

AGENDA ITEM 1 E  
Consent Item

**MEMORANDUM**

**DATE:** March 5, 2026  
**TO:** El Dorado County Transit Authority  
**FROM:** Erik Bergren, Planning and Marketing Manager  
**SUBJECT:** **Fiscal Year 2025/26 6-Month Administrative Operations Report**

**REQUESTED ACTION:**

**BY MOTION,**

**Receive and File the Fiscal Year 2025/26 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 with 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 2025/26 6-Month Administrative Operations Report (Administrative Operations Report) provides an overview of El Dorado Transit operations for the reporting period July 1, 2025 through December 31, 2025.

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 Motor Bus services and Commuter Bus services during the reporting period. Demand Response services were down slightly.

The following sections discuss the general performance of the various service modes during the July 2025 to December 2025 reporting period.

- Demand Response services ridership decreased by 475 one-way passenger trips or 4.0% during the period. The on-time performance for Demand Response services was 95.2%.
- Motor Bus (Local Fixed Route) ridership increased by 1,163 one-way passenger trips or 1.7% during the period. The on-time performance for Motor Bus services was 89.1%.
- Commuter Bus (Commuter Services) ridership increased by 4,892 one-way passenger trips or 16.3% during the period. The on-time performance for Commuter Bus services was 72.5%. Commuter on-time performance continues to be affected by construction and traffic on the Highway 50 Corridor.
- 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 6,530 one-way passenger trips or 5.6%. Systemwide passenger trips per revenue hour increased from 5.5 to 5.6 or 1.8%.

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

### **FISCAL IMPACT**

None



**EL DORADO  
TRANSIT**

**Fiscal Year 2025/26**

# **6-Month Administrative Operations Report**



Photo by Leslie Thomas

**March 5, 2026**

Prepared by:

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# Fiscal Year 2025/26

## 6-Month Administrative Operations Report

### El Dorado County Transit Authority

#### 2026 Board of Directors

Chair: Brian Veerkamp, El Dorado County Board of Supervisors, District 3

Vice Chair: Jackie Neau, Placerville City Council

Directors: Lori Parlin, El Dorado County Board of Supervisors, District 4  
George Turnboo, El Dorado County Board of Supervisors, District 2  
David Yarbrough, Placerville City Council

Alternate Directors: John Clerici, Placerville City Council  
Greg Ferrero, El Dorado County Board of Supervisors, District 1

Executive Director: Brian James, El Dorado County Transit Authority

#### Mission Statement

*To serve our community with safe and dependable public transit that reduces traffic and supports cleaner air while providing outstanding customer service.*

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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 2025/26 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) 2025/26 (July 1, 2025 to December 31, 2025). In addition, this report presents a comparison of performance measures for the prior fiscal year.

## 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 5,972 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 2,024 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 315 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 4,166 one-way passenger trips during the reporting period.

Older Adult Day Services program clients are transported from home to the facility in Placerville 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, with trips and hours virtually unchanged, and a decrease in miles.

DEMAND RESPONSE COMPARISON				
Reporting Period: July 1, 2025 – December 31, 2025				
	FY 2025/26 (current)	FY 2024/25 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	12,477	12,002	475	+3.9%
<b>HOURS</b>	5,293	4,990	303	+6.1%
<b>MILES</b>	102,036	90,911	11,125	+12.2%

### 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. The following table shows an increase in trips, hours, and miles for year-to-year comparison of Motor Bus services.

MOTOR BUS COMPARISON				
Reporting Period: July 1, 2025 – December 31, 2025				
	FY 2025/26 (current)	FY 2024/25 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	68,930	67,767	+1,163	+1.7%
<b>HOURS</b>	11,687	11,657	+30	+0.3%
<b>MILES</b>	224,120	223,332	+788	+0.4%

## Commuter Bus

Sacramento Commuter Bus services provide transportation between El Dorado County and downtown Sacramento during peak commute times, Monday through Friday. Five (5) one-way routes operate in the morning and six (6) in the afternoon between park-and-ride facilities in El Dorado County and several downtown stops. In addition, five (5) 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 34,941 one-way passenger trips during the reporting period.

In addition, the intercity service between the Sacramento Valley Station and South Lake Tahoe with stops in Cameron Park and Placerville continued during the reporting period. The service is operated by El Dorado Transit in partnership with the Capitol Corridor and Amtrak. El Dorado Transit provided 4,667 one-way passenger trips during the reporting period.

The following table provides a year-to-year comparison of Commuter Bus services, with a dramatic increase in trips due to state workers returning to the office, the addition of a fifth commuter route and more passengers on the Tahoe services.

