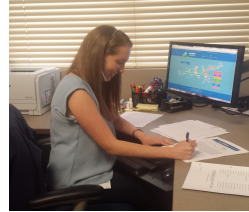




EL DORADO TRANSIT



Fiscal Year 2017/18

Six-Month Administrative Operations Report

March 1, 2018

Prepared by:

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Fiscal Year 2017/18 Six-Month Administrative Operations Report

El Dorado County Transit Authority

2018 Board of Directors

Chair: Shiva Frentzen, El Dorado County Board of Supervisors, District 2

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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 2017/18 Six-Month Administrative Operations Report is prepared to apprise the board and general public on transit operations during the first six (6) months (July 1, 2017 to December 31, 2017) of the current fiscal year (FY) 2017/18. In addition, this report presents a comparison of performance measures for the same six-month period of the prior fiscal year.

Service Description

Public transportation services provided by El Dorado Transit include Demand Response, Local Fixed Route, Commuter Service and Special Event Services which include annual services funded through local air quality management grants for vehicle emission reduction.

Demand Response

Demand Response is comprised of Dial-A-Ride and subscription Dial-A-Ride, Americans with Disabilities Act (ADA) Complementary Paratransit, SAC-MED, Mother Lode Rehabilitation Enterprises (M.O.R.E.) and the Adult Day Services Program.

Dial-A-Ride is a reservation service that operates seven (7) days a week providing curb-to-curb transportation to the general public. Seniors and persons with disabilities are given priority when scheduling these trips. El Dorado Transit Dial-A-Ride provided 9,824 one-way passenger trips during the reporting period. Subscription Dial-A-Ride is provided to a limited number of passengers traveling to standing appointments for such things as dialysis or cancer treatments. The Americans with Disabilities Act (ADA) limits the percentage of trips a transit operator can provide on a subscription basis. For the reporting period, El Dorado Transit scheduled an average of three (3) subscription trips per day.

ADA Complementary Paratransit service is a reservation based, shared ride service providing origin to destination transportation to eligible physically or mentally disabled persons. 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 ADA Complementary Paratransit provided 446 one-way passenger trips during the reporting period. It should be noted that separate ADA Complementary Paratransit service was instituted beginning August 5, 2014. Prior to this date ADA service was provided via local fixed route deviation.

SAC-MED is non-emergency medical transportation for seniors, persons with disabilities and the general public traveling to medical appointments in Sacramento County. The service operates on Tuesday and Thursday each week using wheelchair lift-equipped buses or vans. El Dorado Transit SAC-MED provided 309 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 and back. El Dorado Transit provided 11,572 one-way passenger trips during the reporting period. ALTA reimburses El Dorado Transit at a rate of \$19.53 per trip, covering approximately 74% of the cost of the service.

Adult Day Services (formerly known as Senior Day Care) clients are transported from home to the facilities in Placerville and El Dorado Hills and back Monday through Friday. Four (4) buses transport persons to the Placerville program, and two (2) buses are dedicated to El Dorado Hills program clients. Passengers pay a fare for each trip. Adult Day Services passenger fares recovered an average of 14% of the cost of service, while El Dorado Transit subsidized the additional 86% of the cost. El Dorado Transit provided 3,250 one-way passenger trips during the reporting period.

