

AGENDA ITEM 1 G  
Consent Item

**MEMORANDUM**

**DATE:** March 2, 2023

**TO:** El Dorado County Transit Authority

**FROM:** Brian James, Planning and Marketing Manager

**SUBJECT:** Fiscal Year 2022/23 6-Month Administrative Operations Report

**REQUESTED ACTION:**

**BY MOTION,**

Receive and File the Fiscal Year 2022/23 6-Month Administrative  
Operations Report

**BACKGROUND**

As a recipient of Transportation Development Act (TDA) funds, El Dorado Transit is required to report performance measures as defined in the Public Utilities Code Chapter 4, Article 1, Section 99247. The Administrative Operations Report includes required statistical analysis and other Board approved performance measures on a route, mode and system wide basis.

El Dorado Transit management provides performance measure reporting by service and mode (type of service) which is above and beyond the mandated reporting format. This reporting format provides the public, policy makers and management a detailed comparison by individual service. For comparison purposes, the Administrative Operations Report also includes data from the prior fiscal year.

**DISCUSSION**

The Fiscal Year 2022/23 6-Month Administrative Operations Report (Administrative Operations Report) provides an overview of El Dorado Transit operations for the reporting period July 1, 2022 through December 31, 2022.

As noted in the Administrative Operations Report, El Dorado Transit provides four (4) distinct types of public transportation: Demand Response, Motor Bus (Local Fixed Routes), Commuter Bus (Commuter Services), and Special Event Services. The purpose of each service varies, therefore, goals and objectives for performance are considered separately.

The report provides operational statistics, revenues, expenses and performance measures by route, mode, and system. To effectively review performance, it is necessary to separate the four (4) modes and compare services within each mode.

It should be noted that continuing pandemic related factors, and service interruptions from severe winter weather events had an impact on transit ridership during the reporting period. However, overall ridership and fare revenue numbers were higher than the previous year for the reporting period.

The following sections discuss the general performance of the various service modes during the July 2022 to December 2022 reporting period.

- Demand Response services ridership increased by 1,509 one-way passenger trips or 19.2% during the period. The goal for on-time performance for Demand Response services is 90%, and El Dorado Transit achieved 91.2%.
- Motor Bus (Local Fixed Route) ridership increased by 9,636 one-way passenger trips or 23.9% during the period. The goal for on-time performance for Motor Bus services is 85%, and El Dorado Transit achieved 85.0%.
- Commuter Bus (Commuter Services) ridership increased by 6,736 one-way passenger trips or 70.3% during the period. The goal for on-time performance for Commuter Bus services is 90%, and El Dorado Transit achieved 90.4%.
- Special Event Service ridership includes the El Dorado County Fair Shuttle in June of each year. El Dorado Transit did not provide any Special Event Services during the reporting period.
- System wide ridership increased by 17,881 one-way passenger trips or 31.0%. Systemwide passenger trips per revenue hour increased from 3.3 to 4.6 or 39.4%.

Additional performance measures discussed in the report include fares, operating expenses, and monthly ridership trends.

### **FISCAL IMPACT**

None



# **EL DORADO TRANSIT**



## **Fiscal Year 2022/23**

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# **6-Month Administrative Operations Report**

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March 2, 2023

Prepared by: El Dorado County Transit Authority  
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# Fiscal Year 2022/23

## 6-Month Administrative Operations Report

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### El Dorado County Transit Authority

#### 2023 Board of Directors

Chair: Jackie Neau, Placerville City Council

Vice Chair: George Turnboo, El Dorado County Board of Supervisors, District 2

Directors: David Yarbrough, Placerville City Council

Lori Parlin, El Dorado County Board of Supervisors, District 4

John Hidahl, El Dorado County Board of Supervisors, District 1

Alternate Directors: John Clerici, Placerville City Council

Wendy Thomas, El Dorado County Board of Supervisors, District 3

Executive Director: Matthew Mauk, El Dorado County Transit Authority

#### Mission Statement

*To provide safe, reliable, courteous, attractive, effective, and comfortable public transit, coordinate transit services, reduce vehicle miles traveled on the Western Slope of El Dorado County and actively support reducing emissions to improve air quality.*

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## Introduction

The El Dorado County Transit Authority (El Dorado Transit) provides public transportation on the western slope of El Dorado County under authority of a Joint Powers Agreement (JPA) with the County of El Dorado and the City of Placerville.

