

CHAPTER 9: PUBLIC TRANSIT

GOAL 4: PUBLIC TRANSIT

Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.

EL DORADO COUNTY TRANSIT AUTHORITY

Transit services in western El Dorado County are provided through a joint powers agreement between the El Dorado County Transit Authority (El Dorado Transit), County of El Dorado, and City of Placerville. El Dorado Transit is governed by a five-member Board of Directors, with three members appointed by the County Board of Supervisors and two members appointed by the Placerville City Council. Additionally, a Transit Advisory Committee is made up of nine members, representing both private and public interests. The Transit Advisory Committee has the responsibility for reviewing the operation of the transit system, monitoring levels of transit service in relation to funding constraints and, providing advice and recommendations to the Executive Director.

Public Transportation in the El Dorado County portion of the Tahoe Basin is coordinated by BlueGO. BlueGO is a service of the South Tahoe Area Transit Authority with administrative support provided by the Tahoe Regional Planning Agency. BlueGO is a non-profit community-based corporation in Nevada charged with operating public transit services in the Tahoe Basin of El Dorado and Douglas Counties, and is not under the jurisdiction of the El Dorado County Transportation Commission or El Dorado Transit.

El Dorado Transit operates a wide range of services including local fixed routes, demand response, intercity commuter service, and contracted social service transportation. The following describes each of the existing services in detail.

TRANSIT EXISTING CONDITIONS

LOCAL FIXED ROUTE SERVICES

Fixed route service is characterized by transit vehicles, usually larger buses, which travel a specified route and stop at fixed locations (i.e. bus stops) on a fixed schedule. Riders utilize this service by simply traveling to a bus stop at the appointed time. No pre-arrangement or reservation is necessary. El Dorado Transit operates fixed route transit service in Placerville, Pollock Pines, Camino, Diamond Springs, El Dorado, and Cameron Park. Furthermore, all fixed route buses offer bike racks located on the front of the buses which enhances the utility and reach of the service to more modes.

50 Express (50)

The 50 Express operates every hour from 6:00 AM until 8:00 PM Monday through Friday, between the Placerville Station Transfer Center and the Folsom Iron Point Light Rail Station and Folsom Lake College in Folsom. Other significant stops include Red Hawk Casino, the Tribal Health Clinic, Intel, Kaiser in Folsom, Health and Human Services, and several park-and-ride lots along US 50, including in Cameron Park and El Dorado Hills.

Placerville (20) Fixed Route

El Dorado Transit operates a route in the City of Placerville serving many transit activity centers along the way. Service is provided Monday through Friday on one-hour headways from 6:30 AM to 7:30 PM.

Some notable stops along the Placerville routes are: Marshall Hospital, Historic Main Street, Placerville Senior Center, and Broadway. The Placerville route has one (1) transfer option with the 50 Express and Route 60 at the Placerville Station Transfer Center. Request stops are available along the way at certain locations so as to meet resident needs without unnecessary out-of-the way travel time.

Pollock Pines/Camino (60) Fixed Route

The Pollock Pines/Camino route provides scheduled transit service along the US 50 Corridor between the Placerville Station Transfer Center in Placerville, the Camino area, and the Safeway Plaza on Pony Express Trail in Pollock Pines. Service is provided Monday through Friday between 7:00 AM and 7:00 PM on hourly headways. Request stops and flag stops (driver discretion) are available at certain points along Pony Express Trail. The route connects low income, rural residents to services in Placerville.

Diamond Springs/El Dorado (30) Fixed Route

The Diamond Springs/El Dorado route begins at the Missouri Flat Transfer Center and follows a clockwise loop around Diamond Springs on Pleasant Valley Road and Mother Lode Drive then across US 50 to serve Folsom Lake College, Safeway, and Prospector Plaza. The Diamond Springs/El Dorado route takes about one hour to operate. Service is provided hourly from 7:00 AM to 7:00 PM, Monday through Friday. Important stops include Diamond Springs Mobile Home Park, El Dorado Transit Offices, and Eskaton Lincoln Manor. The route provides transportation for a high number of charter school students from their homes throughout the transit service area to their campus at Folsom Lake College.