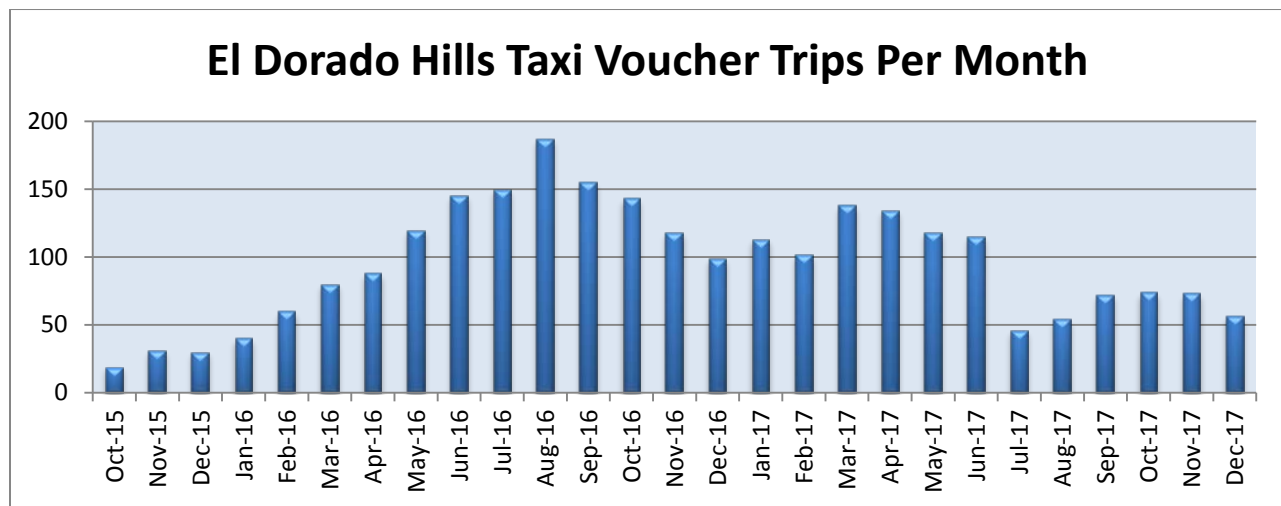
The following table provides a year-to-year comparison of demand response services, noting a decrease of 5.1% in one-way trips during the period. The largest year to year change was in the M.O.R.E. client transportation service which showed a decrease of 10.3% or 1,330 trips. M.O.R.E services are contracted and ridership fluctuates according to client enrollment.

DEMAND RESPONSE COMPARISON				
Reporting Period: July 1 – December 31				
	FY 2017/18 (current)	FY 2016/17 (prior)	Difference	Percentage +/-
TRIPS	25,401	26,758	-1,357	-5.1%
HOURS	8,539	8,599	-60	-0.7%
MILES	169,646	171,796	-3,476	-1.3%

El Dorado Hills Taxi Voucher Demonstration Project

The El Dorado Hills Taxi Voucher Demonstration Project was started in October 2015 and is funded through June 30, 2018. The project is for residents of El Dorado Hills who are 60 or older or have a disability. The project supplements the existing El Dorado Transit Dial-A-Ride service by providing transportation from 7 am to 10 pm 7-days a week and is operated by Gold Rush Taxi. The taxi vouchers can be used for any type of trip and riders can bring guests along at no additional charge. Each voucher costs \$3.00 and is good for a one-way taxi ride anywhere within the El Dorado Hills Community Services District. Vouchers must be pre-purchased. Riders who travel outside that area (for example to Folsom) are required to pay the additional fare to the taxi vendor from the boundary line to their destination.

In the twenty-seven (27) months since its inception, the project has provided 2,560 trips or an average of 96 trips per month. The following graph shows the number of El Dorado Hills Taxi Voucher trips per month.



Rural Services (Local Fixed Routes)

El Dorado Transit provides connecting bus service, Monday through Friday, within the communities of El Dorado Hills, Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Placerville, Camino and Pollock Pines. Saturday service is provided by the Saturday Express between Placerville and Pollock Pines and the Diamond Springs Saturday route. The following table provides a year-to-year comparison of local community bus service, and indicates a decrease of 13.5% in one-way trips during the period. The largest year to year change was in the Pollock Pines route which showed a decrease of 16.8% or 3,951 trips.

LOCAL FIXED ROUTE BUS COMPARISON				
Reporting Period: July 1 – December 31				
	FY 2017/18 (current)	FY 2016/17 (prior)	Difference	Percentage +/-
TRIPS	65,314	75,511	-10,197	-13.5%
HOURS	11,182	9,780	+1,402	+14.3%
MILES	182,519	164,926	+17,593	+10.7%

Urban Services (Commuter Routes)

El Dorado Transit operates three (3) urban services:

- Direct service to the downtown Sacramento corridor is provided during peak commute times, Monday through Friday. Eleven (11) one-way routes operate both in the morning and afternoon between park-and-ride facilities in El Dorado County and several downtown stops.