The El Dorado Transit Fiscal Year 2022/23 6-Month Administrative Operations Report is prepared to apprise the board and public on transit operations over the first six (6) months of fiscal year (FY) 2022/23 (July 1, 2022 to December 31, 2022). In addition, this report presents a comparison of performance measures for the prior fiscal year.

Due to the COVID-19 virus and physical distancing regulations, Older Adult Day Services closed on March 13, 2020, and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) facility closed on March 16, 2020 but has been partially reinstated. Commuter services were decreased to four (4) buses in the morning and afternoon on March 23, 2020.

## Service Description

Public transportation services provided by El Dorado Transit include Demand Response, Motor Bus (Local Fixed Routes), Commuter Bus (Commuter Routes) and Special Event Services which include annual services funded through local air quality management grants for vehicle emissions reduction.

### Demand Response

Demand Response services include Dial-A-Ride and subscription Dial-A-Ride, Americans with Disabilities Act (ADA) Paratransit, SAC-MED, Mother Lode Rehabilitation Enterprises (M.O.R.E.) and the Older Adult Day Services program transportation.

Dial-A-Ride is a reservation service that operates seven (7) days a week providing curb-to-curb transportation for seniors and persons with disabilities. El Dorado Transit provided 4,441 one-way passenger trips during the reporting period.

ADA Paratransit service is a reservation-based service providing origin to destination transportation to eligible persons with disabilities. ADA Paratransit service is provided the same days and hours as the local fixed route bus services, within  $\frac{3}{4}$  mile of the route service area. El Dorado Transit provided 1,364 one-way passenger trips during the reporting period.

SAC-MED is a non-emergency medical transportation service for the public traveling to medical appointments in Sacramento and Placer Counties. The service operates on Tuesday and Thursday each week. El Dorado Transit provided 118 one-way passenger trips during the reporting period.

M.O.R.E. client transportation is a contracted service. ALTA California Regional Center (ALTA) provides funding for the M.O.R.E client transportation through an agreement with El Dorado Transit. Clients are transported from home or an agreed pickup location to the M.O.R.E. program facility in Placerville, as well as to workplace sites. El Dorado Transit provided 3,430 one-way passenger trips during the reporting period.

Older Adult Day Services program clients are transported from home to the facilities in Placerville and El Dorado Hills on an individual subscription basis, Monday through Friday. The program has been closed due to COVID-19 restrictions, and no trips were provided for the service.

The following table provides a year-to-year comparison of demand response services, noting a substantial increase in trips, hours, and miles due to the return of some services for M.O.R.E. and increased demand for ADA Paratransit and Dial-a-Ride services.

DEMAND RESPONSE COMPARISON				
Reporting Period: July 1, 2022 – December 31, 2022				
	FY 2022/23 (current)	FY 2021/22 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	9,353	7,844	+1,509	+19.2%
<b>HOURS</b>	4,333	4,024	+309	+7.7%
<b>MILES</b>	85,002	76,672	+8,330	+10.9%

## Motor Bus (Local Fixed Routes)

El Dorado Transit provides connecting bus service within the communities of Pollock Pines, Camino, Placerville, Diamond Springs, El Dorado, Shingle Springs, and Cameron Park with connections to El Dorado Hills and Folsom. Route reductions due to staffing shortages had a direct impact on ridership. The following table provides a year-to-year comparison of Motor Bus services, noting a decrease in trips, hours, and miles.