Cameron Park/Shingle Springs (40) Fixed Route

The route begins and ends at the Cambridge Road Park and Ride and serves the community of Cameron Park along Cameron Park Drive as far north as Green Valley Road. The route also does a small loop in Shingle Springs along Durock Road. Significant transit generators served include the Bel Air Shopping Center, Safeway Shopping Center, Marshall Medical and the Airpark Center. The route operates hourly from roughly 6:30 AM to 7:30 PM.

Saturday Express (25) Fixed Route

This route operates eight round trips on Saturday along the US 50/Pony Express Trail corridor between the Missouri Flat Transfer Center in Diamond Springs and the Safeway Plaza on Pony Express Trail in Pollock Pines. In Placerville, the bus serves the area along Placerville Drive. The first eastbound bus leaves from the Missouri Flat Transit Center at 9:00 AM, and the last westbound bus returns to the Missouri Flat Transit Center at around 5:00 PM.

Diamond Springs/El Dorado Saturday (35) Fixed Route

El Dorado Transit operates a Saturday version of this local rural route from 9:00 AM to 5:00 PM.

ADA Complementary Paratransit for Local Routes

“Complementary Paratransit” refers to curbside to curbside, on-demand service (“paratransit”) which “complements” a fixed route by ensuring that persons with disabilities in the vicinity of the route have access to ADA public transit services under the requirements of the Americans with Disabilities Act. El Dorado Transit’s complementary paratransit service is compliant with the transportation requirements of the ADA and is only available to persons who are unable to use the local fixed routes. Services are provided within a ¼ mile radius of the fixed routes. ADA eligible passengers may schedule a complementary paratransit trip during regular business hours, 8:00 AM to 5:00 PM seven days a week, a maximum of three days in advance and up to 5:00 PM the day prior to the trip request. The complimentary paratransit fare is \$3.00 one-way. Our Local fixed and deviated fixed route services are shown in Map 9-1. A summary of the El Dorado Transit Fare Structure is provided in the Table Below:

TABLE 9-1: EL DORADO TRANSIT FARE STRUCTURE

LOCAL ROUTES: Pollock Pines/Camino, Placerville, Diamond Springs/El Dorado, Cameron Park/Shingle Springs, 50 Express, Saturday Express and Diamond Springs/El Dorado Saturday		
Fare Type	Passenger	Cost
One Way Fare	General	\$1.50
	Senior/Disabled/Medicare Cardholder	\$0.75
	Student K-12	\$0.75
Monthly Pass	General	\$60.00
	Senior/Disabled/Medicare Cardholder	\$30.00
	Student K-12	\$30.00
Daily Pass	General	\$6.00
	Senior/Disabled/Medicare Cardholder	\$3.00
	Student K-12	\$3.00
COMBINATION LOCAL EDT and SAC RT PASS		
Fare Type	Passenger	Cost
Monthly Pass	General	\$110.00
	Senior/Disabled/Medicare Cardholder	\$80.00
DIAL-A-RIDE		
Fare Type	Passenger	Cost
Per Mile (Add \$0.50 per mile beyond 4 miles)	Senior/Disabled/Medicare Cardholder	\$2.00
ADA PARATRANSIT		
Fare Type	Passenger	Cost
One Way	Senior/Disabled/Medicare Cardholder	\$3.00
SAC-MED Route		
Fare Type	Passenger	Cost
One Way	General	\$10.00
	Senior/Disabled/Medicare Cardholder	\$10.00
SACRAMENTO COMMUTER ROUTES		
Fare Type	Cost	
One Way Fare	\$5.00*	
Monthly El Dorado Transit Sacramento Commuter Pass	\$180.00	
Monthly EDT Sacramento Commuter and SAC RT Combo Pass	\$210.00	
Lifetime Pass: Persons aged 80+ receive unlimited free fares on local fixed routes and 50 Express	\$0.00	