- Two (2) reverse commute routes are available for passengers traveling from Sacramento to El Dorado County in the morning and from El Dorado County to Sacramento in the afternoon. The Reverse Commuter services are offered on buses that are returning from or traveling to Sacramento to perform regular commuter routes.
- The 50 Express operates hourly between the Missouri Flat Transfer Center in Placerville and the Regional Transit Light Rail Station at Iron Point Road in Folsom. It has various stops along Highway 50 in El Dorado County and connects to facilities in Folsom including Intel, the Kaiser facility on Iron Point Road and the main Folsom Lake College campus.

The following table provides a year-to-year comparison of commuter services, noting an increase of 3.9% in one-way trips during the period.

COMMUTER ROUTE COMPARISON				
Reporting Period: July 1 – December 31				
	FY 2017/18 (current)	FY 2016/17 (prior)	Difference	Percentage +/-
TRIPS	87,611	84,357	+3,254	+3.9%
HOURS	7,589	7,663	-74	-1.0%
MILES	223,332	225,935	-4245	-1.2%

Special Event Services

Special Event Services include grant funded, public services. There were no special event services provided during the reporting period.

El Dorado Transit provides limited charter services as allowed per State and Federal guidelines. By policy, El Dorado Transit performs charter services exclusively for public service agencies and private non-profit human service organizations. There were no charter services provided during the reporting period.

Performance Measures

Mandated Performance Reporting

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

The following table summarizes and compares the system wide performance measures required under the TDA for the reporting periods:

SYSTEM WIDE COMPARISON				
Reporting Period: July 1 – December 31				
	FY 2017/18 (current)	FY 2016/17 (prior)	Difference	Percentage +/-
TRIPS	178,326	186,626	-8,300	-4.4%
HOURS	27,310	26,041	+1,269	+4.9%
MILES	575,497	562,657	+12,840	+2.3%

El Dorado Transit sets an annual goal for increasing ridership by at least 3%. During the six-month reporting period, statistics indicated a 4.4% decrease in trips coupled with higher hours and higher miles. Overall, Operating Cost per Passenger increased from \$19.21 in the prior year to \$21.42 in the current period. Trips per Revenue Hour trended slightly downward from 7.2 to 6.5.

The Fare-Box Recovery (FBR) percentage represents the ratio of fare collected to operating expenses. The TDA requires that the overall FBR for the agency be at least 12.2%. El Dorado Transit recovered 20.36 % in fare box revenue during the reporting period, well above the minimum requirement. The best FBR among regular public services was realized on the Sacramento Commuter routes at 60.39%.

The table below (Figure 1) summarizes system wide performance measures required under the TDA for the first six (6) month reporting periods, FY 2016/17 and FY 2017/18:

Figure 1 Mid-Year Comparative Report for All Services as per TDA guidelines

FISCAL YEAR KEY PERFORMANCE MEASURES FOR ALL SERVICES	2017/18	2016/17	Difference	Percentage Change +/-
Passenger Fares	\$777,854	\$770,253	+\$7,601	+1.0%
Operating Expenses	\$3,820,208	\$3,602,129	+\$218,079	+6.1%
Farebox Recovery Ratio (FBR)	20.36%*	21.38%*	-1.02%	-5.9%
Operating Cost/Passenger	\$21.42	\$19.21	+\$2.21	+11.5%
Operating Cost/Revenue Hour	\$139.88	\$138.32	+\$1.56	+1.1%
Operating Cost/Revenue Mile	\$6.64	\$6.40	+\$0.24	+3.7%
Passenger Trips/Revenue Hour	6.5	7.2	-0.7	-9.7%
Road Calls	85	61	+24	+39.3%
Average Fare Per Passenger	\$4.36	\$4.11	+\$0.25	+6.1%
Employees/Full-Time Equivalent (FTE)	73	73	+0	+0%

*Calculation excludes special services

Additional Performance Measures

The Western El Dorado County 2014 Short- and Long-Range Transit Plan (SLRTP) includes a suggestion that the agency compare actual performance indicators with recommended goals noted in the SLRTP for FBR and operating subsidy per passenger. The complete SLRTP document is available on the El Dorado Transit website – www.eldoradotransit.com. The SLRTP includes goals for Service Efficiency Goals for Farebox Return Ratio and Operating Subsidy per Passenger.