MOTOR BUS COMPARISON				
Reporting Period: July 1, 2022 – December 31, 2022				
	FY 2021/22 (current)	FY 2020/21 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	49,903	40,267	+9,636	+23.9%
<b>HOURS</b>	9,541	11,066	-1,525	-13.8%
<b>MILES</b>	181,528	209,086	-27,558	-13.2%

## Commuter Bus

Sacramento Commuter Bus services provide transportation between El Dorado County and downtown Sacramento during peak commute times, Monday through Friday. Four (4) one-way routes operate both in the morning and afternoon between park-and-ride facilities in El Dorado County and several downtown stops. In addition, two (2) Reverse Commute routes are available for passengers traveling from Sacramento to El Dorado County in the morning and from El Dorado County to Sacramento in the afternoon. The Reverse Commute services are offered on buses that would otherwise be empty while returning from or traveling to Sacramento to perform regular commuter routes. El Dorado Transit provided 11,202 one-way passenger trips during the reporting period.

In addition, the new intercity service between the Sacramento Valley Station and South Lake Tahoe with stops in Cameron Park and Placerville was implemented on July 5, 2021. The service is operated by El Dorado Transit in partnership with the Capitol Corridor and Amtrak. El Dorado Transit provided 5,113 one-way passenger trips during the reporting period.

The following table provides a year-to-year comparison of Commuter Bus services, noting a significant increase in trips due to more passengers on the Sacramento Commuter and the Tahoe services.

COMMUTER BUS COMPARISON				
Reporting Period: July 1, 2022 – December 31, 2022				
	FY 2022/23 (current)	FY 2021/22 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	16,315	9,579	+6,736	+70.3%
<b>HOURS</b>	2,633	2,235	+398	+17.8%
<b>MILES</b>	87,315	76,139	+11,176	+14.7%

## Special Event Services

El Dorado Transit operates special event services which include grant funded annual public shuttle services. There were no special event services provided during the reporting period.

## Performance Measures

### Mandated Performance Reporting

The Transportation Development Act (TDA) guidelines require that public transit agencies report certain annual performance measures to their governing bodies, the regional transportation planning agency and to the office of the California State Controller. The California TDA Relief

Trailer Bill enacted via SB 149 in 2022 extended regulatory relief from some TDA performance and farebox requirements until July 1, 2026.

The following tables summarize and compare the systemwide performance measures for the reporting period:

SYSTEM WIDE COMPARISON				
Reporting Period: July 1, 2022 – December 31, 2022				
	FY 2022/23 (current)	FY 2021/22 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	75,571	57,690	+17,881	+31.0%
<b>HOURS</b>	16,507	17,324	-817	-4.7%
<b>MILES</b>	353,845	361,897	-8,052	-2.2%

The following tables (Figures 1 and 2) summarize system wide performance measures for FY 2022/23 and FY 2021/22 as defined in the TDA guidelines:

**Figure 1 Comparative Report for All Services**

FISCAL YEAR KEY PERFORMANCE MEASURES FOR ALL SERVICES	2022/23	2021/22	Difference	Percentage Change +/-
Farebox Recovery Ratio (FBR)	8.97%	6.44%	+2.53	+39.3%
Passenger Fares	\$336,301	\$227,112	+\$109,189	+48.1%
Average Fare/Passenger	\$4.45	\$3.94	+\$0.51	+12.9%
Operating Expenses	\$3,750,342	\$3,525,055	+\$225,287	+6.4%
Operating Cost/Passenger	\$49.63	\$61.10	-\$11.50	-18.8%
Operating Cost/Revenue Hour	\$227.20	\$203.47	-\$19.42	+11.7%
Operating Cost/Revenue Mile	\$10.60	\$9.74	+\$0.86	+8.8%
Road Calls	30	37	-7	-18.9%
Employees per TDA Guidelines (FTE)	50	50	+0	+0.0%

The Farebox Recovery Ratio (FBR) percentage represents the ratio of fare revenue collected to operating expenses. The standard FBR for El Dorado Transit is 12.2%. Using pre-pandemic inputs for comparison purposes, El Dorado Transit recovered 8.97% in FBR during the reporting period for an increase of 39.3% compared to the previous year. TDA regulatory relief in AB149 allows for the application of additional fare revenues under certain circumstances that would increase the FBR to well above the 12.2% standard.