*No discounted rate

MAP 9-1: EL DORADO TRANSIT SERVICE



COMMUTER SERVICE

Commuter service operates on a fixed route during peak hour commute periods. Commuter routes often travel a long distance, taking commuters from suburbs to central business districts or to other suburbs with concentrations of employers. Pick-up and drop-off locations are minimized in order to provide direct and timely service. Vehicles are usually large transit coaches, often equipped with more comfortable seating than typical transit coaches, additional storage and reading lights on board. Fares are usually higher than other types of transit service due to the tailored nature of commuter service. Commuter service offers active transportation connections by providing bicycle racks mounted on the front of the buses. Commuter service provides increased opportunities for people to walk or ride a bicycle between the origin and destination points such as from home to the bus and from the bus to the workplace.

Sacramento Commuter Service

The Sacramento Commuter Service provides eleven departures in each direction Monday through Friday between El Dorado County and downtown Sacramento. Morning departures from El Dorado County locations are scheduled from 5:10 AM to 8:00 AM, and afternoon eastbound departures from Sacramento occur from 2:45 PM to 6:25 PM. Two reverse commuting runs are offered for persons commuting from Sacramento to El Dorado County destinations (using bus runs that would otherwise be operated as “deadhead” trips to position buses and drivers). Reverse commutes are provided on Routes 6 and 11, Monday through Friday. Morning reverse commute runs depart Sacramento at 6:53 AM and 8:57 AM. Afternoon reverse commute runs depart the Central Park-and-Ride (on Commerce Way where El Dorado Transit offices and operations are located) at 1:47 PM and the Ray Lawyer Drive Park-and-Ride at 4:35 PM. The Commuter routes serve the Central Park-and-Ride; Placerville Station; Ray Lawyer Drive Park-and-Ride; Ponderosa Park-and-Ride; Cambridge Road Park-and-Ride; and El Dorado Hills Park-and-Ride. The Sacramento Commuter service uses nine vehicles in the morning and ten vehicles in the afternoon. All buses are based out of the El Dorado Transit facility in Diamond Springs. Four of the commuter buses are parked in Sacramento during the day after the AM runs while the rest of the buses travel back to the El Dorado Transit operations facility. Drivers of the

four buses left in Sacramento are shuttled back to El Dorado County in the returning buses. Two of the returning buses operate the reverse commuter routes. In the afternoon, six buses travel west to Sacramento to operate (along with the four buses staged downtown) eleven Commuter runs and two reverse commuter routes.

A summary of the commuter services and fares is shown in Table 9-1.