The table below (Figure 2) shows the recommended goals from the SLRTP and the actual numbers for comparison.

Figure 2 Comparative Report Between Actual 2017/86 and 2014 Short Range Transit Plan

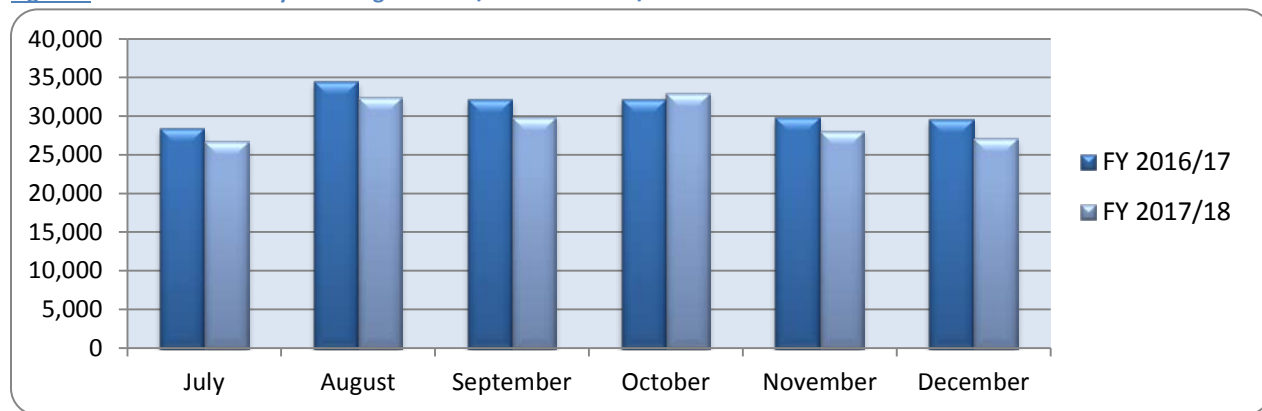
ACTUAL FY 2016/17 PERFORMANCE STANDARDS VS 2014 SHORT RANGE TRANSIT PLAN GOALS	Farebox Recovery Ratio	Operating Subsidy per Passenger	Trips per Vehicle Service Hour
Rural Fixed Routes Standard/Goal	>10.0%	<\$15.00	>5.0
20 - Placerville Shuttle	6.55%	\$15.84	7.2
25 - Saturday Express (Pollock/Placerville)	6.20%	\$20.17	6.4
30 - Diamond Springs	5.89%	\$16.31	7.4
35 - Diamond Springs Saturday	2.29%	\$47.91	2.5
40 - Cameron Park/Shingle Springs	3.91%	\$32.66	3.9
60 - Pollock Pines	7.09%	\$18.89	6.8
70 – Cameron Park/El Dorado Hills	1.14%	\$117.43	1.1
Total Rural Fixed Routes – Average	5.49%	\$21.13	5.8
Demand Response Standard/Goal	N/A	<\$35.00	>2.0
Demand Response - Average	23.70	\$35.30	3.0
Urban Fixed Routes Standard/Goal	>50.0%	<\$5.00	>10.0
Sacramento Commuter Service	60.39%	\$3.73	16.9
50 Express	4.16%	\$26.57	5.5
Total Urban Fixed Routes – Average	35.37%	\$8.74	11.5

Although not required by the TDA, El Dorado Transit prepares mid-year and annual reports of performance measures by mode and route. Annual statistical data summarized by service and mode are included for review as Attachment A (FY 2017/18) and Attachment B (FY 2016/17).

