



# EL DORADO TRANSIT

## EL DORADO COUNTY TRANSIT AUTHORITY TRANSIT ADVISORY COMMITTEE MEETING AGENDA Regular Meeting

El Dorado County Transit Authority  
6565 Commerce Way  
Diamond Springs, CA 95619

Wednesday, March 26, 2025; 8:15 AM

**Chairperson:** Laurel Brent-Bumb  
**Vice Chairperson:** Susie Davies

**Executive Director:** Brian James

### CALL TO ORDER AND ROLL CALL

### ADOPTION OF AGENDA AND APPROVAL OF CONSENT CALENDAR

These items are expected to be routine and non-controversial. They will be acted upon by the TAC at one time without discussion. Any TAC board member, staff member or interested citizen may request an item be removed from the Consent Calendar for discussion. The TAC may also add items from the Agenda to the Consent Calendar if they appear to be non-controversial.

### OPEN FORUM

At this time, any person may comment on any item that is not on the agenda. Please state your name for the record. Action will not be taken on any item that is not on the agenda. Please limit your comments to no more than three (3) minutes. Please give any written material presented at the meeting to the clerk for public record.

<b>1.</b>	<b><u>CONSENT CALENDAR</u></b>	<b><u>PAGE</u></b>
	A. Conformed Minutes of September 25, 2024 ( <i>Wilcher</i> )	3
	B. Receive and File Independent Financial Audit, Single Audit and Compliance Reports for Fiscal Year 2023/24 for the El Dorado County Transit Authority ( <i>Hewett</i> )	6

<b>2.     <u>ACTION ITEMS</u></b>	<b><u>PAGE</u></b>
<ul style="list-style-type: none"> <li>A. 1. Receive and File Fiscal Year 2025/26 Preliminary Operating Budget including Revisions (<i>Hewett</i>)</li> <li>      2. Receive and File Fiscal Year 2025/26 Preliminary Capital Budget</li> </ul>	71
<ul style="list-style-type: none"> <li>B. Approve the Transit Advisory Committee (TAC) Meeting Calendar for the Next Twelve (12) Months (<i>Bergren</i>)</li> </ul>	75
<ul style="list-style-type: none"> <li>C. 1. Confirm Renewing TAC Members (<i>Bergren</i>)</li> <li>      2. Recruit Vacant Representative positions</li> </ul>	76
<b>3.     <u>INFORMATION ITEMS</u></b>	
<ul style="list-style-type: none"> <li>A. Receive and File the <b><u>Fiscal Year 2024/25 6-Month Administrative Operations Report</u></b> (<i>Bergren</i>)</li> </ul>	78
<ul style="list-style-type: none"> <li>B. Newsletter October 2024 – December 2024 and Newsletter January 2025 –March 2025 (<i>Bergren</i>)</li> </ul>	95
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**PROJECT UPDATES\***

**EXECUTIVE DIRECTOR REPORT\***

**COMMITTEE MEMBER COMMENTS\***

**ADJOURNMENT**

\* Verbal Report

NEXT REGULARLY SCHEDULED  
 EL DORADO COUNTY TRANSIT AUTHORITY  
 TRANSIT ADVISORY COMMITTEE MEETING  
 September 24, 2025; 8:15AM  
 El Dorado Transit Office  
 6565 Commerce Way  
 Diamond Springs, CA 95619

*In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability related modification or accommodation to participate in this meeting, then please contact our office by telephone at (530) 642-5383 extension 229 or by fax at (530) 622-2877. Requests must be made as early as possible, and at least one full business day before the start of the meeting.*



# EL DORADO TRANSIT

**EL DORADO COUNTY TRANSIT AUTHORITY  
TRANSIT ADVISORY COMMITTEE MEETING  
CONFORMED MINUTES  
Regular Meeting**

**El Dorado County Transit Authority  
6565 Commerce Way  
Diamond Springs, CA 95619**

**Wednesday, September 25, 2024; 8:15 AM**

**Chairperson:** Laurel Brent-Bumb

**Vice Chairperson:** Susie Davies

**Executive Director:** Brian James

## **CALL TO ORDER AND ROLL CALL**

**The meeting was called to order by Susie Davies at 8:15 AM.**

**Members present:** Susie Davies, Dan Bolster and Ellen Yevdakimov

**Members absent:** Laurel Brent-Bumb

**Staff present:** Erik Bergren, Kristin Halverson, Kate Hewett, Brian James, Julie Petersen, Megan Wilcher

## **ADOPTION OF AGENDA**

**M/S:** Bolster/Yevdakimov

**Ayes:** Bolster, Davies, Yevdakimov

**Absent:** Brent-Bumb

## **PUBLIC COMMENT**

**None**

### **1. CONSENT CALENDAR**

*These items are expected to be routine and non-controversial. They will be acted upon by the TAC at one time without discussion. Any TAC board member, staff member or interested citizen may request an item be removed from the Consent Calendar for discussion. The TAC may also add items from the Agenda to the Consent Calendar if they appear to be non-controversial.*

A. Conformed Minutes of October 25, 2023 (*Wilcher*)

**M/S:** Bolster/Yevdakimov  
**Ayes:** Bolster, Davies, Yevdakimov  
**Absent:** Brent-Bumb

2. **ACTION ITEMS**

A. Approve the Transit Advisory Committee (TAC) Meeting Calendar for the Next Twelve (12) Months (*Bergren*)

**M/S:** Bolster/Yevdakimov  
**Ayes:** Bolster, Davies, Yevdakimov  
**Absent:** Brent-Bumb

B. 1. Confirm Renewing TAC Members (*Bergren*)  
2. Recruit Vacant Representative positions

**M/S:** Bolster/Yevdakimov  
**Ayes:** Bolster, Davies, Yevdakimov  
**Absent:** Brent-Bumb

C. Receive and File the Final Amended Operating Budget for Fiscal Year 2023/24 as Proposed (*Petersen*)

**M/S:** Bolster/Yevdakimov  
**Ayes:** Bolster, Davies, Yevdakimov  
**Absent:** Brent-Bumb

3. **INFORMATION ITEMS**

A. Receive and file the June & July 2024 Ridership Reports (*Bergren*)

B. 2024 Fair Shuttle Ridership (*Bergren*)

C. Newsletter July 2024 – September 2024 (*Bergren*)

D. Newsletter October 2024 – December 2024 (*Bergren*)

**All Information Items are informational in nature and not voted on.**

**PROJECT UPDATES\***

**EXECUTIVE DIRECTOR REPORT\***

**COMMITTEE MEMBER COMMENTS\***

**ADJOURNMENT**

**The meeting was adjourned at 9:20 AM**

\* Verbal Report

AGENDA ITEM 1 B  
Consent Item

**MEMORANDUM**

**DATE:** March 26, 2025

**TO:** El Dorado County Transit Authority  
Transit Advisory Committee

**FROM:** Kate Hewett, Finance Manager

**SUBJECT:** Receive and File Fiscal Year 2023/24 Independent Financial Audit, Single Audit and Compliance Reports

**REQUESTED ACTION:**  
**BY MOTION,**

**Receive and File Independent Financial Audit, Single Audit and Compliance Reports for Fiscal Year 2023/24 for the El Dorado County Transit Authority**

**BACKGROUND**

The El Dorado County Transportation Commission (EDCTC) is responsible to ensure that the El Dorado County Transit Authority (El Dorado Transit), as a Transportation Development Act (TDA) claimant, annually submits an independent financial audit per Public Utilities Commission Code 99245. The fiscal and compliance audits are performed in accordance with Generally Accepted Accounting Principles by a certified public accounting firm and include a determination of compliance with TDA rules and regulations. The El Dorado Transit Fiscal Year (FY) 2023/24 Compliance Audit and Single Audit are included in the EDCTC Overall Work Program.

EDCTC awarded a contract to Richardson & Company to produce compliance audits and reports for all FY 2023/24 TDA claimants including El Dorado Transit.

**DISCUSSION**

Ingrid Shepline of Richardson & Company presented the Financial and Compliance audits to staff and the Ad Hoc Audit Review Committee comprised of Chair George Turnboo and Vice Chair David Yarbrough on Monday, December 2, 2024. Discussion items included the following:

Richardson & Company reports that El Dorado Transit received an Unmodified (clean) opinion under the generally accepted auditing standards.

El Dorado County Transit Authority  
Transit Advisory Committee  
March 26, 2025

There were five (5) proposed journal entries made by the auditors, including:

1. One (1) proposed journal entry adjustment to reverse the South Lake Tahoe contra account allocation.
2. One (1) proposed journal entry adjustment to recognize Section 5310 grant proceeds.
3. One (1) proposed journal entry adjustment to record State of Good Repair (SGR) deferred revenue.
4. One (1) proposed journal entry adjustment to reclassify other income to capital revenue.
5. One (1) proposed journal entry adjustment to true up the Local Transportation Fund (LTF) eligibility.

Included in the Audited Financial Statements are Financial Audit and Compliance Reports.

#### *FINANCIAL AUDIT*

El Dorado Transit staff is pleased to report that the FY 2023/24 Independent Financial Audit has identified no material weaknesses.

The financial audit is a measure of financial activity and compliance with government code during the given fiscal period. Highlights include net assets of El Dorado Transit exceeding its liabilities by \$12,516,873 with unrestricted net assets of \$1,551,265. It is the opinion of management that the unrestricted net assets indicate a good fiscal condition for El Dorado Transit.

#### *COMPLIANCE REPORT*

The audit report states with regard to the laws, regulations and certain provisions of the TDA, applicable to El Dorado Transit, “The results of our tests disclosed no instances of noncompliance that are required to be reported under *Government Auditing Standards*, or the TDA or State grant program guidelines.”

#### *SINGLE AUDIT*

The Single Audit is a supplementary report of internal control over federal program financial reporting and compliance based on an audit of financial statements performed in accordance with government auditing standards. The primary function of a Single Audit is to review internal controls, purchasing procedures and reporting standards of agencies

El Dorado County Transit Authority  
Transit Advisory Committee  
March 26, 2025

receiving federal grant funds. The trigger for conducting a Single Audit is an agency receiving over \$750,000 of federal funding in one fiscal year. El Dorado Transit received \$1,220,573 in federal funding during FY 2023/24 including four (4) operating assistance grants and one (1) rolling stock grant.

El Dorado Transit is reporting that the FY 2023/24 Independent Single Audit identified no material weaknesses in internal control over compliance.

The full FY 2023/24 Independent Financial Audit Report is available on El Dorado Transit's website and is available for public review upon request at El Dorado Transit's offices during normal business hours.

**EL DORADO COUNTY TRANSIT AUTHORITY**

Audited Financial Statements,  
Supplementary Information and Compliance Reports

June 30, 2024 and 2023

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EL DORADO COUNTY TRANSIT AUTHORITY

Audited Financial Statements,  
Supplementary Information and Compliance Reports  
June 30, 2024 and 2023

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
El Dorado County Transit Authority  
Diamond Springs, California

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the El Dorado County Transit Authority (the Authority), as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2024 and 2023, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America as well as accounting systems prescribed by the State Controller's Office and state regulations governing special districts.

#### ***Basis for Opinions***

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of the proportionate share of the net pension liability, schedule of contributions to the pension plan, schedule of changes in the net OPEB liability and related ratios, and schedule of contributions to the OPEB plan to be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements.

To the Board of Directors  
El Dorado County Transit Authority

We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's financial statements. The accompanying schedules of operating expenses and schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedules of operating expenses and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated November 19, 2024, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

*Richardson & Company, LLP*

November 19, 2024

# EL DORADO COUNTY TRANSIT AUTHORITY

## Management's Discussion and Analysis For Year Ended June 30, 2024

The management of the El Dorado County Transit Authority (the Authority) presents this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2024. This section is designed to be read in conjunction with the Authority's basic financial statements and the footnotes.

The primary objective of the Management Discussion and Analysis (MD&A) is to enhance the understandability and usefulness of this external financial audit report to the public and oversight government bodies.

### **Financial and Operational Highlights**

- Net position of the Authority as of June 30, 2024, is stated at \$12,516,873.
- \$1,551,265 of the Net Position of the Authority is unrestricted and may be used to meet the Authority's ongoing obligations to provide public transportation. The amount of unrestricted assets is directly affected by recognizing Pension and OPEB Liabilities as outlined in Note G and H.
- Note E – Unearned Revenues, explains that there are \$3,161,611 of unearned Local Transportation Fund (LTF) as of June 30, 2024. The unearned LTF is due in part to the carry-over amount of \$2,739,339 from the previous year's allocation. Deferred STA funds of \$10,986,108 are being retained in anticipation of possible upgrades to the bus fleet to meet Federal and State Zero Emissions Bus regulations.
- Due to COVID-19, AB 149 was passed to allow for the inclusion of operating grants to the Fare Revenue Ratio calculation. The additional AB149 funds of \$1,164,573, is considered fare revenue and resulted in the fare box recovery of 35.61% in fiscal year 2022/23, and 26.44% in the fiscal year ended June 30, 2024, see Note F. AB 149 has been in effect for both years discussed above. The AB 149 funds allowed the Authority to comply with the required 12.22% minimum. Management continues to monitor the fare box recovery so the minimum standard can be met in future years.

### **Overview of Financial Statements**

The Authority submits proprietary fund financial statements under the enterprise accounting methodology. Enterprise accounting is used when all or a portion of the operating costs are recovered via user fees. The financial statements are prepared under the accrual basis of accounting in accordance with generally accepted accounting principles (GAAP), revenues are recorded in the period in which they are earned, and expenses are recognized in the period in which they are incurred.

The financial statements include Balance Sheets, Statements of Revenues, Expenses and Changes in Net Position, Statements of Cash Flows, Supplementary Information and Compliance Reports. The financial statements presented by the Authority were audited by independent auditors. Notes to the financial statements provide additional information that is essential for a reader to fully understand the financial data provided.

# EL DORADO COUNTY TRANSIT AUTHORITY

## Management's Discussion and Analysis For Year Ended June 30, 2024

The basic financial statements are designed to follow corporate presentation models.

- The focus of the **Balance Sheets** is the total net resources available to continue providing public transportation services. This statement consolidates current spendable assets with capital assets.
- The **Statements of Revenues, Expenses and Changes in Net Position** focus on the results of the Authority's operations for the fiscal year. The intent is to report the net cost of the Authority's activities that are mainly supported by local sales taxes and passenger fares.
- The **Statements of Cash Flows** provides an accounting of cash receipts and cash payments that occurred during the fiscal year. This statement reports the cash effects from the Authority's operations, financing, and investment activities.
- **Supplementary Information** is a Schedule of Operating Expenses.
- **Compliance Reports** are included as required.

### Financial Analysis

The following schedule was prepared from the Authority's Balance Sheets using the accrual basis of accounting. Assets purchased above \$1,000 with more than one year of useful life are capitalized and depreciated. Net position is the difference between liabilities and assets and are one measure of the financial health of the Authority.