Passenger fares increased due to increases in Demand Response, Local, and Commuter services. This in turn increased the Farebox Recovery Ratio and the Average Fare per Passenger. We averaged 11,795 miles between road calls, which is 47.4% better than the national average of 8,000 miles between road calls.



**Figure 2 Passenger Trips per Revenue Hour Report for All Services**

PASSENGER TRIPS PER REVENUE HOUR	2022/23	2021/22	Difference	Percentage Change +/-
Demand Response	2.2	1.9	+0.3	+15.8%
Motor Bus (Local Fixed Routes)	5.2	3.6	+1.6	+44.4%
Commuter Bus	6.2	4.3	+1.9	+44.2%
<b>Systemwide Passenger Trips per Revenue Hour</b>	<b>4.6</b>	<b>3.3</b>	<b>+1.3</b>	<b>+39.4%</b>

Passenger Trips per Revenue Hour represents the average number of passenger boardings per hour in all service types. Systemwide passenger trips per revenue hour increased from 3.3 to 4.6 due to the increased ridership systemwide.

## Additional Performance Measures

Although not required by the TDA, El Dorado Transit prepares mid-year and annual reports of performance measures by mode and route. Statistical data summarized by service and mode are included for review as Attachment A (FY 2021/22) and Attachment B (FY 2020/21).

El Dorado Transit compares actual performance with performance standards for FBR and operating subsidy per passenger. The Short and Long-Range Transit Plan includes goals for Service Efficiency, Farebox Return Ratio and Operating Subsidy per Passenger.

The following table (Figure 3) shows the performance standards and the actual performance numbers for comparison:

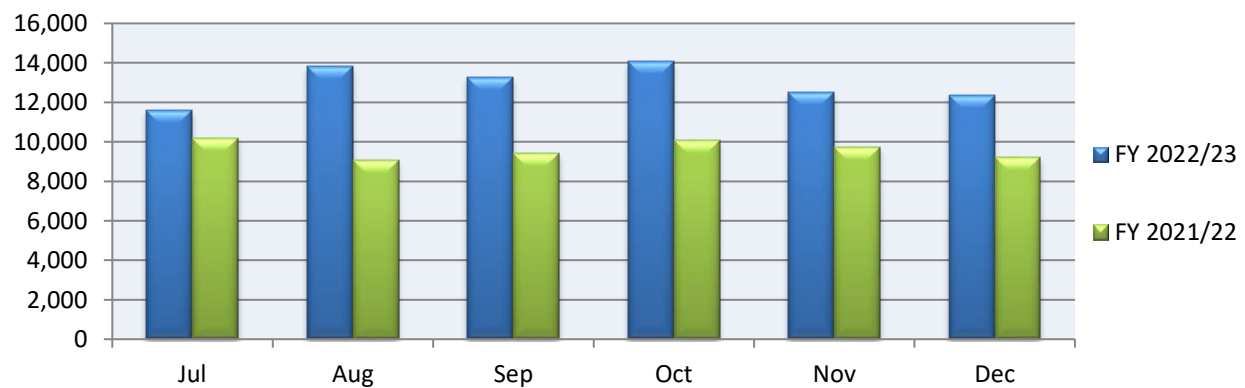
**Figure 3** Comparative Report between Actual 2021/22 and Performance Standards