Monthly Ridership Trends

The following chart (Figure 3) compares monthly passenger boardings for the same six (6) month reporting periods in FY 2016/17 and FY 2017/18:

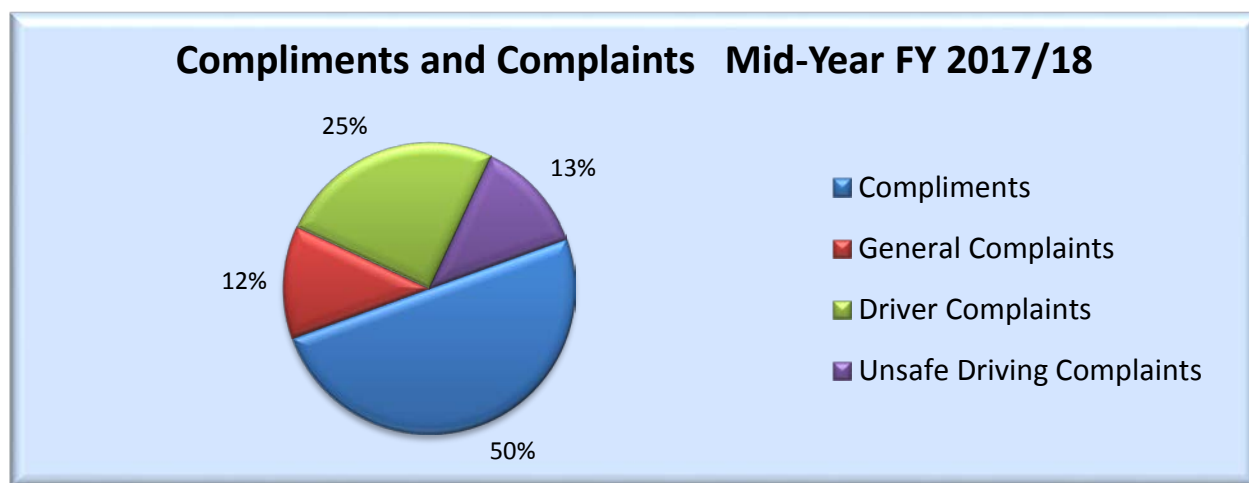
Figure 3 Mid-Year Monthly Boardings FY 2016/17 and FY 2017/18



Complaints and Compliments

El Dorado Transit manages substantiated driver complaints and compliments promptly with discretion and professional action. The following chart (Figure 4) illustrates the ratio of compliments to complaints for the reporting period:

Figure 4 Mid-Year Complaints/Compliments Comparison Chart



Managers research and take the appropriate action to resolve all substantiated complaints. Compliments are discussed with individual drivers to acknowledge those comments and commendations. The

following table (Figure 5) summarizes complaints and compliments received in the first half of FY 2017/18 by service type, issue title, category of comment and date:

Figure 5 Mid-Year Customer Service Summary Report

Service	Title	Category	Date
Local Route	Complaint	Driver Complaint	07/06/2017
Commuter	Complaint	Driver Complaint	08/10/2017
Dial-A-Ride	Compliment	Driver Compliment	09/13/2017
Dial-A-Ride	Compliment	Driver Compliment	09/21/2017
Commuter	Complaint	Unsafe Driving Complaint	11/21/2017
Commuter	Complaint	General Complaint	11/30/2017
Local Route	Compliment	Driver Compliment	12/18/2017
Commuter	Compliment	Driver Compliment	12/29/2017

On-Time Performance Standards

El Dorado Transit service on-time performance is regularly measured to evaluate actual performance compared to adopted targets. Performance audits are compiled using a random, one (1) week sampling of stops/pick-up times within the performance period. Figure 6 shows the percentage of on-time arrivals by mode for FY 2017/18 for December 2, 2017 to December 9, 2017.