**EL DORADO COUNTY TRANSIT AUTHORITY**

Management's Discussion and Analysis  
For Year Ended June 30, 2024

	<u>Summary of Net Position</u>		Increase
	<u>2024</u>	<u>2023</u>	<u>(Decrease)</u>
<b><u>Assets and Deferred Outflows of Resources</u></b>			
Current Assets	\$ 19,728,427	\$ 15,604,003	\$ 4,124,424
Capital Assets	10,422,669	10,792,826	(370,157)
Other Non-Current Assets	<u>129,037</u>	<u>144,638</u>	<u>(15,601)</u>
Total Assets	<u>30,280,133</u>	<u>26,541,467</u>	<u>3,738,666</u>
Deferred Outflow of Resources	<u>3,110,872</u>	<u>4,290,639</u>	<u>(1,179,767)</u>
Total Assets and Deferred Outflows of Resources	<u>\$ 33,391,005</u>	<u>\$ 30,832,106</u>	<u>\$ 2,558,899</u>
<b><u>Liabilities and Deferred Inflows of Resources</u></b>			
Current and Other Liabilities	\$ 16,428,827	\$ 12,992,887	\$ 3,435,940
Long-Term Liabilities	<u>3,316,961</u>	<u>4,665,996</u>	<u>(1,349,035)</u>
Total Liabilities	<u>19,745,788</u>	<u>17,658,883</u>	<u>2,086,905</u>
Deferred Inflows of Resources	<u>1,128,344</u>	<u>369,214</u>	<u>759,130</u>
Total Liabilities and Deferred Inflows of Resources	<u>20,874,132</u>	<u>18,028,097</u>	<u>2,846,035</u>
<b><u>Net Position</u></b>			
Net Investment in Capital Assets	10,422,667	10,727,954	(305,287)
Restricted	542,941	526,244	16,697
Unrestricted	<u>1,551,265</u>	<u>1,532,411</u>	<u>18,854</u>
Total Net Position	<u>12,516,873</u>	<u>12,804,009</u>	<u>(287,136)</u>
Total Liabilities, Deferred Inflows of Resources and Net Position	<u>\$ 33,391,005</u>	<u>\$ 30,832,106</u>	<u>\$ 2,558,899</u>

**EL DORADO COUNTY TRANSIT AUTHORITY**

Management's Discussion and Analysis  
For Year Ended June 30, 2024

	Summary of Changes in Net Position		Increase
	2024	2023	(Decrease)
Operating Revenues	\$ 908,699	\$ 796,964	\$ 111,735
Operating Expenses	<u>(10,104,368)</u>	<u>(8,994,317)</u>	<u>(1,110,051)</u>
Net Operating Loss	<u>(9,195,669)</u>	<u>(8,197,353)</u>	<u>(998,316)</u>
Nonoperating Revenues (Expenses):			
Local Transportation Fund Allocation	6,871,307	4,940,728	1,930,579
State of Good Repair	-	-	-
Federal Transit Administration Grants	1,164,573	1,731,998	(567,425)
State Operating Grant	-	75,000	(75,000)
Local Operating Grant	20,407	25,996	(5,589)
Other Operating Revenues	24,869	15,954	8,915
Interest Revenue	187,561	97,858	89,703
Interest Expense	(2,109)	(6,097)	3,988
Gain (Loss) on Disposal of Capital Assets	<u>1,755</u>	<u>9,531</u>	<u>(7,776)</u>
Total Non-Operating Revenue (Expenses)	<u>8,268,363</u>	<u>6,890,938</u>	<u>1,377,425</u>
Loss Before Capital Contributions	(927,306)	(1,306,415)	379,109
Capital Contributions	<u>640,170</u>	<u>-</u>	<u>640,170</u>
Change in Net Position	(287,136)	(1,306,415)	1,019,279
Net Position, Beginning of the Year	<u>12,804,009</u>	<u>14,110,424</u>	<u>(1,306,415)</u>
Net Position, End of Year	<u><u>\$ 12,516,873</u></u>	<u><u>\$ 12,804,009</u></u>	<u><u>\$ (287,136)</u></u>

## EL DORADO COUNTY TRANSIT AUTHORITY

### Management's Discussion and Analysis For Year Ended June 30, 2024

Changes from the prior year include an increase in Current Assets of \$4,124,424. Capital Assets decreased by \$370,157 due primarily to depreciation. Most of the increase in the Current and Other Liabilities can be attributed to the deferred LTF and STA revenue discussed further in Note E. The change in the net position is a decrease of \$287,136.

It is the opinion of management that unrestricted net position of \$1,551,265 is a positive indicator of the fiscal condition for the Authority. Based on projected future needs, the Authority can continue to operate under its current cash management methodology in all areas such as grant management, current and long-term liability payments, and operating expenses.

The Balance Sheet reflects unearned revenue of \$15,744,763 with details in the Notes to Financial Statements Note E; this is an increase from the prior year of \$3,375,833.

Current Liabilities include the recognition of Long-term debt – due within one year; this is the current portion of compensated absences due of \$194,744 and pension.

Long-term liabilities decreased by \$1,349,035 due to a reduction of the pension liability resulting from the additional contribution made in fiscal year 2022/23.

#### **Transportation Development Act (TDA)**

Enacted by the California legislature in 1972, the Mills-Alquist-Deddeh Act, better known as the Transportation Development Act (TDA) provides a major source of funding for public transportation implemented by regional transportation planning agencies. TDA statutes are under Government Code Title 3, Division 3, Chapter 2, Article 11 and Public Utilities Code Division 10, Part 11, Chapter 4, Articles 1 – 8.

Each county establishes a Local Transportation Fund (LTF) for TDA purposes. LTF revenues are derived from ¼ cent of the retail sales tax dollars collected statewide. The California Department of Tax and Fee Administration returns the ¼ cent to each county according to the amount of tax collected within its boundaries. As noted, the Authority normally utilizes all the TDA available for transit. TDA for transit operating is determined following the allocation of TDA to the Tahoe Region of El Dorado County, El Dorado County Auditor, Sacramento Area Council of Governments and El Dorado County Transportation Commission.

Annual audits of TDA recipients include a compliance report to verify that the allocations are made within California Code of Regulations.

The Authority is not a general fund recipient from either JPA member jurisdiction as described in Note A; therefore, budget development includes a contingency for unplanned expenses at three percent (3%) for the preliminary budget process. The Authority approved a preliminary \$591,334 contingency for fiscal year 2023/24. Considering the fluctuations in the Pension Liability; it is management's opinion that this practice is still appropriate and vital for cash flow purposes.

# EL DORADO COUNTY TRANSIT AUTHORITY

## Management's Discussion and Analysis For Year Ended June 30, 2024

### **Capital Assets**

As of June 30, 2024, the Authority has invested \$10,422,667 in buildings and improvements, transit vehicles and construction in progress, net of depreciation. Additional information on the Authority's capital assets is provided in Note C of the Notes to Financial Statements.

### **Long-Term Liabilities**

As of June 30, 2024, the Authority's noncurrent liabilities included one-half (1/2) of the accrued compensated employee absences, the Net Pension Liability, and the Net Other Post-Employment Benefit liabilities. The Net Pension Liability has decreased by \$1,347,260, due to the additional payment toward the Unfunded Pension Liability. Additional information about the Authority's long-term liabilities is provided in Note D of the Notes to Financial Statements.

### **Economic Factors and Related Budget Impact**

The ability to fund public transportation is closely related to the local and regional economies. Approximately seventy-five percent (75%) of the Authority's operating and non-operating revenues are TDA funds including Local Transit Fund (LTF) and State Transit Assistance (STA). These funds are derived from retail sales tax receipts in the western slope of El Dorado County for fiscal year 2023/24.

Research and demographic reporting indicate a projected growth in senior populations. This increase of senior residents on the western slope of El Dorado County will create demand for additional public transit options.

### **Requests for Information**

This discussion is designed to provide general overview to those persons with an interest in the Authority's financial position. Questions or comments may be directed to:

Julie Petersen and Kate Hewett, Finance Managers  
El Dorado County Transit Authority  
6565 Commerce Way  
Diamond Springs, CA 95619

EL DORADO COUNTY TRANSIT AUTHORITY

BALANCE SHEETS

June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 12,811,874	\$ 8,194,149
Restricted cash and cash equivalents	1,407,167	981,877
Accounts receivable	24,258	30,889
Accrued interest receivable	15,282	10,244
Due from other governments	5,155,373	6,026,677
Inventory	314,473	360,167
TOTAL CURRENT ASSETS	<u>19,728,427</u>	<u>15,604,003</u>
NONCURRENT ASSETS		
Net other postemployment benefits (OPEB) asset	129,037	144,638
Capital assets:		
Not depreciated	1,624,635	856,958
Depreciated, net	8,798,034	9,935,868
Total capital assets	<u>10,422,669</u>	<u>10,792,826</u>
TOTAL NONCURRENT ASSETS	<u>10,551,706</u>	<u>10,937,464</u>
TOTAL ASSETS	<u>30,280,133</u>	<u>26,541,467</u>
DEFERRED OUTFLOWS OF RESOURCES		
Pension plan	2,957,627	4,183,188
OPEB plan	153,245	107,451
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>3,110,872</u>	<u>4,290,639</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 33,391,005</u>	<u>\$ 30,832,106</u>

(Continued)

EL DORADO COUNTY TRANSIT AUTHORITY

BALANCE SHEETS (Continued)

June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$ 343,981	\$ 228,913
Accrued expenses	145,339	133,653
Unearned revenues	15,744,763	12,368,930
Compensated absences, due within one year	194,744	196,519
Capital lease, due within one year		64,872
TOTAL CURRENT LIABILITIES	<u>16,428,827</u>	<u>12,992,887</u>
LONG-TERM LIABILITIES		
Compensated absences, due in more than one year	194,744	196,519
Net pension liability	3,122,217	4,469,477
TOTAL LONG-TERM LIABILITIES	<u>3,316,961</u>	<u>4,665,996</u>
TOTAL LIABILITIES	<u>19,745,788</u>	<u>17,658,883</u>
DEFERRED INFLOWS OF RESOURCES		
Pension plan	902,917	167,601
OPEB plan	225,427	201,613
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>1,128,344</u>	<u>369,214</u>
NET POSITION		
Net investment in capital assets	10,422,667	10,727,954
Restricted for other postemployment benefits	129,037	144,638
Restricted for pension benefits	413,904	381,606
Restricted for transit vehicle purchases		17,400
Unrestricted	1,551,265	1,532,411
TOTAL NET POSITION	<u>12,516,873</u>	<u>12,804,009</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u><u>\$ 33,391,005</u></u>	<u><u>\$ 30,832,106</u></u>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSIT AUTHORITY  
 STATEMENTS OF REVENUES, EXPENSES AND  
 CHANGES IN NET POSITION

For the Years Ended June 30, 2024 and 2023

	2024	2023
<b>OPERATING REVENUES</b>		
Fares	\$ 786,696	\$ 652,008
Special transit	122,003	144,956
<b>TOTAL OPERATING REVENUES</b>	<b>908,699</b>	<b>796,964</b>
<b>OPERATING EXPENSES</b>		
Operating expenses	8,521,145	7,385,480
Depreciation and amortization	1,583,223	1,608,837
<b>TOTAL OPERATING EXPENSES</b>	<b>10,104,368</b>	<b>8,994,317</b>
<b>OPERATING LOSS</b>	<b>(9,195,669)</b>	<b>(8,197,353)</b>
<b>NONOPERATING REVENUES (EXPENSES)</b>		
Local transportation fund allocation	6,871,307	4,940,728
Federal transit administration grants	1,164,573	1,731,998
State operating grants		75,000
Local operating grants	20,407	25,966
Other nonoperating revenues	24,869	15,954
Investment income	187,561	97,858
Interest expense	(2,109)	(6,097)
Gain on disposal of capital assets	1,755	9,531
<b>TOTAL NONOPERATING REVENUES (EXPENSES)</b>	<b>8,268,363</b>	<b>6,890,938</b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS</b>	<b>(927,306)</b>	<b>(1,306,415)</b>
<b>CAPITAL CONTRIBUTIONS</b>		
Federal grants	56,000	
Other	584,170	
<b>TOTAL CAPITAL CONTRIBUTIONS</b>	<b>640,170</b>	
<b>CHANGE IN NET POSITION</b>	<b>(287,136)</b>	<b>(1,306,415)</b>
Net position, beginning of year	12,804,009	14,110,424
	<b>12,804,009</b>	<b>14,110,424</b>
<b>NET POSITION, END OF YEAR</b>	<b>\$ 12,516,873</b>	<b>\$ 12,804,009</b>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Cash received from customers	\$ 915,330	\$ 780,742
Cash paid to suppliers for goods and services	(2,595,876)	(2,404,834)
Cash paid to employees for services	(5,116,238)	(6,355,776)
NET CASH USED BY OPERATING ACTIVITIES	<u>(6,796,784)</u>	<u>(7,979,868)</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>		
Operating grants and subsidies	8,759,196	8,827,122
Miscellaneous revenues (expenses)	24,869	15,954
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	<u>8,784,065</u>	<u>8,843,076</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Grants received for capital acquisitions	3,544,228	878,231
Acquisition of capital assets	(631,073)	(29,894)
Payments on capital lease	(64,872)	(254,146)
Interest paid	(2,109)	(6,097)
Proceeds from disposal of capital assets	3,932	9,531
NET CASH PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>2,850,106</u>	<u>597,625</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest earnings	149,628	81,164
NET CASH PROVIDED BY INVESTING ACTIVITIES	<u>149,628</u>	<u>81,164</u>
INCREASE IN CASH AND CASH EQUIVALENTS	4,987,015	1,541,997
Cash and cash equivalents, beginning of year	<u>9,176,026</u>	<u>7,634,029</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 14,163,041</u>	<u>\$ 9,176,026</u>
<b>RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE BALANCE SHEET</b>		
Cash and cash equivalents	\$ 12,811,874	\$ 8,194,149
Restricted cash and cash equivalents	<u>1,407,167</u>	<u>981,877</u>
TOTAL CASH AND CASH EQUIVALENTS	<u>\$ 14,219,041</u>	<u>\$ 9,176,026</u>

(Continued)

EL DORADO COUNTY TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES		
Operating loss	\$ (9,195,669)	\$ (8,197,353)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation and amortization	1,583,223	1,608,837
Unrealized gains/losses on trust assets	32,895	8,851
Changes in operating assets and liabilities:		
Accounts receivable	6,631	(16,222)
Inventory	45,694	(69,663)
Other assets		6,106
Net OPEB asset	15,601	38,185
Deferred outflows - pension plan	1,225,561	(3,221,070)
Deferred outflows - OPEB plan	(45,794)	64,487
Accounts payable	115,068	43,866
Accrued expenses	11,686	25,878
Compensated absences	(3,550)	(2,751)
Net pension liability	(1,347,260)	3,003,005
Deferred inflows - pension plan	735,316	(1,160,791)
Deferred inflows - OPEB plan	23,814	(111,233)
	<u>                    </u>	<u>                    </u>
NET CASH USED BY OPERATING ACTIVITIES	<u>\$ (6,796,784)</u>	<u>\$ (7,979,868)</u>
SUPPLEMENTAL DISCLOSURE OF CASH FLOW INFORMATION		
Contributed assets	\$ 584,170	

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSIT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the El Dorado County Transit Authority (the Authority) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority follows Financial Accounting Standards Board Statements and Interpretations, Accounting Principles Board Opinions, and Accounting Research Bulletins of the Committee of Accounting Procedures issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements. The more significant of the Authority's accounting policies are described below.

Description of Reporting Entity: The El Dorado Transit, the predecessor to the Authority, was created in the late 1970's to initially provide transit services for the elderly and handicapped and, subsequently, to meet the transportation needs of the general public for the western slope of El Dorado County as part of the El Dorado County's Enterprise Fund. A Joint Exercise of Powers Agreement was signed between El Dorado County and the City of Placerville whereby the Authority would operate as a Joint Powers Agency pursuant to Section 6500 of the California Government Code and would be administratively separated from the County. The Authority's operations were separated from the El Dorado County Enterprise Fund on January 1, 1994. In addition to fare revenues, the Authority receives funds under the provisions of the Transportation Development Act from the El Dorado County Transportation Commission's Local Transportation Fund and State Transit Assistance Fund. The Authority also receives revenue from other federal and state grantor agencies.

The Authority offers the following services: Commuter service to downtown Sacramento with separate service connecting to light rail in Folsom, California; fixed route bus service to the communities of Pollock Pines, Camino, Placerville, El Dorado, Diamond Springs, Shingle Springs, Cameron Park, and non-emergency medical transportation to Sacramento County. The Authority also provides shared-ride services for elderly and disabled persons including activity program transportation for persons attending programs offered by the Mother Lode Rehabilitation Enterprise and New West Dialysis Clinic; Americans with Disabilities Act (ADA) services for eligible persons and Dial-A-Ride Services for those persons unable to access the regular bus route system. The Authority offers charter bus services, in which a fee is charged to cover the costs of the charter, and contract services for Alta California Regional Center.

All significant activities on which the Authority exercises oversight responsibility have been included in the financial statements. The Authority is governed by a Board of Directors comprised of five members, with three members appointed by the Board of Supervisors of El Dorado County and two members appointed by the City Council of the City of Placerville.

Basis of Presentation: The Authority's resources are allocated to and accounted for in these financial statements as an enterprise fund type of the proprietary fund group. The enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The enterprise fund type is accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, all liabilities and deferred inflows of resources associated with the operation of the Authority are included on the balance sheet. Net position is segregated into the net investment in capital assets, amounts restricted and amounts unrestricted. Enterprise fund type operating statements present increases (i.e., revenues) and decreases (i.e., expenses) in net position.

The Authority uses the accrual basis of accounting. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Non-exchange revenues are recognized when all eligibility requirements have been met. Cost reimbursement grant revenues are recognized when program expenditures are incurred in accordance with program guidelines. When such funds are received before eligibility requirements are met they are recorded as unearned revenues until earned.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Authority are charges to passengers for public transit services. Operating expenses for the Authority include the cost of transit services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents: For purposes of the statement of cash flows, the Authority considers all highly liquid debt instruments purchased with an initial maturity of three months or less to be cash equivalents, including bank deposits and the investment in the State of California Local Agency Investment Fund (LAIF).

Restricted Cash and Investments: The amount reported as restricted cash and investments consist of unexpended Low Carbon Transit Operations Program (LCTOP) and funds deposited into a Section 115 plan trust related to the pension plan.

Accounts Receivable and Due from Other Governments: Accounts receivable consists mainly of amounts due from passengers and other agencies for fares. Amounts due from other governments consist mostly of amounts due from operating and capital grants. Management believes its accounts receivable and amounts due from other governments to be fully collectible and, accordingly, no allowance for doubtful accounts is required.