COMPARISON OF ACTUAL PERFORMANCE AND PERFORMANCE STANDARDS	Farebox Recovery Ratio	Operating Subsidy per Passenger	Passenger Trips per Revenue Hour
<b>Motor Bus Routes Standard/Goal</b>	<b>&gt;10.0%</b>	<b>&lt;\$15.00</b>	<b>&gt;5.0</b>
Route 20 - Placerville	2.29%	\$34.47	5.4
Route 25 – Saturday Express	0.00%	\$0.00	0.0
Route 30 – Diamond Springs/El Dorado	1.82%	\$44.22	4.6
Route 35 – Diamond Springs Saturday	0.00%	\$0.00	0.0
Route 40 – Cameron Park/Shingle Springs	3.19%	\$51.22	4.0
Route 50X – 50 Express	2.65%	\$38.48	5.9
Route 60 – Pollock Pines	2.90%	\$42.15	5.6
<b>Total Motor Bus Routes – Average</b>	<b>2.61%</b>	<b>\$40.74</b>	<b>5.2</b>
<b>Demand Response Standard/Goal</b>	<b>N/A</b>	<b>&lt;\$35.00</b>	<b>&gt;2.0</b>
<b>Total Demand Response - Average</b>	<b>9.45%</b>	<b>\$92.78</b>	<b>2.2</b>
<b>Commuter Bus Standard/Goal</b>	<b>&gt;50.0%</b>	<b>&lt;\$5.00</b>	<b>&gt;10.0</b>
<b>Total Commuter Bus – Average</b>	<b>27.15%</b>	<b>\$31.45</b>	<b>6.2</b>

## Monthly Ridership Trends

The following graph (Figure 4) compares monthly passenger boardings for FY 2022/23 and FY 2021/22 for all services excluding the Fair Shuttle:

**Figure 4** Fiscal Year Monthly Boardings



## On-Time Performance Standards

El Dorado Transit service on-time performance is regularly measured to evaluate actual performance compared to adopted targets. Figure 5 shows the percentage of on-time arrivals by mode compared to adopted targets.

**Figure 5** On-Time Performance FY 2022/23

Service Type	Adopted Target	Actual Performance
Demand Response	90%	91.2%
Motor Bus Routes	85%	85.0%
Commuter Bus Routes	90%	90.4%

## Marketing and Outreach

The following were developed and/or conducted by El Dorado Transit staff, as appropriate, to heighten public awareness and promote transit services:

### Passenger Materials

El Dorado Transit provides complete route and schedule information in printed brochures, and on the agency website which is available in more than one hundred languages. Schedules and route maps are updated regularly and made available on transit vehicles, bus stops and distributed through a network of outlets within the service area.

The agency website is maintained in-house and provides easy access to the most popular types of information including:

- Trip Planner
- Connect Card information
- Transit fares, passes and scrip ticket information and ordering
- Schedule and route information
- Americans with Disabilities Act (ADA) services
- Press Releases
- Legal Notices
- Service Alerts
- Employment information

### Print Advertising and Local Media

El Dorado Transit staff develops and distributes timely Press Releases to local news outlets to identify noteworthy activities and events. These commonly include:

- New, expanded, or modified services
- Opening of new facilities
- Delivery of new vehicles
- Special services
- Ridership growth
- Introduction of targeted promotional activities

In addition to news releases, the staff works with local news reporters to develop feature articles about the benefits of using transit.

## **Digital Outreach**

El Dorado Transit staff distribute information to the public through social media tools such as Facebook and Twitter. Passengers can sign up for rider alert emails that are sent whenever there is a disruption or change in services. Route information and real-time bus arrival information is available to passengers through the free RouteShout app and the El Dorado Transit website.

## **Direct Outreach**

An ongoing public speaking program and mobility training is conducted to build a positive image within the community, build awareness of the services El Dorado Transit offers, and instruct both potential riders and gatekeepers on how to use the transit system. El Dorado Transit staff makes personal on-site presentations to business and community leaders, gatekeepers, potential rider groups, partner organizations, and human services providers. When necessary, presentations are targeted and timed to coincide with implementation of new, expanded, or modified services.

One-on-one transit training (mobility training) is a valuable tool that is available to potential riders to assist them in maintaining their independence and to access life-line services or employment opportunities. Passengers may schedule special training sessions, in-home appointments, or escorted transit rides with staff depending on individual needs. Mobility training is particularly effective in helping potential or first-time passengers become familiar with the available services and overcome any anxiety about using transit.