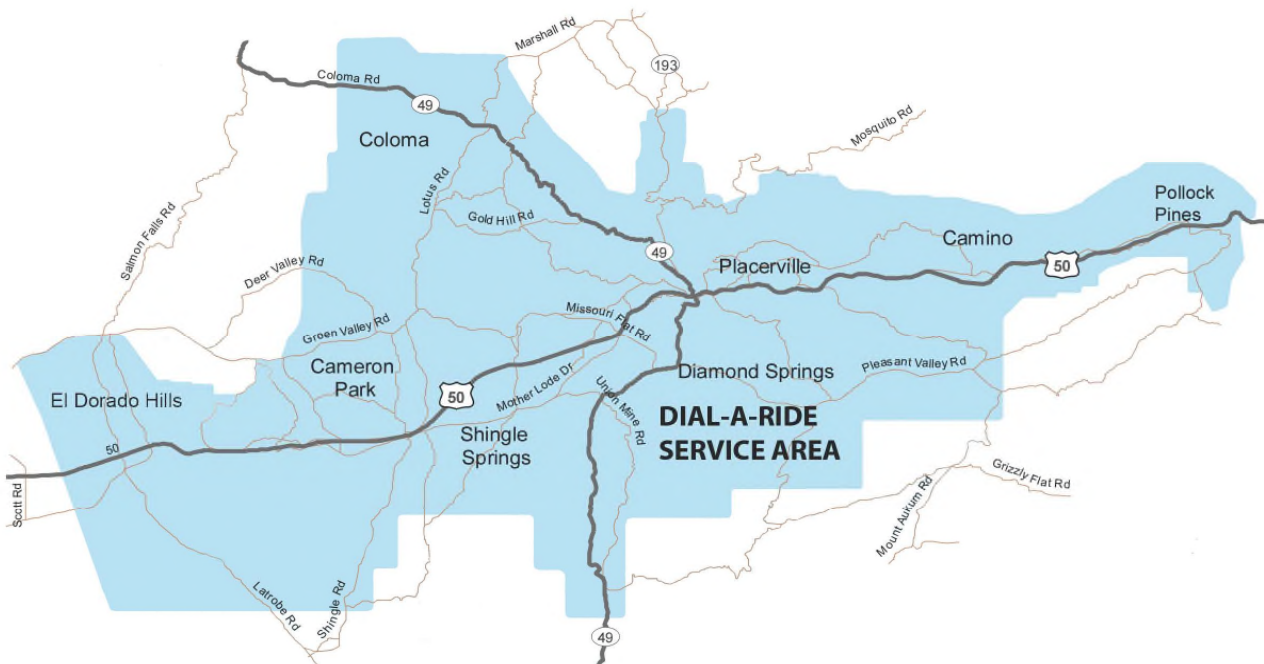
DIAL-A-RIDE SERVICE

The Dial-a-Ride (DAR) service is a demand response service designed for elderly and disabled passengers. Prior to January 2019, DAR was available to the general public on a space available basis, but few members of the general public actually used the service. Now, DAR is specifically for seniors and persons with disabilities who are registered with El Dorado Transit. The service is available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM and between 8:00 AM and 5:00 PM on Saturdays and Sundays. The DAR service area includes El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Diamond Springs, El Dorado, Coloma, Camino, and Pollock Pines.

In January 2019, El Dorado Transit eliminated DAR service to some of the outlying areas, discontinued the zone-based fare system, and implemented a mileage-based fare system. Each one-way ride fare is based on the length of the trip. Up to four miles is \$2.00 and each additional mile costs \$0.50. DAR ride requests may be made on weekdays between 9:00 AM and 3:00 PM up to three days in advance or by subscription. El Dorado Transit DAR recently implemented a “30 minute” pick up window so passengers must be ready for pick up 15 minutes before and 15 minutes after the scheduled pick up time.

Older Adult Day Services (formerly known as “Senior Day Care Centers”) are located in Placerville and El Dorado Hills and are operated by the El Dorado County Health and Human Services Agency. The program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. Subscription Dial-a-Ride service to and from the two Older Adult Day Services locations is provided by El Dorado Transit using six buses.

MAP 9-2: DIAL-A-RIDE SYSTEM



Map Source: El Dorado Transit

SAC-MED Non-Emergency Medical Appointment Transportation

The SAC MED is a public shared-ride non-emergency medical appointment transportation service for seniors, disabled, and general public passengers, serving medical facilities in Sacramento and Roseville. Ride requests are scheduled on a first-come, first-served basis, and confirmed with a call back by 4:00 PM the day before the scheduled ride. Reservations for SAC MED must be made 4 days in advance and can be scheduled up to 14 days in advance. The service operates Tuesdays and Thursdays, with the destination arrival times dependent upon the number of appointments scheduled for that day. Passenger medical appointment times must be between 10:00 AM and 2:00 PM. SAC MED pick up and drop off locations in El Dorado County are: Placerville Station, Missouri Flat Transfer Center, Ponderosa Park-and-Ride, and El Dorado Hills Park-and-Ride.