Inventory: Inventories are valued at cost, which is determined on an average cost basis, and consist primarily of transit vehicle parts and supplies held for consumption. The cost is recorded as an expense when the items are consumed in operations.

Capital Assets: Capital assets are stated at historical cost or estimated historical cost if actual historical cost is not available. Capital assets are defined as assets with an initial cost of \$1,000 or more and an estimated useful life in excess of one year. Donated capital assets are recorded at the acquisition value,

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. Provision is made for depreciation by the straight-line method over the estimated useful lives of these assets which range from three to forty years. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized and depreciated over the remaining useful lives of the related capital assets.

Unearned Revenues: Unearned revenues arise when resources are received by the Authority before it has legal claim to them, such as when cost reimbursement grants and other intergovernmental revenues are received prior to the incurrence of qualifying expenses. Information on unearned revenues is reported in Note E.

Compensated Absences: The Authority's policy allows employees to accumulate earned but unused vacation, sick leave, and compensatory time off that will be paid to employees upon separation from the Authority's service, subject to a vesting policy. The cost of vacation, sick leave and compensatory time off is recognized in the period earned by the employee.

Net Position: Net position is categorized as the net investment in capital assets, restricted and unrestricted.

Net Investment in Capital Assets – This category groups all capital assets into one component of net position. Accumulated depreciation and debt used to purchase capital assets reduces the balance in this category.

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted Net Position – This category represents net position of the Authority not restricted for any project or other purpose. The Authority's Board of Directors has designated \$244,161 of its unrestricted net position as of June 30, 2024 as an operating reserve to provide financial flexibility and stability for the continued operations of the District that is funded by non-tax based revenues.

Deferred Outflows and Inflows of Resources: In addition to liabilities, the statement of net position reports separate sections for deferred outflows and deferred inflows of resources. *Deferred outflows of resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense) or an inflow of resources (revenue) until the earning process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the Authority's pension and OPEB plans as described in Notes G and H.

Pension Plan: For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to the pension plan, and pension expense, information about the fiduciary net position of the Authority's California Public Employees' Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Other Postemployment Benefits (OPEB) Plan: For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the OPEB plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Use of Estimates: The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

New Pronouncements: In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. This statement requires that liabilities for compensated absences be recognized for leave that has not been used that is attributable to services already rendered, accumulates and is more likely than not to be used for time off or paid in cash or settled through noncash means and leave that has been used but not paid in cash or settled through noncash means. Leave that is more likely than not to be settled through conversion to defined benefit postemployment benefits should not be included in the liability for compensated absences. This Statement requires that a liability for certain types of compensated absences, including parental leave, military leave and jury duty leave, not be recognized until the leave commences. Certain salary related payments that are directly and incrementally associated with payments for leave also should be included in the measurement of the liabilities. With respect to financial statements prepared using the current financial resources measurement focus, this Statement requires that expenditures be recognized for the amount that normally would be liquidated with expendable available financial resources. Governments are allowed to disclose the net change in the liability if identified as such in the footnotes to the financial statements. The provisions of this Statement are effective for years beginning after December 15, 2023.

In December 2023, the GASB issued Statement No 102, *Certain Risk Disclosures*. This statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The provisions of this Statement are effective for year ended June 30, 2025.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. This statement will implement changes to the financial reporting model including the Management's Discussion and Analysis, Unusual or Infrequent Items, presentation of the Proprietary Fund Statement of Revenues, Expenses and Changes in Fund Net Position, Major Component Unit Information, and Budgetary Comparison Information. The provisions of this Statement are effective for year ended June 30, 2026.

In October 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*, that requires certain types of assets to be disclosed separately in the note disclosures and establishes requirements for capital assets held for sale.

The Authority is currently analyzing the impact of these new Statements on the financial statements.

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE B – CASH AND CASH EQUIVALENTS

The Authority’s cash and cash equivalents as of June 30, 2024 and 2023 consisted of the following:

	2024	2023
Cash on hand	\$ 200	\$ 200
Deposits in financial institutions	12,429,586	7,411,804
Investment in the Local Agency Investment Fund	1,354,468	1,304,718
Merchants Services	20,883	77,698
Investments held by pension trust (CEPPT)	413,904	381,606
	\$ 14,219,041	\$ 9,176,026

Investment Policy: California statutes, and the Joint Exercise of Powers Agreement establishing the Authority discussed in Note A, authorize governmental agencies to invest surplus funds in a variety of credit instruments as provided in the California Government Code, Section 53600, Chapter 4 – Financial Affairs. The Authority’s investment policy further restricts investments to bank deposits, including certificates of deposit, and the Local Agency Investment Fund (LAIF).

Interest Rate Risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2024 and 2023, the weighted average maturity of the investment in LAIF was approximately 217 and 260 days, respectively.

Credit Risk: Generally credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. LAIF does not have a rating provided by a nationally recognized statistical rating organization.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of a failure of the counter party (e.g. broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. Custodial credit risk does not apply to a local government’s indirect deposits or investment in securities through the use of governmental investment pools.

At June 30, 2024 and 2023, the carrying amounts of the Authority’s deposits were \$12,429,586 and \$7,411,804, respectively, and the balances in financial institutions were \$12,461,345 and \$7,422,297, respectively. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance and \$12,211,345 and \$7,172,297 at June 30, 2024 and 2023, respectively, was covered by the pledging financial institution with assets held in a common pool for the Authority and other governmental agencies, but not in the name of the Authority.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE B – CASH AND CASH EQUIVALENTS (Continued)

Investment in LAIF: LAIF is stated at amortized cost, which approximates fair value. The LAIF is a special fund of the California State Treasury’s Pooled Money Investment Account (PMIA) through which local governments may pool investments. The total fair value amount invested by all public agencies in PMIA was \$178,255,132,764 managed by the State Treasurer. Of that amount, 3.00% is invested in structured notes and asset-backed securities. The Local Investment Advisory Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State Statute. The amortized cost of the Authority’s investment in this pool is reported in the accompanying financial statements at amounts based upon the Authority’s pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

Investments in Pension Trust: The Commission established a Section 115 trust account with CalPERS entitled California Employers’ Pension Prefunding Trust (CEPPT) to hold assets that are legally restricted for use in administering the Authority’s pension plan. Trust account holders can select from two strategy options for investments. The Authority has invested in both the asset allocation Strategy 1 and 2 portfolios. Both portfolios seek to provide capital appreciation and income, but the Strategy 1 portfolio has a higher allocation to equities than bonds.

NOTE C – CAPITAL ASSETS

Capital assets consisted of the following at June 30:

	Balance at June 30, 2023	Additions	Retirements	Transfers	Balance at June 30, 2024
Capital assets, not being depreciated:					
Land	\$ 602,510	\$ 584,170			\$ 1,186,680
Construction in progress	254,448	421,732		\$ (238,225)	437,955
Total capital assets, not being depreciated	<u>856,958</u>	<u>1,005,902</u>	-	<u>(238,225)</u>	<u>1,624,635</u>
Capital assets, being depreciated:					
Buildings and improvements	7,153,033			238,225	7,391,258
Transit vehicles	16,591,125	163,516	\$ (110,478)		16,644,163
Equipment	3,018,609	45,828	(72,805)		2,991,632
Total capital assets, being depreciated	<u>26,762,767</u>	<u>209,344</u>	<u>(183,283)</u>	<u>238,225</u>	<u>27,027,053</u>
Less accumulated depreciation:					
Building and improvements	(3,203,347)	(321,558)			(3,524,905)
Transit vehicles	(11,233,487)	(1,034,605)	110,478		(12,157,614)
Equipment	(2,390,065)	(227,060)	70,625		(2,546,500)
Total accumulated depreciation	<u>(16,826,899)</u>	<u>(1,583,223)</u>	<u>181,103</u>	<u>-</u>	<u>(18,229,019)</u>
Total capital assets being depreciated, net	<u>9,935,868</u>	<u>(1,373,879)</u>	<u>(2,180)</u>	<u>238,225</u>	<u>8,798,034</u>
Capital assets, net	<u>\$ 10,792,826</u>	<u>\$ (367,977)</u>	<u>\$ (2,180)</u>	<u>\$ -</u>	<u>\$ 10,422,669</u>

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE C – CAPITAL ASSETS (Continued)

	Balance at June 30, 2022	Additions	Retirements	Transfers	Balance at June 30, 2023
Capital assets, not being depreciated:					
Land	\$ 602,510				\$ 602,510
Construction in progress	234,095	\$ 20,353			254,448
Total capital assets, not being depreciated	<u>836,605</u>	<u>20,353</u>		-	<u>856,958</u>
depreciated:					
Buildings and improvements	7,153,033				7,153,033
Transit vehicles	17,220,812		\$ (629,687)		16,591,125
Equipment	3,009,068	9,541			3,018,609
Total capital assets, being depreciated	<u>27,382,913</u>	<u>9,541</u>	<u>(629,687)</u>	-	<u>26,762,767</u>
Less accumulated depreciation:					
Building and improvements	(2,881,787)	(321,560)			(3,203,347)
Transit vehicles	(10,804,772)	(1,058,402)	629,687		(11,233,487)
Equipment	(2,161,190)	(228,875)			(2,390,065)
Total accumulated depreciation	<u>(15,847,749)</u>	<u>(1,608,837)</u>	<u>629,687</u>	-	<u>(16,826,899)</u>
Total capital assets being depreciated, net	<u>11,535,164</u>	<u>(1,599,296)</u>	-	-	<u>9,935,868</u>
Capital assets, net	<u>\$ 12,371,769</u>	<u>\$ (1,578,943)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 10,792,826</u>

NOTE D – LONG-TERM LIABILITIES

Long-term liability activity consisted of the following for the year ended June 30:

	Balance at June 30, 2023	Additions	Retirements	Balance at June 30, 2024	Due Within One Year
Compensated absences	\$ 393,038	\$ 192,969	\$ (196,519)	\$ 389,488	\$ 194,744
Lease liability	64,872		(64,872)		
Net pension liability	4,469,477		(1,347,260)	3,122,217	
	<u>\$ 4,927,387</u>	<u>\$ 192,969</u>	<u>\$ (1,608,651)</u>	<u>\$ 3,511,705</u>	<u>\$ 194,744</u>
	Balance at June 30, 2022	Additions	Retirements	Balance at June 30, 2023	Due Within One Year
Compensated absences	\$ 395,789	\$ 195,143	\$ (197,894)	\$ 393,038	\$ 196,519
Lease liability	319,018		(254,146)	64,872	64,872
Net pension liability	1,466,472	3,003,005		4,469,477	
	<u>\$ 2,181,279</u>	<u>\$ 3,198,148</u>	<u>\$ (452,040)</u>	<u>\$ 4,927,387</u>	<u>\$ 261,391</u>

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE D – LONG-TERM LIABILITIES (Continued)

In July 2018, the Authority entered into an installment sale agreement to finance vehicles purchased in June 2018, which required quarterly payments of \$65,416 through July 2023, including interest at 3.35%. The Agreement was secured by five commuter buses. The loan was paid off as of June 30, 2024.

NOTE E – UNEARNED REVENUES

A schedule of changes in unearned revenue for the year ended June 30, 2024 and 2023 is as follows:

	LTF Operating	STA Operating/ Capital	State of Good Repair	LCTOP	Total
Balance, June 30, 2023	\$ 2,739,339	\$ 8,815,543	\$ 288,777	\$ 525,271	\$ 12,368,930
Allocations	7,293,578	2,170,565	315,005	455,959	10,235,107
Grants and other	1,365,795			12,032	1,377,827
Fares	908,699				908,699
Expenses	(9,145,800)				(9,145,800)
Balance, June 30, 2024	<u>\$ 3,161,611</u>	<u>\$ 10,986,108</u>	<u>\$ 603,782</u>	<u>\$ 993,262</u>	<u>\$ 15,744,763</u>

	LTF Operating	STA Operating/ Capital	State of Good Repair	LCTOP	Total
Balance, June 30, 2022	\$ 1,649,704	\$ 6,373,678		\$ 140,523	\$ 8,163,905
Allocations	6,030,362	2,441,865	\$ 288,777	453,215	9,214,219
Grants and other	1,937,925			6,533	1,944,458
Fares	796,964				796,964
Expenses	(7,675,616)			(75,000)	(7,750,616)
Balance, June 30, 2023	<u>\$ 2,739,339</u>	<u>\$ 8,815,543</u>	<u>\$ 288,777</u>	<u>\$ 525,271</u>	<u>\$ 12,368,930</u>

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE E – UNEARNED REVENUES (Continued)

Local Transportation Fund: The Local Transportation Fund (LTF) provides support to the transit system to fund its operation. The Transportation Development Act (TDA) requires that funds in excess of actual operating costs as defined by section 6634 of the California Code of Regulations must be either returned to their source or retained and used in the following fiscal year. The maximum amount allowed is based on operating costs after certain adjustments. Allocations in excess of this amount are recorded as unearned revenue. The maximum LTF revenues available for the fiscal years ended June 30 were as follows:

	<u>2024</u>	<u>2023</u>
Unearned LTF allocations at beginning of year	\$ 2,739,339	\$ 1,649,704
LTF allocation		
Total amount allocated	<u>7,293,578</u>	<u>6,030,362</u>
LTF allocations available for operating costs	<u>10,032,917</u>	<u>7,680,066</u>
Maximum amount allowed:		
Operating expenses	10,104,368	8,994,317
Less: Depreciation	<u>(1,583,223)</u>	<u>(1,608,837)</u>
Actual operating cost of existing service	8,521,145	7,385,480
Adjustments:		
Fares	(908,699)	(796,964)
Federal, state and local operating grants	(1,184,980)	(1,832,964)
Other income	(26,149)	(15,954)
Interest revenue available for operating costs	(154,666)	(89,007)
Lease payments funded with LTF	66,981	260,242
Capital assets purchased with LTF	<u>557,674</u>	<u>29,894</u>
Maximum amount allowed	<u>6,871,306</u>	<u>4,940,727</u>
Unearned LTF allocations at end of year	<u>\$ 3,161,611</u>	<u>\$ 2,739,339</u>

State Transit Assistance: State Transit Assistance (STA) allocations were used to fund capital asset purchases. Allocations in excess of qualifying expenses are recorded as unearned revenue. The maximum STA revenues available for the fiscal years ended June 30, 2024 and 2023 were determined as follows:

	<u>2024</u>	<u>2023</u>
Unearned STA allocations at beginning of year	\$ 8,815,543	\$ 6,373,678
STA allocation	<u>2,170,565</u>	<u>2,441,865</u>
STA allocations available	<u>10,986,108</u>	<u>8,815,543</u>
Maximum amount allowed:		
Capital assets purchased	<u>-</u>	<u>-</u>
Maximum amount allowed	<u>-</u>	<u>-</u>
Unearned STA allocations at end of year	<u>\$ 10,986,108</u>	<u>\$ 8,815,543</u>

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE E – UNEARNED REVENUES (Continued)

State of Good Repair: State of Good Repair (SGR) allocations are to be used for preventative maintenance for the fleet. Allocations in excess of qualifying expenses are recorded as unearned revenue. The maximum SGR revenues available for the fiscal years ended June 30, 2024 and 2023 were determined as follows:

	2024	2023
Unearned SGR allocations at beginning of year	\$ 288,777	
SGR allocation	315,005	\$ 288,777
SGR allocations available	603,782	288,777
Maximum amount allowed:		
Repair and rehabilitation		
Maximum amount allowed		
Unearned SGR allocations at end of year	\$ 603,782	\$ 288,777

LCTOP: The Low Carbon Transit Operations Program (LCTOP) was established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides funds to transit agencies to reduce greenhouse gas emission and improve mobility through operating and capital grants. Projects approved for LCTOP will support bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

As of June 30, LCTOP funds received expended were verified in the course of the audit as follows:

	2024	2023
Unearned LCTOP allocations at beginning of year	\$ 525,271	\$ 140,523
LCTOP received	455,959	453,215
Interest earnings	12,032	6,533
Expenses incurred:		
Reduced and/or free fares		(75,000)
Unexpended proceeds	\$ 993,262	\$ 525,271

The unexpended is amount restricted for zero emission vehicles and charging or filling infrastructure.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE F – FARE REVENUE RATIO

The Authority is required to maintain a fare revenue to operating expense ratio in accordance with the Transportation Development Act. The fare revenue to operating expenses ratio for the Authority is calculated as follows for the year ended June 30:

	2024	2023
Fare revenues	\$ 786,696	\$ 652,008
Special transit fares	122,003	144,956
Federal grant funds	1,164,573	1,731,998
Other local funds	179,535	100,966
Fare revenues and local funds	2,252,807	2,629,928
Operating expenses	10,104,368	8,994,317
Less allowable exclusions:		
Depreciation and amortization	(1,583,223)	(1,608,837)
Net operating expenses	\$ 8,521,145	\$ 7,385,480
Fare revenue ratio	26.44%	35.61%

The Authority complied with the required 12.22% fare revenue for the year ended June 30, 2024 and 2023. Assembly Bill (AB) 149 permits the inclusion of federal funds as local support, which allows the Authority to meet its fare revenue ratio.