## Glossary of Terms/Definitions

<b>Demand Response</b>	Shared ride service or services, generally origin-to-destination (curb-to-curb), performed upon request or by advance reservation; as in Dial-A-Ride or SAC-MED
<b>Americans with Disabilities Act (ADA)</b>	a wide-ranging civil rights law enacted by the U.S. Congress in 1990 that prohibits, under certain circumstances, discrimination based on disability
<b>Charter</b>	Transportation provided at the request of a third party for the exclusive use of a bus or van for a negotiated price (excludes public, demand response services)
<b>Transportation Development Act (TDA)</b>	provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance
<b>Farebox Recovery Ratio (FBR)</b>	the ratio of fares collected to operating expenses on a given service or services, represented as a percentage
<b>Trip</b>	represents the boarding of a single transit passenger for the purposes of travel in one direction (one-way)
<b>Ridership</b>	cumulative total of trips recorded on a service or services during a given timeframe
<b>Hours (revenue)</b>	represents the time during which a vehicle was either transporting passengers or available for public boarding (excludes vehicle travel time to and from base before or after passenger service)
<b>Miles (revenue)</b>	represents the miles recorded on a vehicle while either transporting passengers or available for public boarding (excludes distance travelled to and from base before or after passenger service)
<b>Operating Cost</b>	All costs in the operating expense object classes exclusive of depreciation and costs associated with providing charter service
<b>Operating Cost per Passenger</b>	calculation of operating cost divided by the trips recorded

<b>Operating Cost per Hour</b>	calculation of operating cost divided by the revenue hours
<b>Operating Cost per Mile</b>	calculation of operating cost divided by the revenue miles
<b>Passenger Trips per Revenue Hour</b>	calculation of total passenger trips divided by the revenue hours
<b>Average Fare per Passenger</b>	calculation of actual fare revenue divided by the passenger trips
<b>Road Calls</b>	cumulative total of mobile responses to a disabled transit vehicle, while in passenger service
<b>Employee Full-Time Equivalent (FTE)</b>	number of total hours worked divided by the maximum number of compensable hours in a full-time schedule as defined by law