Special Social Service Transportation

The Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan) provides for a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of three priority groups/transportation disadvantaged groups: Individuals with disabilities, seniors, and individuals with limited incomes. The Coordinated Plan lays out strategies for meeting these needs, and prioritizing services.” In 2015, the El Dorado County Coordinated Plan was developed in coordination with EDCTC, El Dorado Transit, public, private, nonprofit social service transportation providers, and other stakeholders. In 2019, EDCTC worked with SACOG to update the region’s Coordinated Plan which was completed in August of that year. The SACOG plan includes an inventory of El Dorado County services and meets the requirements for the update under the Fixing America’s Surface Transportation Act (FAST Act). The 2020-2040 RTP is consistent with the 2019 SACOG Public Transit and Human Services Transportation Coordinated Plan.

El Dorado Transit provides a range of subscription and contracted activity program services:

Older Adult Day Services (formerly known as “Senior Day Care Centers”) are located in Placerville and El Dorado Hills and are operated by the El Dorado County Health and Human Services Agency. The program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. Subscription Dial-A-Ride service to and from the Center is provided by El Dorado Transit.

ALTA California Regional Center (ALTA) assists persons with developmental disabilities, including infants at risk and their families by providing and securing the services and supports necessary to maximize opportunities and choices. ALTA contracts with public transit and private taxi companies to provide transportation for their clients in the Western El Dorado County area. Alta is the entity that organizes contract transportation with El Dorado Transit for the operation of the Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) routes (discussed below) and dial-a-ride trips to employment opportunities in Rancho Cordova for a group of Alta clients. Alta funds 71.4 percent of the cost of trips for clients of M.O.R.E.

Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) provides a variety of services including vocational training, job placement, independent living training, semi-independent residential program, community integration, life skills, and social/vocational counseling and behavior management as needed. In addition to its contract with El Dorado Transit for transportation, M.O.R.E. operates a 15-passenger van providing daily transportation to twelve clients residing at Pathways, a group home in Placerville. Transportation is provided between M.O.R.E. and Pathways, and to and from shopping, jobs, or recreational activities. M.O.R.E. client transportation service requires up to seven El Dorado Transit cutaway vans at peak times.

Special Event Services

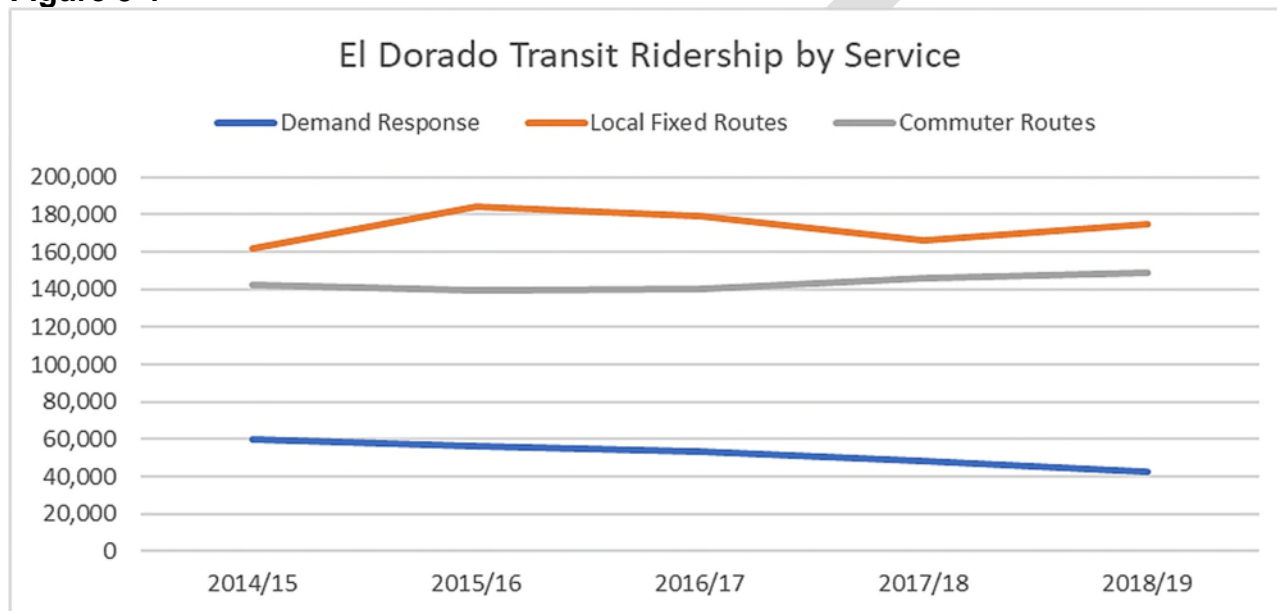
In addition, El Dorado Transit typically operates several special event shuttle services over the course of the year:

El Dorado Transit operates an **El Dorado County Fair Shuttle**. The shuttle transports fair patrons between remote parking sites and the fair during all hours of the event. This fare free service is financed through grants from the El Dorado County Air Quality Management District for this service.

Table 9-2: El Dorado Transit Ridership Statistics

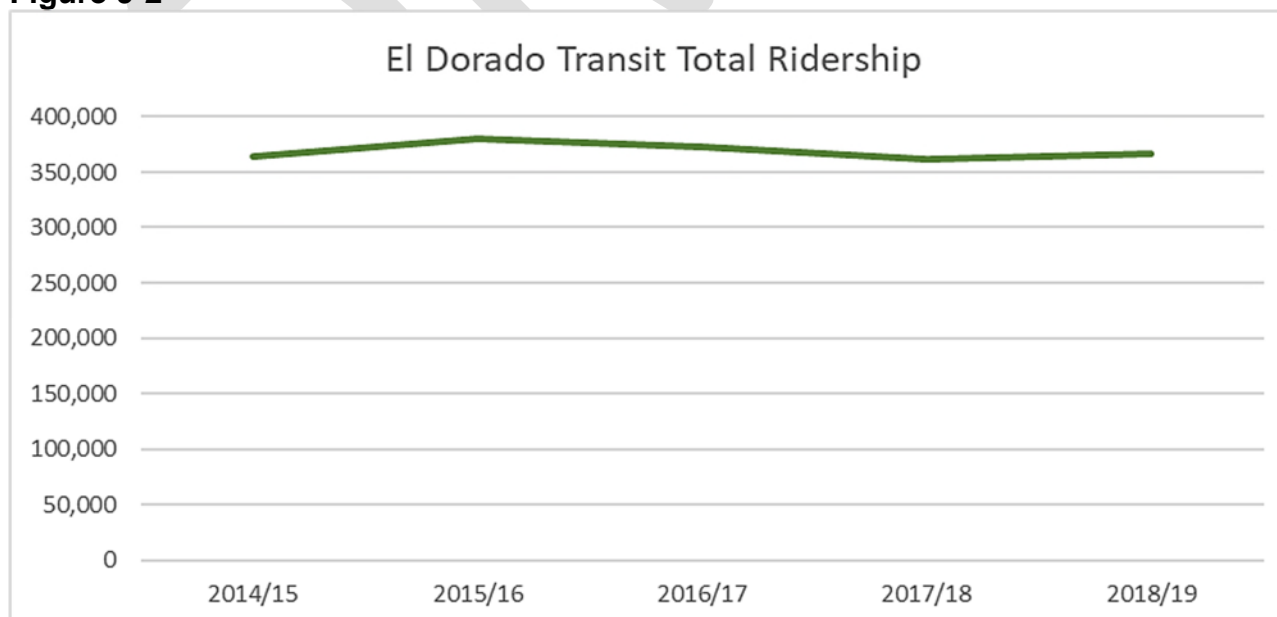
Service	2014/15	2015/16	2016/17	2017/18	2018/19
Demand Response	59,774	56,571	53,642	48,669	42,568
Local Fixed Routes	161,664	184,195	179,485	166,489	174,750
Commuter Routes	142,354	139,118	139,792	145,949	148,879
Total	363,792	379,884	372,919	361,107	366,197