NOTE G – PENSION PLAN

Plan Descriptions: All qualified employees are eligible to participate in the Authority’s cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS). The Authority participates in the CalPERS Miscellaneous Risk Pool and the following rate plans:

- Miscellaneous Rate Plan
- PEPRA Miscellaneous Rate Plan

Benefit provisions under the Plan are established by State statute and Board resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at [www.calpers.ca.gov](http://www.calpers.ca.gov).

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 (52 for PEPRA Miscellaneous Rate Plan) with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is the following: the 1959 Survivor Benefit, level 3 or the Optional Settlement 2W Death Benefit. The cost of living adjustments for the Plan are applied as specified by the Public Employees’ Retirement Law.

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE G – PENSION PLAN (Continued)

The Plan’s provisions and benefits in effect at June 30, 2024 and 2023, are summarized as follows:

	Miscellaneous Rate Plan (Prior to January 1, 2013)	PEPRA Miscellaneous Rate Plan (On or after January 1, 2013)
Hire date		
Benefit formula (at full retirement)	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	1.426% to 2.418%	1.0% to 2.5%
Required employee contribution rates 2023/24	7.00%	8.25%
Required employer contribution rates 2023/24	13.26%	8.00%
Required employee contribution rates 2022/23	7.00%	7.25%
Required employer contribution rates 2022/23	11.61%	7.76%

In addition to the contribution rate above, the Authority was also required to make a payment of \$362,149 and \$309,515 towards its unfunded actuarial liability during the years ended June 30, 2024 and 2023, respectively.

The Miscellaneous Rate Plan is closed to new members that are not already CalPERS eligible participants.

Contributions: Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Authority is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

The contributions to the Plan were \$651,691 and \$2,229,670 for the years ended June 30, 2024 and 2023, respectively.

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources: As of June 30, 2024 and 2023, the Authority reported a net pension liability for its proportionate share of the net pension liability of the Plan of \$3,122,217 and \$4,469,477, respectively.

The Authority’s net pension liability is measured as the proportionate share of the net pension liability. The net pension liability as of June 30, 2024 and 2023 is measured as of June 30, 2023 and 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2022 and 2021 rolled forward to June 30, 2023 and 2022 using standard update procedures. The Authority’s proportion of the net pension liability was based on a projection of the Authority’s long-

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE G – PENSION PLAN (Continued)

term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined. The Authority’s proportionate share of the net pension liability as of June 30, 2024 and 2023 was as follows:

	2024	2023
Proportion - June 30, 2024	0.06244%	
Proportion - June 30, 2023	0.09552%	
Change - Increase (Decrease)	-0.03308%	
Proportion - June 30, 2023		0.09552%
Proportion - June 30, 2022		0.07723%
Change - Increase (Decrease)		0.01829%

For the years ended June 30, 2024 and 2023, the Authority recognized a pension credit of \$964,362 and a pension expense of \$175,148, respectively. At June 30, 2024 and 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources:

	2024		2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 651,691		\$ 2,229,670	
Differences between actual and expected experience	159,500	\$ (24,742)	89,755	\$ (60,114)
Differences between the employer's contribution and the employer's proportionate share of contributions	1,104,797	(58,205)		(107,487)
Change of assumptions	188,502		457,991	
Change in employer's proportion	347,621	(819,970)	587,082	
Net differences between projected and actual earnings on plan investments	505,516		818,690	
Total	\$ 2,957,627	\$ (902,917)	\$ 4,183,188	\$ (167,601)

The amount in the table above reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent year. Other amounts reported as net deferred outflows and inflows of resources related to pensions will be recognized as pension expense as follows:

Fiscal Year Ended June 30	2024	2023
2024		\$ 530,873
2025	\$ 534,326	471,647
2026	391,108	282,659
2027	463,079	500,738
2028	14,506	
	\$ 1,403,019	\$ 1,785,917

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE G – PENSION PLAN (Continued)

Actuarial Assumptions: The total pension liabilities in the actuarial valuations for the Plan were determined using the following actuarial assumptions:

	2024	2023
Valuation Date	June 30, 2022	June 30, 2021
Measurement Date	June 30, 2023	June 30, 2022
Actuarial Cost Method	Entry Age Normal Cost Method	Entry Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate (1)	6.90%	6.90%
Inflation	2.30%	2.30%
Projected Salary Increases	Varies by age and service	Varies by age and service
Mortality	Derived using CalPERS Membership Data for all Funds	Derived using CalPERS Membership Data for all Funds

(1) Net of pension plan investment expenses, including inflation

The underlying mortality assumptions was developed based on CalPERS-specific data. The rates for June 30, 2024 and 2023 incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. Further details can be found on the CalPERS website.

Discount Rate: The discount rate used to measure the total pension liability was 6.90% for both the years ended June 30, 2023 and 2022, respectively. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE G – PENSION PLAN (Continued)

The table below reflects the long-term expected real rate of return by asset class for the Plans as of the measurement dates of June 30. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	2024		2023	
	New Strategic Allocation	Real Return Years 1 - 10(a)	New Strategic Allocation	Real Return Years 1 - 10(a)
Global equity - cap weighted	30%	4.54%	30%	4.45%
Global equity non-cap-weighted	12%	3.84%	12%	3.84%
Treasury	5%	0.27%	5%	0.27%
Mortgage-backed Securities	5%	0.50%	5%	0.50%
Investment Grade Corporates	10%	1.56%	10%	1.56%
High Yield	5%	2.27%	5%	2.27%
Emerging Market Debt	5%	2.48%	5%	2.48%
Private Debt	5%	3.57%	5%	3.57%
Leverage	-5%	-0.59%	-5%	-0.59%
Private Equity	13%	7.28%	13%	7.28%
Real Assets	15%	3.21%	15%	3.21%
Total	<u>100.0%</u>		<u>100.0%</u>	

(a) An expected inflation of 2.30% used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Authority's proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	2024	2023
1% Decrease	5.90%	5.90%
Net Pension Liability	\$ 5,920,383	\$ 7,153,424
Current Discount Rate	6.90%	6.90%
Net Pension Liability	\$ 3,122,217	\$ 4,469,477
1% Increase	7.90%	7.90%
Net Pension Liability	\$ 819,086	\$ 2,261,255

Pension Plan Fiduciary Net Position: Detailed information about the Plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan: At June 30, 2024 and 2023, there was no payable to the Plan.

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE H – OTHER POSTEMPLOYMENT BENEFITS (OPEB)

Plan Description: The Authority participates in an agent multiple-employer defined benefit postemployment healthcare benefits plan (the Plan). Benefit provisions are established and may be amended by the Authority’s Board of Directors subject to employment agreements. The Authority provides healthcare benefits to eligible retirees and their dependents through the CalPERS Public Employees’ Medical and Hospital Care Act program (PEMHCA). The plan is administered by CalPERS through the California Public Employers’ Retiree Benefit Trust (CERBT) Fund. The CERBT is a tax-qualified irrevocable trust organized under Internal Revenue Code Section 115 to administer retiree healthcare benefits and collectively invest plan assets of all trust members. CERBT issues financial statements that may be obtained from the CalPERS website at [www.calpers.ca.gov](http://www.calpers.ca.gov). The Authority’s Plan does not issue publicly available financial statements.

Benefit’s Provided: The Authority provides a retiree medical contribution for employees who retire directly from the Authority under CalPERS. The Plan requires the employee to satisfy the requirements for retirement under CalPERS, which requires attainment of age 50 (52 for PEPRCA employees) with 5 years of public agency experience or approved disability retirement, and begin retirement within 120 days of terminating employment with the Authority. The Authority’s contribution is capped at 5% times the number of years the Authority has contracted with PEHMCA, multiplied by the CalPERS’ Minimum Employer Contribution (MEC), which was \$133.45 and \$120.80 in 2024 and 2023, respectively. The assumed future increases in the MEC was changed from 4.5% to 4% during 2020. The retired plan members and their beneficiaries will pay the annual premium cost not paid by the employer. The benefit continues to surviving spouses and dependents.

Employees Covered by Benefit Terms: At June 30, 2024 and 2023, the following employees were covered by the benefit terms:

	2024	2023
Inactive employees or beneficiaries currently receiving benefit payments	6	5
Inactive plan members not receiving benefits	12	7
Active employees	23	23
Total	41	35

Contributions: The Authority prefunds the plan by contributing at least 100% of actuarially determined contributions (ADC) to the CERBT. Employees are not required to contribute to the Plan. During the fiscal year ended June 30, 2024, the Authority’s benefit payments were \$9,153 and the estimated implied subsidy was \$4,959 resulting in total payments of \$14,112. During the fiscal year ended June 30, 2023, the Authority’s benefit payments were \$8,260 and the estimated implied subsidy was \$1,733 resulting in total payments of \$9,993.

Net OPEB Liability: The Authority's net OPEB liability at June 30, 2024 and 2023 was measured as of June 30, 2023 and 2022, and the total OPEB liability used to calculate the net OPEB liability was determined by actuarial valuations as of June 30, 2023 and June 30, 2021, respectively.

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE H – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Actuarial Assumptions: The total OPEB liability at June 30 was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

	2024	2023
Valuation date	June 30, 2023	June 30, 2021
Measurement date	June 30, 2023	June 30, 2022
Actuarial cost method	Entry-age normal cost method, level percent of pay	
Actuarial assumptions:		
Discount rate	6.10%	6.19%
Salary increases	3.00% per year	3.00% per year
General inflation rate	2.50%	2.50%
Mortality rate	MacLeod Watts Scale 2022	MacLeod Watts Scale 2022
Healthcare trend rate	6.50% in 2025 to 3.90% by 2075 and later	5.80% in 2023 to 3.90% by 2076 and later

Demographic actuarial assumptions in 2024 are based on the 2021 CalPERS experience study using data from 1997 to 2019, except for a different basis used to project future mortality improvements, and mortality rates used were those published by CalPERS, adjusted to back out 15 years of Scale MP 2021 to central year 2015, then projected. Demographic actuarial assumptions in 2023 are based on the 2017 CalPERS experience study using data from 1997 to 2015, except for a different basis used to project future mortality improvements, and mortality rates used were those published by CalPERS, adjusted to back out 15 years of Scale MP 2016 to central year 2015, then projected.

The assumed gross return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	2024		2023	
	Percentage of Portfolio	Assumed Gross Return	Percentage of Portfolio	Assumed Gross Return
Global Equity	49.0%	4.50%	49.0%	4.50%
Fixed Income	23.0%	2.20%	23.0%	2.20%
Global Real Estate Investment Trusts (REITs)	20.0%	3.90%	20.0%	3.90%
Tresasury Inflation Protected Securities (TIPS)	5.0%	1.30%	5.0%	1.30%
Commodities	3.0%	1.20%	3.0%	1.20%
	<u>100.0%</u>		<u>100.0%</u>	

Discount Rate: The discount rate used to measure the total OPEB liability was 6.10% and 6.19% for the years ended June 30, 2024 and 2023, respectively. The projection of cash flows used to determine the discount rate assumed that Authority contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE H – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

projected OPEB payments for current active and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

	2024			2023		
	Increase (Decrease)		Net OPEB	Increase (Decrease)		Net OPEB
	Total OPEB Liability	Plan Fiduciary Net Position	Liability (Asset)	Total OPEB Liability	Plan Fiduciary Net Position	Liability (Asset)
Balance at beginning of year	\$ 533,123	\$ 677,761	\$ (144,638)	\$ 484,217	\$ 667,040	\$ (182,823)
Changes in the year:						
Service cost	35,770		35,770	34,728		34,728
Interest	34,905		34,905	31,584		31,584
Differences between expected and actual experience	70,391		70,391			-
Changes in assumptions	(72,146)		(72,146)			
Contributions - employer		9,993	(9,993)		122,436	(122,436)
Net investment income		43,523	(43,523)		(94,135)	94,135
Benefit payments	(9,993)	(9,993)		(17,406)	(17,406)	
Administrative and other expenses		(197)	197		(174)	174
Net changes	58,927	43,326	15,601	48,906	10,721	38,185
Balance at end of year	<u>\$ 592,050</u>	<u>\$ 721,087</u>	<u>\$ (129,037)</u>	<u>\$ 533,123</u>	<u>\$ 677,761</u>	<u>\$ (144,638)</u>

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate and Healthcare Cost Trend Rates: The following presents the net OPEB liability of the Authority, as well as what the Authority's net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current discount rate:

	2024			2023		
	Current		1% Increase	Current		1% Increase
	1% Decrease	Discount Rate	7.19%	1% Decrease	Discount Rate	7.19%
Net OPEB liability/ (asset)	\$ (55,988)	\$ (129,037)	\$ (190,233)	\$ (71,061)	\$ (144,638)	\$ (205,619)

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the net OPEB liability of the Authority, as well as what the Authority's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower or 1 percentage point higher than the current healthcare cost trend rates:

	2024			2023		
	Current Healthcare Cost		1% Increase	Current Healthcare Cost		1% Increase
	1% Decrease	Trend Rates	1% Increase	1% Decrease	Trend Rates	1% Increase
Net OPEB liability/ (asset)	\$ (201,905)	\$ (129,037)	\$ (39,872)	\$ (216,838)	\$ (144,638)	\$ (55,155)

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE H – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

OPEB Plan Fiduciary Net Position: Detailed information about the OPEB plan’s fiduciary net position is available in the separately issued CERBT financial report at [www.calpers.ca.gov](http://www.calpers.ca.gov).

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources: For the years ended June 30, 2024 and 2023, the Authority recognized OPEB expense of \$7,733 and \$1,432, respectively. At June 30, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2024		2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB contributions subsequent to measurement date	\$ 14,112		\$ 9,993	
Change in assumptions	30,463	\$ (95,523)	37,652	\$ (44,345)
Difference between expected and actual experience	64,398	(129,904)	3,795	(157,268)
Net differences between projected and actual earnings on plan investments	44,272		56,011	
Total	<u>\$ 153,245</u>	<u>\$ (225,427)</u>	<u>\$ 107,451</u>	<u>\$ (201,613)</u>

The amount reported as deferred outflows of resources related to contributions after the measurement date will be recognized as a reduction of the OPEB liability in the following fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ended June 30	2024	2023
2024		\$ (20,655)
2025	\$ (21,910)	(21,373)
2026	(22,130)	(21,593)
2027	1,761	2,298
2028	(23,787)	(23,249)
2029	(19,805)	
Thereafter	(423)	(19,583)
	<u>\$ (86,294)</u>	<u>\$ (104,155)</u>

Recognition of Deferred Outflows and Deferred Inflows of Resources: Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

The recognition period differs depending on the source of the gain or loss. The net difference between projected and actual earnings on OPEB plan investments is recognized over 5 years. All other amounts are recognized over the expected average remaining service lifetime (EARSL), which was 7.89 and 7.94 years at June 30, 2024 and 2023 respectively.

EL DORADO COUNTY TRANSIT AUTHORITY  
 NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE I – INSURANCE COVERAGE

The Authority participates in the California Transit Insurance Pool (CalTIP), a joint powers public entity risk pool of governmental transit operators within California, for general, automobile, public officials errors and omissions liability and vehicle physical damage (collision and comprehensive). The Authority is provided with an excess coverage fund for these items through commercial insurance. Loss contingency reserves established by CalTIP are funded by contributions from member agencies. The Authority pays an annual premium to CalTIP that includes its pro-rata share of excess insurance premiums, charges for the pooled risk, claims adjusting and legal costs, and administrative and other costs to operate the CalTIP. The Authority’s deductibles and maximum coverage under CalTIP were as follows at June 30, 2024 and 2023:

	<u>Pool Coverage</u>	<u>Deductible</u>
General, Auto and Public Officials Errors & Omissions Liability	\$ 25,000,000	None
Vehicle Physical Damage	100,000	\$500 to \$5,000
Employment Practices	1,000,000	50,000

CalTIP is governed by a Board of Directors and member agencies are entitled to representation on the board. Upon termination of the JPA agreements, all property of CalTIP would be returned the respective parties that transferred the property to CalTIP and any surplus of funds and assets would be returned to the parties in proportion to actual balances of each entity. Complete financial information for CalTIP is available at 1750 Creekside Oaks Drive, Suite 200, Sacramento, CA 95833.

The Authority has been covered for excess worker’s compensation and employer’s liability through a pooled commercial insurance policy held by the Special District Risk Management Authority pool since July 1, 2002. The Authority pays a pro-rata share of the annual premiums. The Authority continues to carry commercial insurance for property loss. Settled claims resulting from these risks have not exceeded commercial insurance coverage in the past three fiscal years.