# El Dorado County Transit Authority

## Administrative Operations Report

Fiscal Year 2022 / 2023

Reporting Period July 1, 2022 through December 31, 2022

	Demand Response						Motor Bus										Commuter Bus				Special Services		SYSTEMWIDE
	DIAL A RIDE	SAC-MED	M.O.R.E.	OLDER ADULT DAY SERVICES	COMP PARA- TRANSIT	Subtotal	#40 CP/ SHINGLE SPRINGS	#30 DIAMOND SPRINGS	#25 SATURDAY EXPRESS	#60 POLLOCK PINES	#20 PLACERVILLE	# 35 DIAMOND SPRINGS SATURDAY	50 EXPRESS	Subtotal	COMMUTER	REVERSE COMMUTE	SLT	Subtotal	ED COUNTY FAIR	Subtotal	TOTALS		
TRIPS	4,441	118	3,430	0	1,364	9,353	6,156	6,493	0	8,286	8,275	0	20,693	49,903	11,097	105	5,113	16,315	0	0	75,571		
HOURS	3,083	112	475	0	663	4,333	1,555	1,425	0	1,486	1,546	0	3,530	9,541	1,539	101	993	2,633	0	0	16,507		
MILES	55,785	2,644	14,431	0	12,142	85,002	25,221	21,294	0	38,503	15,405	0	81,105	181,528	45,978	3,775	37,562	87,315	0	0	353,845		
REVENUES:																							
TDA	\$ 358,362.51	\$ 14,994.21	\$ 7,256.14	\$ -	\$ 79,232.07	\$ 459,844.93	\$ 235,271.84	\$ 213,789.39	\$ -	\$ 272,727.77	\$ 205,588.98	\$ -	\$ 614,574.58	\$ 1,541,952.56	\$ 252,574.64	\$ 23,097.89	\$ (6,622.94)	\$ 269,049.59	\$ -	\$ -	\$ 2,270,847.08		
STA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
5311	\$ 263,364.37	\$ 9,713.68	\$ 40,528.87	\$ -	\$ 56,904.10	\$ 370,511.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370,511.02		
CRRSAA 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,204.46	\$ 55,160.10	\$ -	\$ 57,555.64	\$ 59,876.54	\$ -	\$ 136,561.79	\$ 369,358.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 369,358.50		
5311(i)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,375.20	\$ 34,375.20	\$ -	\$ -	\$ 34,375.20		
5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,117.97	\$ 596.05	\$ 5,876.51	\$ 15,590.53	\$ -	\$ -	\$ 15,590.55		
CRRSAA 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,661.76	\$ 3,507.94	\$ 34,584.84	\$ 91,754.54	\$ -	\$ -	\$ 91,754.54		
SGR	\$ 26,626.30	\$ 977.10	\$ 4,095.40	\$ -	\$ 5,743.45	\$ 37,442.25	\$ 13,434.97	\$ 12,308.81	\$ -	\$ 12,840.78	\$ 13,361.59	\$ -	\$ 30,479.81	\$ 82,425.96	\$ 13,308.95	\$ 875.99	\$ 8,595.32	\$ 22,780.26	\$ -	\$ -	\$ 142,648.50		
LCTOP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,417.97	\$ 5,879.51	\$ -	\$ 6,132.27	\$ 6,380.17	\$ -	\$ 14,563.19	\$ 39,373.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,373.12		
CJCPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,583.01	\$ 79,583.01	\$ -	\$ -	\$ 79,583.01		
FARES	\$ 17,889.48	\$ 724.00	\$ 70,403.64	\$ -	\$ 1,515.80	\$ 90,532.92	\$ 10,402.98	\$ 5,311.82	\$ -	\$ 10,438.09	\$ 6,691.33	\$ -	\$ 21,684.34	\$ 54,528.56	\$ 64,534.87	\$ 445.00	\$ 126,259.55	\$ 191,239.42	\$ -	\$ -	\$ 336,300.90		
TOT. REV	\$ 666,242.66	\$ 26,408.99	\$ 122,284.05	\$ -	\$ 143,395.42	\$ 958,331.12	\$ 325,732.22	\$ 292,449.63	\$ -	\$ 359,694.55	\$ 291,898.61	\$ -	\$ 817,863.71	\$ 2,087,638.72	\$ 393,198.19	\$ 28,522.87	\$ 282,651.49	\$ 704,372.55	\$ -	\$ -	\$ 3,750,342.39		