Figure 9-1



Source: El Dorado Transit

Figure 9-2



Source: El Dorado Transit

OTHER SOCIAL SERVICE TRANSPORTATION SERVICE PROVIDERS

The social service transportation providers listed below were compiled in conjunction with the development of the existing transportation services inventory conducted during the development of the 2008 Western El Dorado County Coordinated Human Services Transportation Plan.

Snowline Hospice

Snowline Hospice is a nonprofit, community-based organization dedicated to meeting the unique physical, emotional, and spiritual needs of those who are nearing the end of life's journey. Volunteers, at their discretion and using personal vehicles, may provide transportation on a client-by-client basis.

The Gates Recovery Foundation

The Gates Recovery Foundation offers detoxification services, substance abuse counseling, and recovery programs to those individuals who suffer from alcohol or drug addiction. Volunteer transportation is provided.

United Cerebral Palsy (UCP) of Greater Sacramento

UCP provides adult day programs, transportation, in-home respite, independent living skills instruction, toy lending library, equine assisted therapy, and sports program for people with cerebral palsy and other developmental disabilities. Specialized door-to-door transportation services are provided for clients to educational or vocational programs.

Marshall Medical Center Volunteer Driver Program

In January 2013, Marshall Medical Center initiated a volunteer driver program to provide transportation for patients of the Cancer Clinic in Cameron Park. Thompson Chevrolet donated a vehicle, which prompted the hospital to start the program. A Marshall Medical Center employee is the volunteer coordinator. This position screens volunteers to ensure they are capable of driving. Screened volunteers are then signed up with a scheduler. Trips are provided to patients from residences to the clinic in Cameron Park. In 2013, 237 passenger trips were provided. Marshall Medical Center also occasionally provides Dial-a-Ride fares as well as gas cards for low income patients.

Group Homes/Assisted Living Facilities/Day Care Programs/Nursing Homes

A number of facilities in El Dorado County provide transportation for their residents/clients. The following is a list of a few institutions that may offer some type of transportation service(s):

Facility	Location
New West Haven	Cameron Park
Eskaton	Placerville and Cameron Park
Gold Country Retirement Community	Placerville
Ponte Palmero	Cameron Park
Oakmont of El Dorado Hills	El Dorado Hills
The Pavilion at El Dorado Hills	El Dorado Hills

Managed Medi-Cal: California Health and Wellness and Anthem Blue Cross

Since November of 2013, two managed Medi-Cal plans have operated in El Dorado County. California Health and Wellness and Anthem Blue Cross. Both have been providing transportation assistance to their eligible beneficiaries for Non-Emergency Medical Transportation.

Choices Transitional Services

Choices Transitional Services operates four programs, offering training in areas of self-help, advocacy, pre-employment, and community integration for adults with developmental disabilities. Transportation

for shopping, employment, medical appointments, and community activities is provided by staff members using personal vehicles. Reimbursement for mileage is provided through funding from the Alta California Regional Center.

Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.)

In addition to the services described above, M.O.R.E. operates a 15-passenger van that is used to transport clients who reside at Pathways, a group home in Placerville. The agency also utilizes a seven-passenger minivan and a Ford Escort to provide transportation on community outings. Two Ford extended cab pickup trucks take program participants to job sites. All vehicles are driven by staff members.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

El Dorado County Department of Health and Human services funds a number of programs and services that have a transportation component.