NOTE J – RELATED PARTY TRANSACTIONS

Certain members of the Authority’s Board of Directors are also members of the Board of Supervisors of the County of El Dorado, the City Council of the City of Placerville and El Dorado County Transportation Commission. During the years ended June 30, 2024 and 2023, the Authority had the following related party transactions:

EL DORADO COUNTY TRANSIT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024 and 2023

NOTE J – RELATED PARTY TRANSACTIONS (Continued)

	2024	2023
City of Placerville:		
Bus shelter maintenance expense	\$ 1,320	\$ 1,320
Background checks		320
Upper Broadway shelter project	18,670	
	\$ 19,990	\$ 1,640
County of El Dorado:		
Health insurance	\$ 100,062	\$ 61,679
Operating expense	1,184	1,132
Bass Lake Park and Ride	1,197	124
Employee Medical Exams	777	1,026
	\$ 103,220	\$ 63,961
Accounts payable due to City of Placerville	\$ 37,177	\$ 18,507

NOTE K – CONCENTRATIONS

The Authority receives a substantial amount of its support from a statewide retail sales tax from the Local Transportation Fund created by the Transportation Development Act. A significant reduction in the level of this support, if this were to occur, may have a significant effect on the Authority’s activities.

NOTE L – CONTINGENCIES

The Authority receives funding for specific purposes that are subject to review and audit by the granting agencies of the funding source. Such audits could result in a request for reimbursement for expenditures disallowed under the terms and conditions of the contracts. Management is of the opinion that no material liabilities will result from such audits.

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**REQUIRED SUPPLEMENTARY INFORMATION**

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EL DORADO COUNTY TRANSIT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2024

SCHEDULE OF THE PROPORTIONATE SHARE OF THE  
NET PENSION LIABILITY - MISCELLANEOUS PLAN (UNAUDITED)  
Last 10 Years

	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Proportion of the net pension liability	0.06244%	0.09552%	0.07723%	0.08395%	0.08084%	0.07830%	0.07801%	0.07525%	0.07506%	0.08214%
Proportionate share of the net pension liability	\$ 3,122,217	\$ 4,469,477	\$ 1,466,472	\$ 3,541,021	\$ 3,237,285	\$ 2,950,847	\$ 3,075,371	\$ 2,614,209	\$ 2,059,218	\$ 2,030,067
Covered payroll - measurement period	\$ 2,829,080	\$ 2,590,422	\$ 2,518,395	\$ 3,242,161	\$ 3,210,246	\$ 3,211,654	\$ 2,918,283	\$ 2,715,385	\$ 2,337,069	\$ 2,239,465
Proportionate share of the net pension liability as a percentage of covered payroll	110.36%	172.54%	58.23%	109.22%	100.84%	91.88%	105.38%	96.27%	88.11%	90.65%
Plan fiduciary net position as a percentage of the total pension liability	84.91%	77.30%	91.80%	78.55%	78.86%	79.15%	78.02%	75.57%	78.40%	79.82%

Notes to Schedule:

Reporting valuation date	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
Reporting measurement date	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
Change in Benefit Terms:	The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014 as they have minimal cost impact.									

Changes in assumptions: The discount rate change from 7.50% in 2015 to 7.65% in 2016 and 2017 and 7.15% in 2018 valuation.

SCHEDULE OF CONTRIBUTIONS TO THE PENSION PLAN - MISCELLANEOUS PLAN (UNAUDITED)  
Last 10 Years

	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Contractually required contribution (actuarially determined)	\$ 651,691	\$ 850,814	\$ 675,667	\$ 614,552	\$ 531,657	\$ 487,574	\$ 438,662	\$ 396,093	\$ 362,047	\$ 325,550
Contributions in relation to the actuarially determined contributions	(651,691)	(2,229,670)	(675,667)	(614,552)	(531,657)	(487,574)	(438,662)	(396,093)	(362,047)	(325,550)
Contribution deficiency (excess)	\$ -	\$ (1,378,856)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll - employer fiscal year	\$ 2,916,245	\$ 2,829,080	\$ 2,590,422	\$ 2,518,395	\$ 3,242,161	\$ 3,210,246	\$ 3,211,654	\$ 2,918,283	\$ 2,715,385	\$ 2,337,069
Contributions as a percentage of covered payroll	22.35%	30.07%	26.08%	24.40%	16.40%	15.19%	13.66%	13.57%	13.33%	13.93%

Notes to Schedule:

Contribution valuation date	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013	June 30, 2012
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Methods and assumptions used to determine contribution rates:

Actuarial method	Entry age normal cost method									
Amortization method	Level percentage of payroll, closed									
Remaining amortization period	Varies by rate plan, but not more than 30 years									
Asset valuation method	Market value									
Inflation	2.30%	2.50%	2.50%	2.50%	2.625%	2.75%	2.75%	2.75%	2.75%	2.75%
Payroll growth	2.80%	2.75%	2.75%	2.75%	2.75%	2.875%	3.00%	3.00%	3.00%	3.00%
Salary increases	Varies by entry age and service									
Investment rate of return and discount rate	6.80%	7.00%	7.00%	7.00%	7.25%	7.375%	7.50%	7.50%	7.50%	7.50%
Retirement age	50 to 67 years. Probabilities of retirement are based on the most recent CalPERS Experience Study.									
Mortality	Most recent CalPERS experience study									

Omitted years: GASB Statement No. 68 was implemented during the year ended June 30, 2015. No information was available prior to this date. Future years will be reported prospectively as they become available.

EL DORADO COUNTY TRANSIT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2024

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS (UNAUDITED)  
Last 10 Years

	2024	2023	2022	2021	2020	2019	2018
<u>Total OPEB liability</u>							
Service cost	\$ 35,770	\$ 34,728	\$ 37,841	\$ 36,650	\$ 43,360	\$ 39,599	\$ 31,222
Interest	34,905	31,584	42,704	39,457	39,626	34,753	33,711
Differences between expected and actual experience	70,391		(204,111)		7,259		(14,513)
Changes in assumptions	(72,146)		38,690		(60,570)	20,288	(40,263)
Benefit payments	(9,993)	(17,406)	(32,976)	(26,817)	(7,384)	(3,872)	(4,550)
Net change in total OPEB liability	58,927	48,906	(117,852)	49,290	22,291	90,768	5,607
Total OPEB liability - beginning	533,123	484,217	602,069	552,779	530,488	439,720	434,113
Total OPEB liability - ending (a)	<u>\$ 592,050</u>	<u>\$ 533,123</u>	<u>\$ 484,217</u>	<u>\$ 602,069</u>	<u>\$ 552,779</u>	<u>\$ 530,488</u>	<u>\$ 439,720</u>
<u>Plan fiduciary net position</u>							
Contributions - employer	\$ 9,993	\$ 122,436	\$ 83,998	\$ 76,385	\$ 64,791	\$ 59,503	\$ 55,642
Net investment income	43,523	(94,135)	133,299	21,322	21,567	20,106	19,606
Benefit payments	(9,993)	(17,406)	(32,976)	(26,817)	(7,384)	(3,872)	(4,550)
Administrative and other expenses	(197)	(174)	(184)	(208)	(74)	(480)	(102)
Net change in plan fiduciary net position	43,326	10,721	184,137	70,682	78,900	75,257	70,596
Plan fiduciary net position - beginning	677,761	667,040	482,903	412,221	333,321	258,064	187,468
Plan fiduciary net position - ending (b)	<u>\$ 721,087</u>	<u>\$ 677,761</u>	<u>\$ 667,040</u>	<u>\$ 482,903</u>	<u>\$ 412,221</u>	<u>\$ 333,321</u>	<u>\$ 258,064</u>
Net OPEB liability (asset) - ending (a)-(b)	<u>\$ (129,037)</u>	<u>\$ (144,638)</u>	<u>\$ (182,823)</u>	<u>\$ 119,166</u>	<u>\$ 140,558</u>	<u>\$ 197,167</u>	<u>\$ 181,656</u>
Plan fiduciary net position as a percentage of the total OPEB liability (asset)	<u>121.79%</u>	<u>127.13%</u>	<u>137.76%</u>	<u>80.21%</u>	<u>74.57%</u>	<u>62.83%</u>	<u>58.69%</u>
Covered-employee payroll - measurement period	<u>\$ 1,411,794</u>	<u>\$ 1,433,903</u>	<u>\$ 1,431,245</u>	<u>\$ 1,608,842</u>	<u>\$ 1,525,472</u>	<u>\$ 1,472,288</u>	<u>\$ 1,670,014</u>
Net OPEB liability (asset) as percentage of covered-employee payroll	<u>-9.14%</u>	<u>-10.09%</u>	<u>-12.77%</u>	<u>7.41%</u>	<u>9.21%</u>	<u>13.39%</u>	<u>10.88%</u>
Notes to schedule:							
Valuation date	June 30, 2023	June 30, 2021	June 30, 2021	July 1, 2019	July 1, 2019	July 1, 2017	July 1, 2017
Measurement period - fiscal year ended	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017
Changes in assumptions:							
Discount rate:	6.10%	6.19%	6.19%	6.85%	6.85%	7.28%	7.28%

Other changes: In 2020, assumptions were revised to use the 2017 CalPERS Experience Study, the excise tax on high cost plans was removed, spousal coverage assumption was changed from 80% to 60% and future PEMHCA Minimum Employer Contribution increase assumption was changed from 4.5% to 4%.

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2018. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

EL DORADO COUNTY TRANSIT AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2024

SCHEDULE OF CONTRIBUTIONS TO THE OPEB PLAN (UNAUDITED)  
Last 10 Years

	2024	2023	2022	2021	2020	2019	2018
Actuarially determined contribution - employer fiscal year	\$ 24,911	\$ 23,473	\$ 22,480	\$ 51,022	\$ 49,568	\$ 57,407	\$ 55,631
Contributions in relation to the actuarially determined contributions	(14,112)	(9,993)	(122,436)	(83,998)	(76,385)	(64,791)	(59,503)
Contribution deficiency (excess)	\$ 10,799	\$ 13,480	\$ (99,956)	\$ (32,976)	\$ (26,817)	\$ (7,384)	\$ (3,872)
Covered-employee payroll - employer fiscal year	\$ 1,561,704	\$ 1,411,794	\$ 1,433,903	\$ 1,431,245	\$ 1,608,842	\$ 1,525,472	\$ 1,472,288
Contributions as a percentage of covered-employee payroll	0.90%	0.71%	3.57%	5.87%	4.75%	4.25%	4.04%

Notes to Schedule:

Valuation date	June 30, 2021	June 30, 2021	June 30, 2021	June 30, 2019	June 30, 2019	July 1, 2017	July 1, 2017
Measurement period - fiscal year ended	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017

Methods and assumptions used to determine contribution rates:

	Actuarial Cost Method			Entry-age normal cost method			
	Amortization method			Level percentage of payroll			
	30 years	30 years	30 years	19 years	20 years	21 years	22 years
	Asset valuation method			Market value of assets			
Inflation	2.50%	2.50%	2.50%	2.75%	2.75%	2.75%	3.00%
Healthcare cost trend rates	5.80% in 2023 to 3.90% by 2076 and later	5.80% in 2023 to 3.90% by 2076 and later	5.80% in 2023 to 3.90% by 2076 and later	6.50% in 2021 to 5% by 2024 and later	6.50% in 2021 to 5% by 2024 and later	7.50% in 2019 to 5% by 2024 and later	7.5% in 2019 to 5% by 2024 and later
Salary increases	3.00%	3.00%	3.00%	3.25%	3.25%	3.25%	3.25%
Investment rate of return	6.19%	6.19%	6.19%	6.85%	6.85%	7.28%	7.28%
Retirement age				50-75 years			
Mortality/Mortality improvement	CalPERS 2017 Experience Study Projected with MW Scale 2022	CalPERS 2017 Experience Study Projected with MW Scale 2022	CalPERS 2017 Experience Study Projected with MW Scale 2022	CalPERS 2017 Experience Study Projected with MW Scale 2018	CalPERS 2017 Experience Study Projected with MW Scale 2018	CalPERS 2014 Experience Study Projected with MW Scale 2017	CalPERS 2014 Experience Study Projected with MW Scale 2017

Note: Contributions in relation to actuarially required contributions for 2019 and 2018 were revised in 2020 to include implied subsidy payments as indicated in 2020 actuary report.

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2018. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

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**SUPPLEMENTARY INFORMATION**

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EL DORADO COUNTY TRANSIT AUTHORITY

SCHEDULES OF OPERATING EXPENSES

For the Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
OPERATING EXPENSES		
Salaries and wages	\$ 3,332,687	\$ 3,041,407
Employee benefits	2,398,925	1,950,079
Fuel and lubricants	649,430	574,675
General liability insurance	420,594	437,502
Vehicle maintenance	623,849	432,161
Workers compensation insurance	130,196	234,231
Professional services	281,448	183,605
Office expense	241,517	209,431
Utilities	79,128	67,841
Payroll taxes	67,996	52,970
Special department expense	38,525	37,342
Communications	27,315	32,798
Staff development and training	36,429	23,564
Household supplies	16,949	17,885
Equipment rents/leases	12,195	11,663
Safety equipment/training	2,437	3,075
Uniforms	22,940	15,803
Membership and publications	16,518	8,628
Small tools and equipment	5,526	5,717
Miscellaneous	<u>116,541</u>	<u>45,103</u>
TOTAL OPERATING EXPENSES	<u>\$ 8,521,145</u>	<u>\$ 7,385,480</u>

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## **COMPLIANCE REPORTS**

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL  
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF  
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH  
*GOVERNMENT AUDITING STANDARDS*, THE TRANSPORTATION DEVELOPMENT ACT AND  
OTHER STATE PROGRAM GUIDELINES

To the Board of Directors  
El Dorado County Transit Authority  
Diamond Springs, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the El Dorado County Transit Authority (the Authority), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated November 19, 2024.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified

To the Board of Directors  
El Dorado County Transit Authority

**Report on Compliance and Other Matters (including other State program guidelines)**

As part of obtaining reasonable assurance about whether the Authority’s financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that Transportation Development Act Funds allocated and received by the Authority were expended in conformance with the applicable statutes, rules and regulations of the Transportation Development Act, Section 6667 of the California Code of Regulations and other State guidelines. We also tested the receipt and appropriate expenditure of other State grant funds, as presented in Note E of the financial statements, in accordance with State grant programs statutes and guidelines. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under *Government Auditing Standards*, the TDA or State grant programs guidelines.

**Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority’s internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards*, the TDA and State grant programs in considering the Authority’s internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Richardson & Company, LLP*

November 19, 2024

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH  
MAJOR PROGRAM AND INTERNAL CONTROL OVER COMPLIANCE  
REQUIRED BY THE UNIFORM GUIDANCE

El Dorado County Transit Authority  
Diamond Springs, California

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited El Dorado County Transit Authority (the Authority) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2024. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

***Basis for Opinion on Each Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal programs.

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant

To the Board of Directors  
El Dorado County Transit Authority

deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Richardson & Company, LLP*

November 19, 2024

EL DORADO COUNTY TRANSIT AUTHORITY  
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2024

A. SUMMARY OF AUDIT RESULTS

<u>Financial Statements</u>	<u>Summary of Auditor's Results</u>
1. Type of auditor's report issued:	Unmodified opinion
2. Internal controls over financial reporting:	
a. Material weaknesses identified?	No
b. Significant deficiencies identified not considered to be material weaknesses?	None reported
3. Noncompliance material to financial statements noted?	No
 <u>Federal Awards</u>	
4. Internal control over major programs:	
a. Material weaknesses identified?	No
b. Significant deficiencies identified not considered to be material weaknesses?	None reported
5. Type of auditor's report issued on compliance for major programs:	Unmodified
6. Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)?	No
7. Identification of major programs:	
<u>CFDA Number</u>	<u>Name of Federal Program</u>
20.509	Formula Grants for Rural Areas
8. Dollar Threshold used to distinguish between Type A and Type B programs?	\$ 750,000
9. Auditee qualified as a low-risk auditee under 2 CFR Section 200.516(a)?	Yes

(Continued)

EL DORADO COUNTY TRANSIT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

For the Year Ended June 30, 2024

B. FINDINGS - FINANCIAL STATEMENT AUDIT

None.

C. CURRENT YEAR FINDINGS AND QUESTIONED COSTS

None.

D. PRIOR YEAR FINDINGS AND QUESTIONED COSTS

None.