WHEELCHAIR PSGR	660	32	0	0	221	913	8	22	0	274	145	0	116	565	0	0	5	5	0	0	1,483		
EXPENDITURES:																							
EMPLOYEES	\$ 276,360.65	\$ 10,148.83	\$ 42,527.49	\$ -	\$ 59,310.59	\$ 388,347.56	\$ 139,325.93	\$ 127,705.81	\$ -	\$ 133,327.28	\$ 138,610.74	\$ -	\$ 316,161.12	\$ 855,130.88	\$ 138,253.01	\$ 8,982.24	\$ 89,611.03	\$ 236,846.28	\$ -	\$ -	\$ 1,480,324.71		
BENEFITS	\$ 203,498.28	\$ 7,450.75	\$ 31,283.03	\$ -	\$ 43,947.09	\$ 286,179.15	\$ 102,451.01	\$ 93,898.91	\$ -	\$ 97,942.32	\$ 102,058.05	\$ -	\$ 232,386.63	\$ 628,736.92	\$ 101,558.71	\$ 6,731.22	\$ 65,713.30	\$ 174,003.23	\$ -	\$ -	\$ 1,088,919.26		
VEHICLE OP	\$ 88,439.36	\$ 4,113.89	\$ 22,890.99	\$ -	\$ 19,101.71	\$ 134,545.95	\$ 39,921.99	\$ 33,683.84	\$ -	\$ 60,990.82	\$ 24,431.49	\$ -	\$ 128,569.75	\$ 287,597.89	\$ 72,899.11	\$ 5,771.89	\$ 59,560.85	\$ 138,231.85	\$ -	\$ -	\$ 560,375.71		
OTHER OP	\$ 97,944.37	\$ 4,695.52	\$ 25,582.54	\$ -	\$ 21,036.03	\$ 149,258.46	\$ 44,033.29	\$ 37,161.07	\$ -	\$ 67,434.13	\$ 26,798.33	\$ -	\$ 140,746.21	\$ 316,173.03	\$ 80,487.36	\$ 7,037.52	\$ 67,766.31	\$ 155,291.19	\$ -	\$ -	\$ 620,722.68		
TOTAL EXP	\$ 666,242.66	\$ 26,408.99	\$ 122,284.05	\$ -	\$ 143,395.42	\$ 958,331.12	\$ 325,732.22	\$ 292,449.63	\$ -	\$ 359,694.55	\$ 291,898.61	\$ -	\$ 817,863.71	\$ 2,087,638.72	\$ 393,198.19	\$ 28,522.87	\$ 282,651.49	\$ 704,372.55	\$ -	\$ -	\$ 3,750,342.36		
FARE BOX RECOVERY																							
	2.69%	2.74%	57.57%	#DIV/0!	1.06%	9.45%	3.19%	1.82%	#DIV/0!	2.90%	2.29%	#DIV/0!	2.65%	2.61%	16.41%	1.56%	44.67%	27.15%	#DIV/0!	#DIV/0!	8.97%		
OPERATING COST PER / PSGR																							
	\$150.02	\$223.81	\$35.65	#DIV/0!	\$105.13	\$102.46	\$52.91	\$45.04	#DIV/0!	\$43.41	\$35.27	#DIV/0!	\$39.52	\$41.83	\$35.43	\$271.65	\$55.28	\$43.17	#DIV/0!	#DIV/0!	\$49.63		
OPERATING COST PER / HOUR																							
	\$216.07	\$235.88	\$257.66	#DIV/0!	\$216.20	\$221.16	\$209.51	\$205.30	#DIV/0!	\$242.09	\$188.85	#DIV/0!	\$231.70	\$218.82	\$255.55	\$281.71	\$284.62	\$267.52	#DIV/0!	#DIV/0!	\$227.20		
OPERATING COST PER / MILE																							
	\$11.94	\$9.99	\$8.47	#DIV/0!	\$11.81	\$11.27	\$12.92	\$13.73	#DIV/0!	\$9.34	\$18.95	#DIV/0!	\$10.08	\$11.50	\$8.55	\$7.56	\$7.52	\$8.07	#DIV/0!	#DIV/0!	\$10.60		
PASSENGER TRIPS PER / REVENUE HOUR																							
	1.4	1.1	7.2	#DIV/0!	2.1	2.2	4.0	4.6	#DIV/0!	5.6	5.4	#DIV/0!	5.9	5.2	7.2	1.0	5.1	6.2	#DIV/0!	#DIV/0!	4.6		
AVERAGE FARE PER / PASSENGER																							
	\$4.03	\$6.14	\$20.53	#DIV/0!	\$1.11	\$9.68	\$1.69	\$0.82	#DIV/0!	\$1.26	\$0.81	#DIV/0!	\$1.05	\$1.09	\$5.82	\$4.24	\$24.69	\$11.72	#DIV/0!	#DIV/0!	\$4.45		
OPERATING SUBSIDY PER / PASSENGER																							
	\$145.99	\$217.67	\$15.13	#DIV/0!	\$104.02	\$92.78	\$51.22	\$44.22	#DIV/0!	\$42.15	\$34.47	#DIV/0!	\$38.48	\$40.74	\$29.62	\$267.41	\$30.59	\$31.45	#DIV/0!	#DIV/0!	\$45.18		
ROAD CALLS																							
	1	0	4	0	0	5	5	4	0	4	0	0	6	19	5	0	1	6	0	0	30		
EMPLOYEE FULL-TIME EQUIVALENT (FTE)																							
																					50		