Figure 6 Mid-Year On-Time Performance FY 2017/18

Service Type	Adopted Target	Actual Performance
Demand Response	90%	95.5%
Rural Routes	85%	86.8%
Urban Routes	90%	81.1%

Road Calls by Service Type

Service effectiveness may be measured in several ways, one of which is the miles between road calls. Road calls are recorded when a mechanic responds to a mechanical problem on a disabled transit vehicle in the field. During the reporting period, the overall number of road calls increased from 61 in FY 2016/17 to 85 in FY 2017/18. This represents a 39.3% increase in road calls. The majority of the road calls were for the older buses that are scheduled to be replaced. The following table shows the miles between road calls by service type:

Figure 7 Mid-Year Average Miles between Road Calls FY 2016/17

Service Type	Average Miles Between Road Calls
Demand Response	28,274
Rural Routes	3,883
Urban Routes	6,979
System Wide	6,771

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 104 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
- Transit fares, passes and scrip ticket information
- Schedule and route information
- Americans with Disabilities Act (ADA) services
- Press Releases
- Legal Notices
- Service Alerts
- Employment information

Print Advertising and Local Media

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

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

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

Direct Outreach

Ongoing public speaking program and mobility training 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 and 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 an important tool to assist potential riders in maintaining their independence and to access life-line services or employment opportunities. Passengers may schedule special training sessions, in-home appointments or escorted transit rides with staff, depending on individual needs. Mobility training is particularly effective in helping potential or first-time passengers become familiar with the available services and overcome any anxiety about using transit.

Glossary of Terms/Definitions

Demand Response -	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
Americans with Disabilities Act (ADA) -	a wide-ranging civil rights law enacted by the U.S. Congress in 1990 that prohibits, under certain circumstances, discrimination based on disability
Charter -	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)
Transportation Development Act (TDA) -	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
Farebox Recovery Ratio (FBR) -	the ratio of fares collected to operating expenses on a given service or services, represented as a percentage
Trip -	represents the boarding of a single transit passenger for the purposes of travel in one direction (one-way)
Ridership -	cumulative total of trips recorded on a service or services during a given timeframe
Hours (revenue) -	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)
Miles (revenue) -	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)
Operating Cost -	All costs in the operating expense object classes exclusive of depreciation and costs associated with providing charter service
Operating Cost per Passenger -	calculation of operating cost divided by the trips recorded

Operating Cost per Hour -	calculation of operating cost divided by the revenue hours
Operating Cost per Mile -	calculation of operating cost divided by the revenue miles
Passenger Trips per Revenue Hour -	calculation of total passenger trips divided by the revenue hours
Average Fare per Passenger -	calculation of actual fare revenue divided by the passenger trips
Road Calls -	cumulative total of mobile responses to a disabled transit vehicle, while in passenger service
Employee Full-Time Equivalent (FTE) -	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 2017 / 2018
Reporting Period July 1, 2017 through December 31, 2017