EL DORADO COUNTY TRANSIT AUTHORITY  
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2024

<u>Federal Grantor/Pass-through Grantor/ Program Title</u>	<u>Federal CFDA Number</u>	<u>Pass-Through Grantors' Number</u>	<u>Expenditures</u>
<u>U.S. Department of Transportation</u>			
Federal Transit Administration			
Passed through the Sacramento Area Council of Governments and the Sacramento Regional Transit District			
Federal Transit Formula Grants for Urbanized Areas - ARP Grant			
	20.507	CA-2022-156	\$ 189,221
			<u>189,221</u>
Federal Transit Administration			
Passed through the California Department of Transportation			
Formula Grants for Rural Areas and Tribal Transit Program, Section 5311			
Operating Assistance	20.509	Pending	761,477
Operating Assistance	20.509	64TO21-01850	138,875
Operating Assistance	20.509	Pending	75,000
			<u>975,352</u>
<u>U.S. Department of Transportation</u>			
Federal Transit Administration			
Passed through the Sacramento Area Council of Governments and the Sacramento Regional Transit District			
Federal Transit Formula Grants, Section 5310			
Rolling Stock	20.513	64AC19-01171	56,000
			<u>56,000</u>
TOTAL FEDERAL AWARDS			<u>\$ 1,220,573</u>

The accompanying notes to the schedule of expenditures of federal awards are an integral part of this schedule.

EL DORADO COUNTY TRANSIT AUTHORITY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2024

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards includes the federal grant activity of El Dorado County Transit Authority under programs of the federal government for the year ended June 30, 2024. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the Authority's operations, it is not intended to be and does not present the financial position, changes in net position, or cash flows of the Authority.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenses reported on the Schedule are reported on the accrual basis of accounting. Such expenses are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenses are not allowable or are limited as to reimbursement.

NOTE C – PROGRAM COSTS/MATCHING CONTRIBUTIONS

The amounts shown as current year expenses represent only the federal grant portion of the program costs. Entire program costs, including the Authority's portion, may be more than shown.

NOTE D – NONCASH AWARDS

No noncash awards existed in the current year.

NOTE E – INDIRECT COSTS

The Authority did not elect to use the 10 percent de minimus indirect cost rate as covered in 2 CFR §200.414.

NOTE F – SUBRECIPIENTS

There were no subrecipients of the Authority's programs during the year ended June 30, 2024.

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AGENDA ITEM 2 A  
Action Item

**MEMORANDUM**

**DATE:** March 26, 2025

**TO:** El Dorado County Transit Authority  
Transit Advisory Committee

**FROM:** Kate Hewett, Finance Manager

**SUBJECT:** Fiscal Year 2025/26 Preliminary Operating and Capital Budgets

**REQUESTED ACTION:**  
**BY MOTION,**

1. Receive and File Fiscal Year 2025/26 Preliminary Operating Budget including Revisions
2. Receive and File Fiscal Year 2025/26 Preliminary Capital Budget

**BACKGROUND**

The Bylaws of the El Dorado County Transit Authority (El Dorado Transit) require the Executive Director to submit preliminary operating and capital budgets on or before the March meeting of each year and Board adoption of the preliminary budgets by April 15<sup>th</sup> of each year. Final operating and capital budgets are to be proposed to the Board on or before June 15 of each year with final adoption required by July 15<sup>th</sup>.

On March 6, 2025, the fiscal year (FY) 2025/26 Preliminary Operating and Capital Budgets were presented for full Board review. El Dorado Transit is required to operate within a balanced budget.

On April 3, 2025, staff will be requesting the Adoption of the Preliminary Operating and Capital Budgets at the Board meeting.

**DISCUSSION**

Staff anticipate that changes to the Operating Budget FY 2025/26 will need to be made after the presentation of April 3, 2025, due to future operating needs arising.

Final premium amounts have not yet been received from the CalTIP for Public Liability, Vehicle Physical Damage, and Employment Practices Liability Insurance (EPLI) packages. Workers' Compensation rates have also have not been received from Special Districts Risk Management Authority (SDRMA). Once received, the operating budget will be adjusted accordingly.

El Dorado County Transit Authority  
Transit Advisory Committee  
March 26, 2025

There have been no changes made to the Capital Improvement Plan (CIP) and Budget since the March 3, 2025, presentation. However, staff expects there will be additional projects added during the April 3, 2025, presentation.

Staff is requesting the TAC adopt the proposed Fiscal Year 2025/26 Preliminary Operating and Capital Budgets as presented. Staff anticipates submission of the Fiscal Year 2024/25 Final Operating and Capital Budgets for Board adoption at the regular June 5, 2025, meeting.

### **FISCAL IMPACT**

The Preliminary FY 2025/26 Operating Budget as presented reflects a projected \$10,739,172 in total operating expenditures balanced to anticipated Federal, State and project specific operating revenues.

The Preliminary Capital Budget reflects a total budget of \$15,964,893 in project costs with a shortfall of \$2,228,842 due to the anticipated needs of the Zero Emissions Bus (ZEB) fleet conversion.

**EL DORADO COUNTY TRANSIT AUTHORITY  
PRELIMINARY OPERATING BUDGET 2025/2026**

OPERATING BUDGET		FY 2024/2025	FY2025/26	
		Mid Year	Prelim Operating	
REVENUE ACCOUNTS		Adopted 02/06/25	Proposed 03/06/25	Difference
4000.00	Transportation Development Act (TDA/LTF)	\$7,292,470	<b>\$6,100,000</b>	-\$1,192,470
4100.00	Federal Transit Administration (FTA) Section 5311 Grant	\$761,477	\$761,477	\$0
4100.05	Federal Transit Administration (FTA) Section 5311(f) Grant	\$75,000	\$75,000	\$0
4100.06	Federal Transit Administration (FTA) ARPA Act Section 5311 Grant	\$138,875	\$138,875	\$0
4107.03	Fair Shuttle AB2766 Grant	\$32,000	\$32,000	\$0
4112.00	Federal Transit Administration (FTA) ARPA Act Section 5307 Grant	\$189,221	\$189,221	\$0
4270.00	State Transit Assistance (STA)	\$0	<b>\$1,893,660</b>	\$1,893,660
4300.00	Cash Fares	\$108,000	<b>\$112,000</b>	\$4,000
4310.00	Contract Services	\$177,000	<b>\$184,000</b>	\$7,000
4330.00	Commuter Route Fare Media	\$600,000	<b>\$675,000</b>	\$75,000
4350.00	Local Route Fare Media	\$90,000	<b>\$100,000</b>	\$10,000
4360.00	Paper Scrip	\$10,000	<b>\$13,000</b>	\$3,000
4370.00	CCJPA	\$130,000	<b>\$132,249</b>	\$2,249
4400.00	Advertising Revenue	\$14,500	<b>\$23,000</b>	\$8,500
4970.00	Interest Income	\$170,000	\$170,000	\$0
4990.00	Misc. Revenue	\$400	\$400	\$0
5060.00	Offset Reserve Fund - CalTIP (restricted)	\$139,290	\$139,290	\$0
<b>TOTAL REVENUES</b>		<b>\$9,928,233</b>	<b>\$10,739,172</b>	\$810,939
SALARY & BENEFIT ACCOUNTS				
5010.00	Regular Employees	\$4,146,661	<b>\$4,401,372</b>	\$254,711
5010.02	Temporary Employees	\$150,000	\$150,000	\$0
5010.07	Overtime	\$120,000	\$120,000	\$0
5010.08	On Call Pay	\$7,000	\$7,000	\$0
5010.09	ARBRK and Shift Pay	\$50,000	<b>\$60,000</b>	\$10,000
5020.01	Employee Retirement	\$600,000	<b>\$750,000</b>	\$150,000
5020.02	Health Insurance	\$1,585,000	<b>\$1,770,000</b>	\$185,000
5020.03	Unemployment Insurance	\$15,000	\$15,000	\$0
5020.04	LT Disability/Life Ins	\$43,000	<b>\$46,000</b>	\$3,000
5020.05	Worker's Comp	\$138,000	<b>\$159,000</b>	\$21,000
5070.01	OASDI - Payroll Tax - FICA	\$8,500	\$8,500	\$0
5070.02	MEDICARE - Payroll Tax	\$60,000	\$60,000	\$0
<b>TOTAL SALARY &amp; BENEFITS</b>		<b>\$6,923,161</b>	<b>\$7,546,872</b>	\$623,711
SERVICE & SUPPLY ACCOUNTS				
5030.00	Professional Services	\$250,000	\$250,000	\$0
5030.10	Employee Medical Exams	\$15,000	\$15,000	\$0
5030.30	Background Checks	\$3,000	<b>\$2,000</b>	-\$1,000
5040.00	Vehicle Maintenance (In-House)	\$440,000	<b>\$460,000</b>	\$20,000
5040.01	Fuel Purchase	\$650,000	<b>\$750,000</b>	\$100,000
5040.02	Vehicle Maintenance/Tires & Tubes	\$135,000	<b>\$125,000</b>	-\$10,000
5040.03	Vehicle Maintenance/Lubricants	\$47,000	<b>\$37,000</b>	-\$10,000
5040.04	Vehicle Maintenance/Small Tools - Shop	\$5,000	\$5,000	\$0
5040.80	Vehicle Maintenance/Sales Tax/ Fuel & Lub.	\$45,000	\$45,000	\$0
5050.01	Communications - Phone	\$35,000	<b>\$30,000</b>	-\$5,000
5050.02	Utilities	\$56,000	<b>\$61,000</b>	\$5,000
5050.03	Utilities/ Park & Rides	\$30,000	\$30,000	\$0
5060.01	Insurance Premiums/Public Liability	\$408,000	<b>\$365,000</b>	-\$43,000
5060.02	Insurance Premiums/Physical Damage	\$26,000	<b>\$30,000</b>	\$4,000
5060.03	Insurance Premiums/Commercial	\$15,000	\$15,000	\$0
5060.04	Insurance Premium EPLI Package	\$35,000	\$35,000	\$0
5090.00	Operating Expense - Other	\$3,500	\$3,500	\$0
5090.01	Household Expenses	\$23,000	\$23,000	\$0
5090.02	Shop Clothing & Supplies	\$10,000	\$10,000	\$0
5090.05	Uniforms - Other	\$30,000	<b>\$20,000</b>	-\$10,000
5090.06	Service Contracts/Equipment	\$200,000	\$200,000	\$0
5090.08	Pubs/Legal Notices	\$2,500	\$2,500	\$0
5090.20	Communications - Radio	\$500	\$500	\$0
5090.30	Staff Development/Travel	\$60,000	\$60,000	\$0
5090.40	Memberships	\$6,000	\$6,000	\$0
5090.50	Safety Equipment/Training	\$5,000	<b>\$2,500</b>	-\$2,500
5090.70	Office Expense	\$22,000	\$22,000	\$0
5090.72	Bank Charges	\$1,500	\$1,500	\$0
5090.73	Credit Card Charge Fees	\$6,000	\$6,000	\$0
5090.74	Connect Card Administration Expenses	\$11,000	\$11,000	\$0
5090.75	Printing	\$15,000	<b>\$10,000</b>	-\$5,000
5090.80	Postage	\$4,000	\$4,000	\$0
5120.00	Rents/Leases	\$16,000	\$16,000	\$0
5140.01	Equipment Purchase - Data Processing	\$1,000	\$1,000	\$0
5140.05	Equipment Purchase - Office	\$1,800	\$1,800	\$0
5150.00	Special Department Expense	\$1,500	\$1,500	\$0
5150.01	Marketing	\$30,000	<b>\$15,000</b>	-\$15,000
5160.00	Maintenance/Other	\$2,000	\$2,000	\$0
5160.01	Maintenance/Buildings	\$25,000	\$25,000	\$0
5160.03	Maintenance/Equipment	\$20,000	<b>\$10,000</b>	-\$10,000
5160.05	Maintenance/Grounds	\$25,000	<b>\$6,500</b>	-\$18,500
5160.07	Park and Ride Maintenance	\$47,500	<b>\$20,000</b>	-\$27,500
5160.09	Maintenance/Bus Stop	\$8,000	<b>\$4,000</b>	-\$4,000
4108.03	Fair Shuttle AB2766 Grant	\$0	\$0	\$0
5008.01	MY RIDE - Mileage Expenses	\$140,000	\$140,000	\$0
6270.00	Contingency	\$92,272	<b>\$312,000</b>	\$219,728
<b>TOTAL SERVICES AND SUPPLIES</b>		<b>\$3,005,072</b>	<b>\$3,192,300</b>	\$187,228
<b>TOTAL OPERATING EXPENSES</b>		<b>\$9,928,233</b>	<b>\$10,739,172</b>	\$810,939



**El Dorado County Transit Authority**  
**Preliminary Capital Improvement Plan Budget FY 2025/26**

Status	CIP Project Number	Project Description	Completion Estimate (FY)	Project Budget	STA* \$10,986,108	FTA Section 5307 \$738,792	FTA Section 5310 \$180,000	FTA Section 5339 \$1,606,760	LCTOP \$1,316,158	TIRCP \$123,000	SB1 / SGR \$1,241,738	Unfunded
ACTIVE	20-04	Maintenance Facility Swamp Cooler and Steam Cleaner Modifications	2025/26	\$168,675	\$168,675							\$0
ACTIVE	22-02	El Dorado Hills Park and Ride Improvements	2027/28	\$2,800,000	\$1,789,448	\$738,792		\$271,760				\$0
ACTIVE	22-03	Zero Emission Vehicles and Infrastructure	2027/28	\$8,280,000	\$3,800,000			\$935,000	\$1,316,158			\$2,228,842
ACTIVE	22-04	Bass Lake Park & Ride - Phase I	2026/27	\$500,000	\$500,000							\$0
ACTIVE	22-05	Scheduling and Dispatching Software Replacement	2025/26	\$230,000	\$50,000		\$180,000					\$0
ACTIVE	23-02	Bus Parking Lot Rehabilitation	2026/27	\$1,241,738							\$1,241,738	\$0
ACTIVE	24-02	Passenger Security Surveillance & Lighting	2025/26	\$451,000	\$451,000							\$0
ACTIVE	24-04	Collision Avoidance System Upgrade	2025/26	\$358,050	\$358,050							\$0
ACTIVE	25-03	Cambridge Road Park and Ride Improvements	2026/27	\$950,000	\$950,000							\$0
ACTIVE	25-04	Placerville Station Upgrades	2025/26	\$55,000	\$55,000							\$0
ACTIVE	25-05	Payment Acceptance Device Hardware and Processor Services	2025/26	\$187,168	\$64,168					\$123,000		\$0
ACTIVE	25-06	Vehicle Replacement - Demand Response/Micro-Transit	2026/27	\$663,262	\$263,262			\$400,000				\$0
ACTIVE	26-01	Administration / Maintenance Facility Equipment	2025/26	\$40,000	\$40,000							\$0
ACTIVE	26-02	Bus Stop Improvements, Maintenance and Repairs	2025/26	\$40,000	\$40,000							\$0
<b>Project Totals</b>				\$15,964,893	\$8,529,603	\$738,792	\$180,000	\$1,606,760	\$1,316,158	\$123,000	\$1,241,738	\$2,228,842
<b>Remaining Funds Available</b>					\$2,456,505	\$0	\$0	\$0	\$0	\$0	\$0	-\$2,228,842

\*Balance Per FY 2023/24 Audited Financials

Project Status: In Progress Funded Unfunded

AGENDA ITEM 2 B  
Action Item

**MEMORANDUM**

**DATE:** March 26, 2025

**TO:** El Dorado County Transit Authority  
Transit Advisory Committee

**FROM:** Erik Bergren, Planning and Marketing Manager

**SUBJECT:** Transit Advisory Committee (TAC) Meeting Calendar for the Next Twelve (12) Months

**REQUESTED ACTION:**

**BY MOTION,**

**Approve the Transit Advisory Committee (TAC) Meeting Calendar for the Next Twelve (12) Months**

**BACKGROUND**

As noted in the Bylaws for the El Dorado County Transit Authority (El Dorado Transit), a Transit Advisory Committee (TAC) shall be established to review the operation of the transit system, monitor levels of service and provide advice to the Executive Director.

**DISCUSSION**

The TAC schedule is determined by the TAC members in coordination with El Dorado Transit staff. Traditionally, TAC meetings are held on Wednesdays and are scheduled in coordination with Board budget reviews.

Staff recommends the following meeting schedule for the next twelve (12) months:

Wednesday, September 24, 2025 at 8:15 am  
Wednesday, March 25, 2026 at 8:15 am

AGENDA ITEM 2 C  
Action Item

**MEMORANDUM**

**DATE:** March 26, 2025

**TO:** El Dorado County Transit Authority  
Transit Advisory Committee

**FROM:** Erik Bergren, Planning and Marketing Manager

**SUBJECT:** El Dorado County Transit Authority Transit Advisory Committee  
(TAC) Members

**REQUESTED ACTION:**  
**BY MOTION,**

1. Confirm Renewing TAC Members
2. Recruit Vacant Representative positions

**BACKGROUND**

As noted in the Bylaws for the El Dorado County Transit Authority (El Dorado Transit), a Transit Advisory Committee (TAC) shall be established to review the operation of the transit system, monitor levels of service and provide advice to the Executive Director. A methodology for establishing the TAC is not included in the Bylaws however; the TAC has had representation since 1993.

**DISCUSSION**

The TAC term of appointment is two (2) years and may be renewed for an additional two (2) years. The objective of this action is to comply with the Bylaws and support active participation. The El Dorado County Transit Authority Board of Directors approves the TAC membership after appointment.