COMMUTER BUS COMPARISON				
Reporting Period: July 1, 2025 – December 31, 2025				
	FY 2025/26 (current)	FY 2024/25 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	34,941	30,049	+4,892	+16.3%
<b>HOURS</b>	3,821	3,442	+379	+11.0%
<b>MILES</b>	128,377	107,065	+21,312	+19.9%

## 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, 2025 – December 31, 2025				
	FY 2025/26 (current)	FY 2024/25 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	116,348	109,818	+6,530	+5.9%
<b>HOURS</b>	20,801	20,089	+712	+3.5%
<b>MILES</b>	454,533	421,308	+33,325	+7.9%

The following tables (Figures 1 and 2) summarize system wide performance measures for FY 2025/26 and FY 2024/25 as defined in the TDA guidelines:

**Figure 1 Comparative Report for All Services**

FISCAL YEAR KEY PERFORMANCE MEASURES FOR ALL SERVICES	2025/26	2024/25	Difference	Percentage Change +/-
Farebox Recovery Ratio (FBR)	12.03%	11.73%	+0.3	+2.6%
Passenger Fares	\$537,640	\$521,083	+\$16,557	+3.2%
Average Fare/Passenger	\$4.62	\$4.74	-\$0.12	+2.5%
Operating Expenses	\$4,469,591	\$4,442,827	+\$26,764	+0.6%
Operating Cost/Passenger	\$38.42	\$40.46	-\$2.04	-5.0%
Operating Cost/Revenue Hour	\$214.88	\$221.16	-\$6.28	+2.8%
Operating Cost/Revenue Mile	\$9.83	\$10.55	-\$0.72	-6.8%
Road Calls	56	24	-8	+57.1%
Employees per TDA Guidelines (FTE)	54	59	-5	-8.5%

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 12.03% in FBR during the reporting period for an increase of 0.3% 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. El Dorado Transit averaged 8,117 miles between road calls, which is slightly better than the national average of 8,000 miles between road calls.

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

<b>PASSENGER TRIPS PER REVENUE HOUR</b>	<b>2025/26</b>	<b>2024/25</b>	<b>Difference</b>	<b>Percentage Change +/-</b>
Demand Response	2.4	2.4	+0.0	0.0%
Motor Bus (Local Fixed Routes)	5.9	5.8	+0.7	+1.7%
Commuter Bus	9.1	8.7	+0.4	+46%
<b>Systemwide Passenger Trips per Revenue Hour</b>	<b>5.6</b>	<b>5.5</b>	<b>+0.1</b>	<b>+1.8%</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 5.5 to 5.6 during the reporting period.

### **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 2025/26) and Attachment B (FY 2024/25).

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:

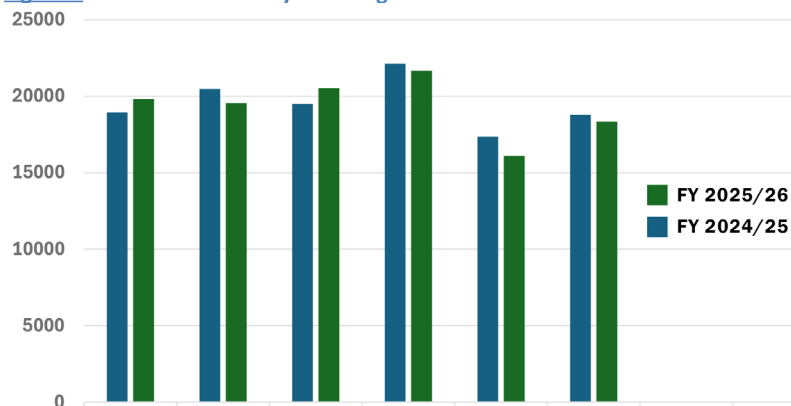
**Figure 3** Comparative Report between Actual 2023/24 and Performance Standards

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	3.39%	\$27.65	6.3
Route 25 – Saturday Express	3.18%	\$33.39	6.3
Route 30 – Diamond Springs/El Dorado	2.63%	\$37.54	5.1
Route 35 – Diamond Springs Saturday	2.51%	\$44.31	4.2
Route 40 – Cameron Park/Shingle Springs	2.60%	\$45.71	4.3
Route 50X – 50 Express	3.21%	\$31.88	5.9
Route 60 – Pollock Pines	3.55%	\$36.00	6.1
<b>Total Motor Bus Routes – Average</b>	<b>3.11%</b>	<b>\$34.01</b>	<b>5.9</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>10.03%</b>	<b>\$79.12</b>	<b>2.4</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>36.96%</b>	<b>\$17.19</b>	<b>9.1</b>

## Monthly Ridership Trends

The following graph (Figure 4) compares monthly passenger boardings for FY 2025/26 and FY 2024/25 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 2025/26

Service Type	Adopted Target	Actual Performance
Demand Response	90%	95.2%
Motor Bus Routes	85%	89.1%
Commuter Bus Routes	90%	72.5%

## 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
- Board Agendas and Minutes

## 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 X, formally known as Twitter. An El Dorado Transit Instagram account was also created in 2023, and staff have been posting and developing for user engagement. 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

El Dorado Transit regularly attends in-person outreach events in El Dorado County and the surrounding areas. Typical partners include El Dorado County Probation, Sacramento County, CalTrans, 50 Corridor Transit Management Association, Society for the Blind and more.

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 public 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