						RURAL								URBAN								
Demand Response						Local Fixed Routes								Commuter		Local				Special Services		SYSTEMWIDE
DIAL A RIDE	SAC-MED	M.O.R.E.	ADULT DAY SERVICES	COMP PARA-TRANSIT	Subtotal	#40 CP/SHINGLE SPRINGS	#30 DIAMOND SPRINGS	#25 SATURDAY EXPRESS	#60 POLLOCK PINES	#20 PLACERVILLE SHUTTLE	# 35 DIAMOND SPRINGS SATURDAY	#70 CP/EL DORADO HILLS	Subtotal	COMMUTER	REVERSE COMMUTE	50 EXPRESS	Expansion	Subtotal	ED COUNTY FAIR	Subtotal	TOTALS	
9,824	309	11,572	3,250	446	25,401	6,070	11,917	2,667	19,547	23,116	525	1,472	65,314	69,943	309	17,359	0	87,611	0	0	178,326	
5,457	331	2,135	483	134	8,539	1,569	1,605	417	2,862	3,193	207	1,329	11,182	4,144	272	3,172	0	7,589	0	0	27,310	
99,738	8,526	49,352	10,052	1,978	169,646	25,978	24,292	8,131	58,733	38,618	2,595	24,172	182,519	127,768	9,288	86,276	0	223,332	0	0	575,497	
\$ 476,065.74	\$ 32,877.23	\$ (4,577.35)	\$ 39,000.15	\$ 10,781.51	\$ 554,147.28	\$ 95,609.49	\$ 129,783.85	\$ 36,948.73	\$ 254,160.91	\$ 237,728.92	\$ 16,786.36	\$ 117,852.51	\$ 888,870.77	\$ 102,819.33	\$ 33,559.69	\$ 340,126.21	\$ -	\$ 476,505.23	\$ -	\$ -	\$ 1,919,523.28	
\$ 151,181.00	\$ 9,241.70	\$ 58,831.13	\$ 13,275.32	\$ 3,750.16	\$ 236,279.31	\$ 43,610.04	\$ 44,572.24	\$ 11,612.73	\$ 79,521.69	\$ 88,606.83	\$ 5,770.86	\$ 38,726.06	\$ 312,420.45	\$ 115,036.23	\$ 7,490.46	\$ 88,198.56	\$ -	\$ 210,725.25	\$ -	\$ -	\$ 759,425.01	
\$ 68,020.39	\$ 4,117.19	\$ 26,530.64	\$ 6,013.48	\$ 1,653.93	\$ 106,335.63	\$ 19,512.65	\$ 19,988.03	\$ 5,223.39	\$ 35,628.83	\$ 39,756.63	\$ 2,597.86	\$ 16,272.43	\$ 138,979.82	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 245,315.43	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,865.92	\$ 2,703.05	\$ 32,990.04	\$ -	\$ 78,559.01	\$ -	\$ -	\$ 78,559.01	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,530.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,530.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,530.97	
\$ 39,810.50	\$ 2,920.00	\$ 225,944.00	\$ 9,097.00	\$ 834.00	\$ 278,605.50	\$ 8,075.30	\$ 12,163.66	\$ 3,555.05	\$ 28,185.77	\$ 25,653.29	\$ 590.19	\$ 1,996.33	\$ 80,219.59	\$ 397,482.58	\$ 1,540.00	\$ 20,006.28	\$ -	\$ 419,028.86	\$ -	\$ -	\$ 777,853.95	
\$ 735,077.63	\$ 49,156.12	\$ 306,728.42	\$ 67,385.95	\$ 17,019.60	\$ 1,175,367.72	\$ 206,338.45	\$ 206,507.78	\$ 57,339.90	\$ 397,497.20	\$ 391,745.67	\$ 25,745.27	\$ 174,847.33	\$ 1,460,021.60	\$ 658,204.06	\$ 45,293.20	\$ 481,321.09	\$ -	\$ 1,184,818.35	\$ -	\$ -	\$ 3,820,207.67	
1008	41	676	527	167	2419	170	57	118	458	451	11	1	1266	150	2	233	0	385	0	0	4,070	