Staff requests that the TAC confirm renewing TAC members and recruit a Student Population representative, Low Income Population representative, and General Public Population representative. If all members renew, the TAC representation will be as shown below.

<b>REPRESENTATION</b>	<b>NAME</b>	<b>APPOINTMENT DATE</b>	<b>TERM EXPIRATION</b>	<b>OPTIONAL RENEWAL EXPIRATION</b>
Senior Representative	Ellen Yevdakimov	5/19/2021	5/19/2023	5/19/2025
Disabled Population	Susie Davies	5/19/2021	5/19/2023	5/19/2025
Chamber of Commerce	Laurel Brent-Bumb	5/19/2021	5/19/2023	5/19/2025
50 Corridor Transportation Management Agency	Cheryl Croshere	5/19/2021	5/19/2023	5/19/2025
El Dorado County Transportation Commission	Jerry Barton	3/26/2025	3/26/2027	3/26/2029
Commuter Population	Kevin Schroder	3/26/2025	3/26/2027	3/26/2029
Student Population	Open	Open	Open	Open
Low Income Population	Open	Open	Open	Open
General Public Population	Open	Open	Open	Open

**FISCAL IMPACT**

None

AGENDA ITEM 3 A  
Information Item

**MEMORANDUM**

**DATE:** March 26, 2025

**TO:** El Dorado County Transit Authority  
Transit Advisory Committee

**FROM:** Erik Bergren, Planning and Marketing Manager

**SUBJECT:** Fiscal Year 2024/25 6-Month Administrative Operations Report

**REQUESTED ACTION:**

**BY MOTION,**

**Receive and File the Fiscal Year 2024/25 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 2024/25 6-Month Administrative Operations Report (Administrative Operations Report) provides an overview of El Dorado Transit operations for the reporting period July 1, 2024 through December 31, 2024.

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.

El Dorado County Transit Authority  
Transit Advisory Committee  
March 26, 2025

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 2024 to December 2024 reporting period.

- Demand Response services ridership decreased by 136 one-way passenger trips or 1.1% during the period. The on-time performance for Demand Response services was 97.6%.
- Motor Bus (Local Fixed Route) ridership increased by 10,602 one-way passenger trips or 18.5% during the period. The on-time performance for Motor Bus services was 84.6%.
- Commuter Bus (Commuter Services) ridership increased by 12,567 one-way passenger trips or 71.9% during the period. The on-time performance for Commuter Bus services was 81.0%. 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 23,033 one-way passenger trips or 26.5%. Systemwide passenger trips per revenue hour increased from 4.5 to 5.5 or 22.2%.

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

### **FISCAL IMPACT**

None



**EL DORADO  
TRANSIT**

**Fiscal Year 2024/25**

# **6-Month Administrative Operations Report**



**March 6, 2025**

Prepared by:

El Dorado County Transit Authority  
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# Fiscal Year 2024/25

## 6-Month Administrative Operations Report

### El Dorado County Transit Authority

#### 2025 Board of Directors

Chair: David Yarbrough, Placerville City Council

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

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

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 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 2024/25 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) 2024/25 (July 1, 2024 to December 31, 2024). 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 5,931 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 1,452 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 224 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 4,395 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, with trips and hours virtually unchanged, and a decrease in miles.

DEMAND RESPONSE COMPARISON				
Reporting Period: July 1, 2024 – December 31, 2024				
	FY 2024/25 (current)	FY 2023/24 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	12,002	12,138	-136	-1.1%
<b>HOURS</b>	4,990	5,202	-212	-4.2%
<b>MILES</b>	90,911	111,549	-20,638	-22.7%

### 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, 2024 – December 31, 2024				
	FY 2024/25 (current)	FY 2023/24 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	67,767	57,165	+10,602	+18.5%
<b>HOURS</b>	11,657	11,228	+429	+3.8%
<b>MILES</b>	223,332	213,051	+10,281	+4.8%

## 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 both in the morning and afternoon between park-and-ride facilities in El Dorado County and several downtown stops. In addition, four (4) 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 24,592 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 5,457 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, 2023 – December 31, 2023				
	FY 2024/25 (current)	FY 2023/24 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	30,049	17,482	+12,567	+71.9%
<b>HOURS</b>	3,442	2,793	+649	+23.2%
<b>MILES</b>	107,065	90,628	+16,437	+18.1%

## 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, 2024 – December 31, 2024				
	FY 2024/25 (current)	FY 2023/24 (prior)	Difference	Percentage +/-
<b>TRIPS</b>	109,818	86,785	+23,033	+26.5%
<b>HOURS</b>	20,089	19,223	+866	+4.5%
<b>MILES</b>	421,308	415,228	+6,080	+1.5%

The following tables (Figures 1 and 2) summarize system wide performance measures for FY 2024/25 and FY 2023/24 as defined in the TDA guidelines:

**Figure 1 Comparative Report for All Services**

FISCAL YEAR KEY PERFORMANCE MEASURES FOR ALL SERVICES	2024/25	2023/24	Difference	Percentage Change +/-
Farebox Recovery Ratio (FBR)	11.73%	9.33%	+2.4	+25.7%
Passenger Fares	\$521,083	\$369,731	+151,352	+40.9%
Average Fare/Passenger	\$4.74	\$4.26	+\$0.48	+11.3%
Operating Expenses	\$4,442,827	\$3,960,817	+\$482,010	+12.2%
Operating Cost/Passenger	\$40.46	\$45.64	-\$5.18	-11.3%
Operating Cost/Revenue Hour	\$221.16	\$206.05	+\$15.11	+7.3%
Operating Cost/Revenue Mile	\$10.55	\$9.54	+\$1.01	+10.6%
Road Calls	24	32	-8	-25.0%
Employees per TDA Guidelines (FTE)	59	54	+5	+9.3%

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 11.73% in FBR during the reporting period for an increase of 2.4% 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 17,555 miles between road calls, which is 83.7% 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>2024/25</b>	<b>2023/24</b>	<b>Difference</b>	<b>Percentage Change +/-</b>
Demand Response	2.4	2.3	+0.1	+4.3%
Motor Bus (Local Fixed Routes)	5.8	5.1	+0.7	+13.7%
Commuter Bus	8.7	6.3	+2.4	+38.0%
<b>Systemwide Passenger Trips per Revenue Hour</b>	<b>5.5</b>	<b>4.5</b>	<b>+1.0</b>	<b>+22.2%</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 4.5 to 5.5 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 2024/25) and Attachment B (FY 2023/24).

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:

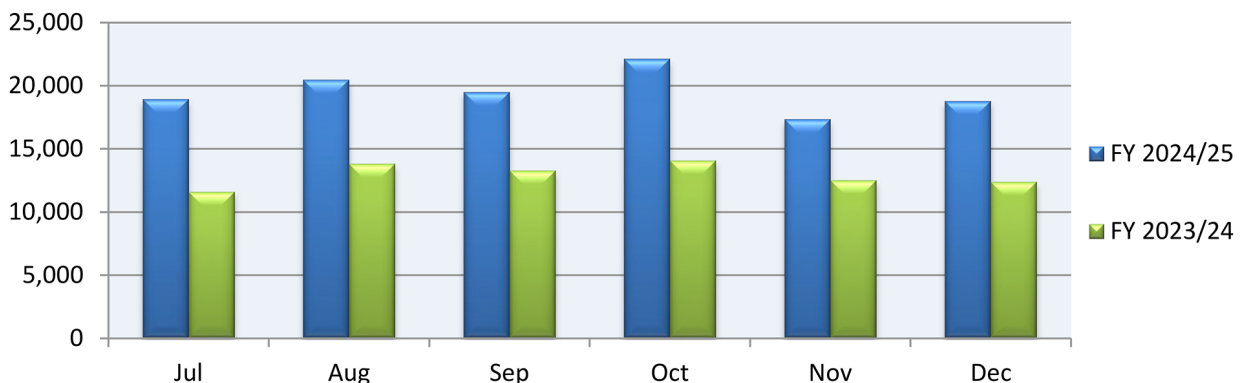
**Figure 3 Comparative Report between Actual 2023/24 and Performance Standards**

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	3.20%	\$33.35	5.5
Route 25 – Saturday Express	2.67%	\$40.79	5.3
Route 30 – Diamond Springs/El Dorado	2.50%	\$35.23	5.7
Route 35 – Diamond Springs Saturday	1.57%	\$57.11	3.5
Route 40 – Cameron Park/Shingle Springs	2.32%	\$49.12	4.1
Route 50X – 50 Express	3.29%	\$32.81	6.6
Route 60 – Pollock Pines	3.18%	\$38.84	5.9
<b>Total Motor Bus Routes – Average</b>	<b>2.99%</b>	<b>\$36.07</b>	<b>5.8</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>10.58%</b>	<b>\$79.13</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>38.73%</b>	<b>\$17.55</b>	<b>8.7</b>

### Monthly Ridership Trends

The following graph (Figure 4) compares monthly passenger boardings for FY 2024/25 and FY 2023/24 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 2024/25

Service Type	Adopted Target	Actual Performance
Demand Response	90%	97.6%
Motor Bus Routes	85%	84.6%
Commuter Bus Routes	90%	81.0%

## 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 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

El Dorado County Transit Authority

Administrative Operations Report  
Fiscal Year 2024 / 2025

Reporting Period July 1, 2024 through December 31, 2024

	Demand Response					Subtotal	Motor Bus						Subtotal	Commuter Bus			Subtotal	Special Services		SYSTEMWIDE		
	DIAL A RIDE	SAC-MED	M.O.R.E.	Expansion 0	COMP PARA-TRANSIT		#40 CP/SHINGLE SPRINGS	#30 DIAMOND SPRINGS	#25 SATURDAY EXPRESS	#60 POLLOCK PINES	#20 PLACERVILLE	# 35 DIAMOND SPRINGS SATURDAY		50 EXPRESS	COMMUTER	REVERSE COMMUTE		SLT	ED COUNTY FAIR		TOTALS	
<b>TRIPS</b>	5,931	224	4,395	0	1,452	12,002	6,616	8,480	2,186	8,833	8,925	706	32,021	67,767	24,337	255	5,457	30,049	0	0	109,818	
<b>HOURS</b>	3,286	106	846	0	751	4,990	1,595	1,496	412	1,502	1,619	205	4,830	11,657	2,132	198	1,112	3,442	0	0	20,089	
<b>MILES</b>	52,856	3,649	21,449	0	12,957	90,911	26,410	22,841	8,395	39,312	16,145	2,558	107,671	223,332	59,727	7,858	39,480	107,065	0	0	421,308	
REVENUES:																						
TDA	\$ 411,311.51	\$ 17,790.70	\$ 43,011.59	\$ -	\$ 96,876.73	\$ 568,990.53	\$ 315,501.51	\$ 289,880.96	\$ 86,694.75	\$ 334,107.77	\$ 288,032.87	\$ 39,089.16	\$ 1,021,889.58	\$ 2,375,196.60	\$ 263,629.60	\$ 45,399.22	\$ 9,987.19	\$ 319,016.01	\$ -	\$ -	\$ 3,263,203.14	
STA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5311	\$ 252,108.03	\$ 7,944.93	\$ 64,422.92	\$ -	\$ 56,262.64	\$ 380,738.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380,738.52	
ARPA 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,494.95	\$ 8,905.54	\$ 2,472.39	\$ 8,940.99	\$ 9,634.96	\$ 1,227.89	\$ 28,760.81	\$ 69,437.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,437.49	
5311(f)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,500.00	\$ 52,500.00	\$ -	\$ -	\$ 52,500.00	
5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
ARPA 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,604.93	\$ 8,005.59	\$ -	\$ 94,610.52	\$ -	\$ -	\$ 94,610.52	
SGR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
LCTOP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CCJPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,253.91	\$ 61,253.91	\$ -	\$ -	\$ 61,253.91	
FARES	\$ 19,168.10	\$ 1,605.00	\$ 89,673.75	\$ -	\$ 1,909.79	\$ 112,356.64	\$ 7,728.44	\$ 7,651.74	\$ 2,445.01	\$ 11,256.08	\$ 9,855.99	\$ 641.94	\$ 35,787.87	\$ 75,367.06	\$ 164,076.77	\$ 160.00	\$ 169,123.11	\$ 333,359.88	\$ -	\$ -	\$ 521,083.58	
TOT. REV	\$ 682,587.64	\$ 27,340.63	\$ 197,108.26	\$ -	\$ 155,049.16	\$ 1,062,085.69	\$ 332,724.90	\$ 306,438.24	\$ 91,612.15	\$ 354,304.84	\$ 307,523.82	\$ 40,958.99	\$ 1,086,438.26	\$ 2,520,001.19	\$ 514,311.30	\$ 53,564.81	\$ 292,864.21	\$ 860,740.32	\$ -	\$ -	\$ 4,442,827.20	
WHEELCHAIR PSGR	911	56	0	0	421	1388	68	25	12	148	87	7	171	518	12	0	3	15	0	0	1,921	
EXPENDITURES:																						
EMPLOYEES	\$ 353,237.21	\$ 11,392.64	\$ 90,647.96	\$ -	\$ 78,921.07	\$ 534,198.88	\$ 170,666.99	\$ 159,855.47	\$ 44,842.78	\$ 160,717.17	\$ 173,273.31	\$ 22,279.77	\$ 516,737.79	\$ 1,248,373.28	\$ 228,402.25	\$ 20,978.20	\$ 119,017.45	\$ 368,397.90	\$ -	\$ -	\$ 2,150,970.02	
BENEFITS	\$ 180,110.35	\$ 5,568.98	\$ 45,779.05	\$ -	\$ 39,505.84	\$ 270,964.22	\$ 87,144.97	\$ 81,778.61	\$ 22,926.87	\$ 82,039.14	\$ 88,416.92	\$ 11,431.39	\$ 264,055.78	\$ 637,793.68	\$ 116,380.34	\$ 10,758.96	\$ 61,611.60	\$ 188,750.90	\$ -	\$ -	\$ 1,097,508.82	
VEHICLE OP	\$ 65,747.02	\$ 4,855.71	\$ 26,951.93	\$ -	\$ 16,267.05	\$ 113,821.71	\$ 33,260.42	\$ 28,797.04	\$ 10,336.32	\$ 49,553.93	\$ 20,356.29	\$ 3,154.22	\$ 135,667.93	\$ 281,126.15	\$ 75,349.14	\$ 9,594.69	\$ 49,413.79	\$ 134,357.62	\$ -	\$ -	\$ 529,305.48	
OTHER OP	\$ 83,493.06	\$ 5,523.30	\$ 33,729.32	\$ -	\$ 20,355.20	\$ 143,100.88	\$ 41,652.52	\$ 36,007.12	\$ 13,506.18	\$ 61,994.60	\$ 25,477.30	\$ 4,093.61	\$ 169,976.76	\$ 352,708.09	\$ 94,179.57	\$ 12,232.96	\$ 62,821.37	\$ 169,233.90	\$ -	\$ -	\$ 665,042.90	
TOTAL EXP	\$ 682,587.64	\$ 27,340.63	\$ 197,108.26	\$ -	\$ 155,049.16	\$ 1,062,085.69	\$ 332,724.90	\$ 306,438.24	\$ 91,612.15	\$ 354,304.84	\$ 307,523.82	\$ 40,958.99	\$ 1,086,438.26	\$ 2,520,001.20	\$ 514,311.30	\$ 53,564.81	\$ 292,864.21	\$ 860,740.32	\$ -	\$ -	\$ 4,442,827.22	
FARE BOX RECOVERY	2.81%	5.87%	45.49%	#DIV/0!	1.23%	10.58%	2.32%	2.50%	2.67%	3.18%	3.20%	1.57%	3.29%	2.99%	31.90%	0.30%	57.75%	38.73%	#DIV/0!	#DIV/0!	11.73%	
OPERATING COST PER / PSGR	\$115.09	\$122.06	\$44.85	#DIV/0!	\$106.78	\$88.49	\$50.29	\$36.14	\$41.91	\$40.11	\$34.46	\$58.02	\$33.93	\$37.19	\$21.13	\$210.06	\$53.67	\$28.64	#DIV/0!	#DIV/0!	\$40.46	
OPERATING COST PER / HOUR	\$207.70	\$256.96	\$233.03	#DIV/0!	\$206.45	\$212.85	\$208.64	\$204.87	\$222.63	\$235.93	\$190.01	\$200.29	\$224.94	\$216.18	\$241.19	\$270.46	\$263.37	\$250.04	#DIV/0!	#DIV/0!	\$221.16	
OPERATING COST PER / MILE	\$12.91	\$7.49	\$9.19	#DIV/0!	\$11.97	\$11.68	\$12.60	\$13.42	\$10.91	\$9.01	\$19.05	\$16.01	\$10.09	\$11.28	\$8.61	\$6.82	\$7.42	\$8.04	#DIV/0!	#DIV/0!	\$10.55	
PASSENGER TRIPS PER / REVENUE HOUR	1.8	2.1	5.2	#DIV/0!	1.9	2.4	4.1	5.7	5.3	5.9	5.5	3.5	6.6	5.8	11.4	1.3	4.9	8.7	#DIV/0!	#DIV/0!	5.5	
AVERAGE FARE PER / PASSENGER	\$3.23	\$7.17	\$20.40	#DIV/0!	\$1.32	\$9.36	\$1.17	\$0.90	\$1.12	\$1.27	\$1.10	\$0.91	\$1.12	\$1.11	\$6.74	\$0.63	\$30.99	\$11.09	#DIV/0!	#DIV/0!	\$4.74	
OPERATING SUBSIDY PER / PASSENGER	\$111.86	\$114.89	\$24.44	#DIV/0!	\$105.47	\$79.13	\$49.12	\$35.23	\$40.79	\$38.84	\$33.35	\$57.11	\$32.81	\$36.07	\$14.39	\$209.43	\$22.68	\$17.55	#DIV/0!	#DIV/0!	\$35.71	
ROAD CALLS	3	0	2	0	0	5	1	1	0	2	1	0	8	13	2	0	4	6	0	0	24	
EMPLOYEE FULL-TIME EQUIVALENT (FTE)																					59	