\$ 352,302.72	\$ 21,432.93	\$ 137,543.30	\$ 31,098.84	\$ 8,617.47	\$ 550,995.26	\$ 101,191.80	\$ 103,631.90	\$ 26,819.90	\$ 184,724.66	\$ 206,075.37	\$ 13,331.69	\$ 85,045.78	\$ 720,821.10	\$ 267,572.94	\$ 17,661.81	\$ 204,744.55	\$ -	\$ 489,979.30	\$ -	\$ -	\$ 1,761,795.64	
\$ 190,152.05	\$ 11,541.84	\$ 74,078.29	\$ 16,778.54	\$ 4,609.15	\$ 297,159.87	\$ 54,650.38	\$ 55,943.37	\$ 14,595.92	\$ 99,737.07	\$ 111,259.62	\$ 7,257.47	\$ 46,379.80	\$ 389,823.63	\$ 144,410.36	\$ 9,529.36	\$ 110,561.35	\$ -	\$ 264,501.07	\$ -	\$ -	\$ 951,484.58	
\$ 88,628.40	\$ 7,550.11	\$ 43,852.52	\$ 8,915.66	\$ 1,762.50	\$ 150,709.19	\$ 23,091.53	\$ 21,597.64	\$ 7,264.11	\$ 52,206.12	\$ 34,325.97	\$ 2,315.64	\$ 21,416.44	\$ 162,217.45	\$ 113,603.77	\$ 8,264.55	\$ 76,664.77	\$ -	\$ 198,533.09	\$ -	\$ -	\$ 511,459.74	
\$ 103,994.46	\$ 8,631.24	\$ 51,254.31	\$ 10,592.91	\$ 2,030.48	\$ 176,503.40	\$ 27,404.74	\$ 25,334.87	\$ 8,659.97	\$ 60,829.35	\$ 40,084.71	\$ 2,840.47	\$ 22,005.31	\$ 187,159.42	\$ 132,616.99	\$ 9,837.48	\$ 89,350.42	\$ -	\$ 231,804.89	\$ -	\$ -	\$ 595,467.70	
\$ 735,077.63	\$ 49,156.12	\$ 306,728.42	\$ 67,385.95	\$ 17,019.60	\$ 1,175,367.72	\$ 206,338.45	\$ 206,507.78	\$ 57,339.90	\$ 397,497.20	\$ 391,745.67	\$ 25,745.27	\$ 174,847.33	\$ 1,460,021.60	\$ 658,204.06	\$ 45,293.20	\$ 481,321.09	\$ -	\$ 1,184,818.35	\$ -	\$ -	\$ 3,820,207.66	
5.42%	5.94%	73.66%	13.50%	4.90%	23.70%	3.91%	5.89%	6.20%	7.09%	6.55%	2.29%	1.14%	5.49%	60.39%	3.40%	4.16%	#DIV/0!	35.37%	#DIV/0!	#DIV/0!	20.36%	
\$74.82	\$159.08	\$26.51	\$20.73	\$38.16	\$46.27	\$33.99	\$17.33	\$21.50	\$20.34	\$16.95	\$49.04	\$118.78	\$22.35	\$9.41	\$146.58	\$27.73	#DIV/0!	\$13.52	#DIV/0!	#DIV/0!	\$21.42	
\$134.70	\$148.65	\$143.65	\$139.65	\$127.15	\$137.64	\$131.49	\$128.65	\$137.59	\$138.90	\$122.70	\$124.22	\$131.59	\$130.57	\$158.83	\$166.37	\$151.73	#DIV/0!	\$156.13	#DIV/0!	#DIV/0!	\$139.88	
\$7.37	\$5.77	\$6.22	\$6.70	\$8.60	\$6.93	\$7.94	\$8.50	\$7.05	\$6.77	\$10.14	\$9.92	\$7.23	\$8.00	\$5.15	\$4.88	\$5.58	#DIV/0!	\$5.31	#DIV/0!	#DIV/0!	\$6.64	
1.8	0.9	5.4	6.7	3.3	3.0	3.9	7.4	6.4	6.8	7.2	2.5	1.1	5.8	16.9	1.1	5.5	#DIV/0!	11.5	#DIV/0!	#DIV/0!	6.5	
\$4.05	\$9.45	\$19.53	\$2.80	\$1.87	\$10.97	\$1.33	\$1.02	\$1.33	\$1.44	\$1.11	\$1.12	\$1.36	\$1.23	\$5.68	\$4.98	\$1.15	#DIV/0!	\$4.78	#DIV/0!	#DIV/0!	\$4.36	
\$70.77	\$149.63	\$6.98	\$17.94	\$36.29	\$35.30	\$32.66	\$16.31	\$20.17	\$18.89	\$15.84	\$47.91	\$117.43	\$21.13	\$3.73	\$141.60	\$26.57	#DIV/0!	\$8.74	#DIV/0!	#DIV/0!	\$17.06	
4	0	2	0	0	6	4	10	0	8	25	0	0	47	8	0	24	0	32	0	0	85	
																					73	