El Dorado County Transit Authority

Administrative Operations Report  
 Fiscal Year 2023 / 2024  
 Reporting Period July 1, 2023 through December 31, 2023

	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 SHINGLE SPRINGS	CP/ 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	6,307	214	4,202	0	1,415	12,138	6,265	6,576	923	8,565	7,949	335	26,552	57,165	11,928	266	5,288	17,482	0	0	86,785	
HOURS	3,584	248	742	0	627	5,202	1,543	1,465	273	1,465	1,583	138	4,761	11,228	1,559	189	1,045	2,793	0	0	19,223	
MILES	70,567	6,212	22,711	0	12,059	111,549	24,016	22,311	5,261	37,941	16,009	1,754	105,759	213,051	45,600	6,900	38,128	90,628	0	0	415,228	
REVENUES:																						
TDA	\$ 440,134.58	\$ 34,765.64	\$ 34,415.20	\$ -	\$ 77,460.77	\$ 586,776.19	\$ 267,113.46	\$ 252,591.09	\$ 52,189.68	\$ 296,856.41	\$ 246,507.09	\$ 23,790.60	\$ 917,528.66	\$ 2,056,576.99	\$ 203,228.74	\$ 36,618.29	\$ (27,368.36)	\$ 212,478.67	\$ -	\$ -	\$ 2,855,831.85	
STA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5311	\$ 255,198.85	\$ 17,570.79	\$ 53,192.87	\$ -	\$ 44,548.51	\$ 370,511.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370,511.02	
ARPA 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,531.33	\$ 9,048.63	\$ 1,724.05	\$ 9,054.29	\$ 9,780.44	\$ 869.83	\$ 29,428.96	\$ 69,437.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,437.54	
5311(f)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,500.00	\$ 82,500.00	\$ -	\$ 82,500.00	
5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CRRSAA 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,751.97	\$ 10,002.49	\$ -	\$ 91,754.46	\$ -	\$ -	\$ 91,754.46	
SGR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
LCTOP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,147.44	\$ 4,886.74	\$ 931.09	\$ 4,889.80	\$ 5,281.97	\$ 469.75	\$ 15,893.23	\$ 37,500.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,500.00	
CCJPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,550.73	\$ 83,550.73	\$ -	\$ 83,550.73	
FARES	\$ 21,145.37	\$ 1,470.00	\$ 85,976.04	\$ -	\$ 1,760.25	\$ 110,351.66	\$ 6,464.26	\$ 5,504.73	\$ 991.61	\$ 10,929.33	\$ 6,808.88	\$ 306.43	\$ 26,968.18	\$ 57,973.42	\$ 73,279.11	\$ 1,261.66	\$ 126,865.17	\$ 201,405.94	\$ -	\$ -	\$ 369,731.02	
TOT. REV	\$ 716,478.80	\$ 53,806.43	\$ 173,584.11	\$ -	\$ 123,769.53	\$ 1,067,638.87	\$ 288,256.49	\$ 272,031.19	\$ 55,836.43	\$ 321,729.83	\$ 268,378.38	\$ 25,436.61	\$ 989,819.03	\$ 2,221,487.96	\$ 358,259.82	\$ 47,882.44	\$ 265,547.54	\$ 671,689.80	\$ -	\$ -	\$ 3,960,816.63	
WHEELCHAIR PSGR	576	59	0	0	389	1024	14	11	44	140	50	11	62	332	1	0	1	2	0	0	1,358	
EXPENDITURES:																						
EMPLOYEES	\$ 330,388.77	\$ 22,849.73	\$ 68,524.20	\$ -	\$ 57,358.77	\$ 479,121.47	\$ 141,861.53	\$ 134,689.99	\$ 26,104.08	\$ 134,790.13	\$ 145,569.24	\$ 13,165.95	\$ 438,083.52	\$ 1,034,264.44	\$ 143,022.06	\$ 17,630.38	\$ 96,664.11	\$ 257,316.55	\$ -	\$ -	\$ 1,770,702.49	
BENEFITS	\$ 162,896.09	\$ 11,462.14	\$ 34,372.92	\$ -	\$ 28,497.46	\$ 237,228.61	\$ 70,301.62	\$ 66,722.32	\$ 13,762.36	\$ 66,809.26	\$ 72,074.96	\$ 6,938.49	\$ 216,895.46	\$ 513,504.47	\$ 70,892.05	\$ 8,970.82	\$ 47,927.75	\$ 127,790.62	\$ -	\$ -	\$ 878,523.65	
VEHICLE OP	\$ 103,074.88	\$ 9,050.41	\$ 32,815.47	\$ -	\$ 17,618.54	\$ 162,559.30	\$ 35,030.55	\$ 32,520.22	\$ 7,220.27	\$ 55,355.18	\$ 23,362.12	\$ 2,416.19	\$ 154,236.59	\$ 310,141.12	\$ 66,726.31	\$ 9,750.82	\$ 55,345.95	\$ 131,823.08	\$ -	\$ -	\$ 604,523.48	
OTHER OP	\$ 120,119.06	\$ 10,444.15	\$ 37,871.52	\$ -	\$ 20,294.76	\$ 188,729.49	\$ 41,062.79	\$ 38,098.66	\$ 8,749.72	\$ 64,775.26	\$ 27,372.06	\$ 2,915.98	\$ 180,603.46	\$ 363,577.93	\$ 77,619.40	\$ 11,530.42	\$ 65,609.73	\$ 154,759.55	\$ -	\$ -	\$ 707,066.99	
TOTAL EXP	\$ 716,478.80	\$ 53,806.43	\$ 173,584.11	\$ -	\$ 123,769.53	\$ 1,067,638.87	\$ 288,256.49	\$ 272,031.19	\$ 55,836.43	\$ 321,729.83	\$ 268,378.38	\$ 25,436.61	\$ 989,819.03	\$ 2,221,487.96	\$ 358,259.82	\$ 47,882.44	\$ 265,547.54	\$ 671,689.80	\$ -	\$ -	\$ 3,960,816.61	
FARE BOX RECOVERY	2.95%	2.73%	49.53%	#DIV/0!	1.42%	10.34%	2.24%	2.02%	1.78%	3.40%	2.54%	1.20%	2.72%	2.61%	20.45%	2.63%	47.77%	29.98%	#DIV/0!	#DIV/0!	9.33%	
OPERATING COST PER / PSGR	\$113.60	\$251.43	\$41.31	#DIV/0!	\$87.47	\$87.96	\$46.01	\$41.37	\$60.49	\$37.56	\$33.76	\$75.93	\$37.28	\$38.86	\$30.04	\$180.01	\$50.22	\$38.42	#DIV/0!	#DIV/0!	\$45.64	
OPERATING COST PER / HOUR	\$199.89	\$217.09	\$233.86	#DIV/0!	\$197.29	\$205.24	\$186.88	\$185.75	\$204.34	\$219.65	\$169.51	\$184.32	\$207.89	\$197.86	\$229.79	\$253.01	\$254.17	\$240.49	#DIV/0!	#DIV/0!	\$206.05	
OPERATING COST PER / MILE	\$10.15	\$8.66	\$7.64	#DIV/0!	\$10.26	\$9.57	\$12.00	\$12.19	\$10.61	\$8.48	\$16.76	\$14.50	\$9.36	\$10.43	\$7.86	\$6.94	\$6.96	\$7.41	#DIV/0!	#DIV/0!	\$9.54	
PASSENGER TRIPS PER / REVENUE HOUR	1.8	0.9	5.7	#DIV/0!	2.3	2.3	4.1	4.5	3.4	5.8	5.0	2.4	5.6	5.1	7.7	1.4	5.1	6.3	#DIV/0!	#DIV/0!	4.5	
AVERAGE FARE PER / PASSENGER	\$3.35	\$6.87	\$20.46	#DIV/0!	\$1.24	\$9.09	\$1.03	\$0.84	\$1.07	\$1.28	\$0.86	\$0.91	\$1.02	\$1.01	\$6.14	\$4.74	\$23.99	\$11.52	#DIV/0!	#DIV/0!	\$4.26	
OPERATING SUBSIDY PER / PASSENGER	\$110.25	\$244.56	\$20.85	#DIV/0!	\$86.23	\$78.87	\$44.98	\$40.53	\$59.42	\$36.29	\$32.91	\$75.02	\$36.26	\$37.85	\$23.89	\$175.27	\$26.23	\$26.90	#DIV/0!	#DIV/0!	\$41.38	
ROAD CALLS	3	0	0	0	0	3	0	5	1	4	2	1	11	24	4	0	1	5	0	0	32	
EMPLOYEE FULL-TIME EQUIVALENT (FTE)																					71	



## Newsletter

October 2024 - December 2024  
Volume 8 - Number 4



### Free Rides for California Clean Air Day

In celebration of California Clean Air Day, El Dorado Transit has teamed up with other Sacramento area transit agencies to offer free rides on Wednesday, October 2, 2024.

El Dorado Transit will offer free rides that day on the Local Fixed Routes and the Sacramento Commuter Routes.

On Clean Air Day, El Dorado County residents are asked to leave the car at home and try transit for free.

Last year, a total of 672 people boarded our local and commuter buses for free on Clean Air Day.

This free ride event is paid for by a grant from the California Low Carbon Transit Operations Program (LCTOP), which is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862.



### BUS WRAP CONTEST IN FULL SWING

Submissions have been received and judging is now in full swing for the 2024-25 El Dorado Transit Design a Bus Wrap Contest! This exciting art contest is open to middle and high school students (grades 6-12) who attend a physical school or reside in El Dorado County.

The winning art design will be featured on an El Dorado Transit bus as a “wrap” and will be displayed at the winning student’s school in early 2025. Their artwork will also be featured in the Placerville Christmas Parade!

Since 2025 is the 50th anniversary of El Dorado Transit, the theme for this year’s contest is “Then and now: 50 Years and Beyond for El Dorado Transit.”

Look for the winner to be announced later this year and look for the wrapped bus all over El Dorado County!



## NEW Bass Lake Road Park & Ride Opens

Sacramento Commuter stops at Cambridge Road Park and Ride have moved to the NEW Bass Lake Road Park and Ride. This will include all stops westbound and eastbound for a.m. and p.m. routes. Pickup times will remain the same as Cambridge Road Park and Ride. Local routes will still stop at Cambridge Road Park and Ride.

The Cambridge Road Park and Ride is unsafe for passenger loading for our commuter buses, especially when there is more than one bus at the stop. The new Bass Lake Road Park and Ride has been designed to be a commuter stop. It is located at the corner of Bass Lake Road and Country Club Drive, approximately .33 miles north of Highway 50.

Commuting to Sacramento? Give our Sacramento Commuter service AND the new Bass Lake Road Park and Ride a try! Go to [www.eldoradotransit.com/routes/sac-commuter/](http://www.eldoradotransit.com/routes/sac-commuter/) for routes and schedule information.



### Holiday Schedule

Saturday, November 11th .....Veteran's Day  
 Thursday, November 23rd .....Thanksgiving Day  
 Friday, November 24th .....Day After Thanksgiving  
 Sunday, December 24th .....Christmas Eve  
 Monday, December 25th .....Christmas Day

The Sacramento/South Lake Tahoe Connecting bus will be the only service operating on listed holidays. For more information visit [www.eldoradotransit.com](http://www.eldoradotransit.com).



## Sac State Students & Los Rios Students Ride FREE!

Sacramento State and Los Rios Community College District students: Did you know you can ride our local and commuter buses for FREE with the Sac State OneCard (with student commuter sleeve) or the Los Rios Student ZipPass? Our commuter bus runs Monday-Friday, five times in the morning and afternoon and stops at S street and 65th, a short walk from the Sac State campus.

Our local routes cover the 50 corridor from Pollock Pines down to Iron Point in Folsom for easy connections with Sacramento Regional Transit District.

Ride the bus to school! Sit back, relax, read or do homework. Let us take away the stress of getting to campus. Or, ride the bus ANYTIME, for FREE!

Go to [www.eldoradotransit.com](http://www.eldoradotransit.com) for schedules and route maps or call El Dorado Transit at (530) 642-5383 for more information.



# Newsletter

January 2025 - March 2025  
Volume 9 - Number 1

## Winter = Potential Delays

With the winter weather upon us, the potential for service delays increases. Plan ahead and take an earlier bus to make sure you arrive on time. If weather conditions are slowing traffic, they are also slowing our buses. Rest assured our drivers are always trying to stay on time while maintaining your safety.

El Dorado Transit may delay or cancel bus routes due to road or weather conditions. Sign up for our Rider Alerts to receive the latest updates. Riders can sign up on our website at [www.eldoradotransit.com](http://www.eldoradotransit.com)



## Commuter Passengers and Routes Trending Upward

As more and more Sacramento office workers return to work, our Sacramento Commuter service has been seeing a strong uptick in passengers. Annual month-to-month comparisons since June 2024 are typically 70% higher than 2023. A fifth Commuter route was added in May 2024 to accommodate ridership demand.

In addition, all Sacramento Commuter routes now extend to the May Lee State Office Complex near Richards Boulevard.

Do you commute to downtown Sacramento? Consider utilizing our Sac Commuter Service. We provide a safe, stress-free option for your commute.

Go to [www.eldoradotransit.com](http://www.eldoradotransit.com) for complete schedules and routes.

## Holiday Schedule January – March Holiday Schedule

- Monday, January 1st .....New Year’s Day
- Monday, January 20th .... Martin Luther King Jr’s Day
- Monday, February 17th .....President’s Day

The Sacramento/South Lake Tahoe Connecting bus will be the only service operating on listed holidays. For more information visit [eldoradotransit.com](http://eldoradotransit.com).

## El Dorado Transit is Hiring!

El Dorado Transit is currently hiring. Competitive wages and benefits include; hiring bonus of up to \$2,000, paid training, CalPERS retirement, full health, dental and vision benefits, paid vacations and holidays.

Applications, job descriptions, and information can be found at the El Dorado Transit website in the Careers section or in the El Dorado Transit office located at 6565 Commerce Way in Diamond Springs.



## Passenger Winter Tips

In routes that may be affected by ice and snow:

- Lighter and brighter clothing can make you visible in hours of darkness
- Dress warmly in layers and arrive at your stop on time
- Use caution when walking on wet or icy bus stops
- The entry way can be very slippery in winter weather; Please hold onto the handrails when entering and exiting the bus
- Give your driver enough notification of your desired stop
- Buses can slide on snow and ice, wait until the bus comes to a complete stop before you approach
- Buses may not be able to access a bus stop due to snow and ice; do not stand in the street or upon the bank of snow. Areas like these are slippery and can be hazardous.



## Winter Sale on Local Fixed Route Monthly Passes

El Dorado Transit is pleased to continue to offer discounted rates on Local Fixed routes. The winter sale on monthly passes for January, February and March are as follows:

- General Monthly Local Pass - \$20.00 (originally \$60.00)
- Senior/Disabled Monthly Local Pass - \$10.00 (originally \$30.00)
- Student K-12 Monthly Local Pass - \$10.00 (originally \$30.00)

For pass sales information please visit [eldoradotransit.com/faresandpasses/](http://eldoradotransit.com/faresandpasses/).



## Hangtown Christmas Parade

El Dorado Transit staff, family and volunteers participated in the 46th annual Hangtown Christmas Parade on December 8. A decorated Transit bus made it's way through the parade route and was a huge hit with parade goers. This year's winner of the Design a Bus Wrap Contest was also on display.

This year's parade was very rewarding and we are glad we could participate and help bring joy to people in our community.

Savannah M., 8th Grade

2024 Bus Wrap Design Winner  
Valley View Charter Montessori