Senior Shuttle Program

Operated by the El Dorado County Health and Human Services Agency, this program assists adults 60 years and older with grocery shopping trips two to three times each week and monthly outings to Senior Nutrition Dining Centers. Using volunteer drivers, one van is used to transport approximately 40 seniors each month. The Senior Shuttle Program operates in Placerville, Diamonds Springs, and is beginning service in El Dorado Hills. The Senior Shuttle is not handicapped accessible for those in wheelchairs. The roundtrip cost for a grocery store trip is \$2.00 and the roundtrip cost for a trip out of the county is \$5.00, depending upon location.

Mental Health

The Mental Health division of Health and Human Services Mental Health provides transportation assistance to its Full-Service Partnership clients.

Adult Protective Services (APS)

The program is supervised by the California Department of Social Services and administered locally by the El Dorado County Health and Human Services Agency. It provides assistance to elderly and dependent adults who are functionally impaired, unable to meet their own needs, and/or who are victims of abuse, neglect, or exploitation. In addition to crisis intervention, other emergency services can be provided such as food, transportation (vouchers for El Dorado Transit), shelter, and referrals.

In addition, several other Health and Human Services programs such as Child Protective Services, Maternal Child Adolescent Health, California Children Services, Public Guardian, and CalWORKs provide transportation assistance.

COMMERCIAL SERVICE

Private Taxi Service

Several taxicab companies serve Western El Dorado County. Some operate 24-hour service and will take customers to destinations as far as South Lake Tahoe and the Sacramento International Airport. In addition to taxicab companies, there are several limousine companies that serve Western El Dorado County. Taxi companies within the City of Folsom also operate in El Dorado Hills and Cameron Park. The following is a partial list of taxi/cab operators serving Western El Dorado County:

- Extreme Taxi
- Hangtown Taxi
- Lightening Taxi
- Gold Rush Taxi
- Spot on Taxi
- Express Taxi

Transportation Network Companies Technologies

Transportation Network Companies (TNCs), such as Lyft and Uber are becoming an increasingly important element in the transportation network. While growth in the use of TNCs has been rapid over the last few years, the long-term role of TNC service is uncertain due to potential changes in regulations and the economics of providing the service. Currently, TNC service is relatively limited on the west slope of El Dorado County and does not typically accommodate persons with disabilities, particularly those using mobility devices, but the far western portion of El Dorado County's proximity to Folsom and Sacramento allow residents in that area to benefit from TNCs. TNC service could be used to expand the hours of transit service through the early evening by providing a return ride home for passengers using existing El Dorado Transit services during the day to access employment of school in the Placerville/Diamond Springs area. El Dorado Transit could also partner with one or more TNCs to provide a public transit option in El Dorado Hills where fixed route service has been tried several times in the recent past but has not been well used and therefore was not cost effective to operate.

Amtrak

Amtrak delivers rail passenger service and some bus services between different cities and towns throughout the U.S. Amtrak Thruway feeder bus service is provided from the Placerville Station Transit Center to the Sacramento Amtrak station and to Kingsbury Grade at Stateline in Nevada (as part of a longer route between Carson City Nevada and Sacramento). Eastbound, an Amtrak Thruway bus serves Placerville Station and goes to South Lake Tahoe. Passengers can travel along this bus route without the need to purchase a ticket that includes a rail service leg.

PARK-AND-RIDE LOTS

Park-and-Ride lots provide a place for commuters in single-occupant vehicles to transfer to public transit or carpools. El Dorado County has 14 park-and-ride facilities with most facilities concentrated along US 50. Seven of these lots are served by El Dorado Transit (see Map 9-1 for El Dorado Transit lot locations). These parking sites encourage ridesharing by providing a safe, attractive, and convenient place to leave a personal vehicle or bicycle in order to use public transportation or another form of ridesharing. Expansion of the existing parking lots or construction of new lots is planned as a result of population growth in El Dorado County, as well as to support the high-occupancy vehicle lanes on US 50 and continued expansion of the commuter bus service. See Appendix L for the park-and-ride lot summary table. Additionally, added emphasis will be placed on coordinating non-motorized modes to enhance access to and from park-and-ride lots and transit service.

OTHER TRANSPORTATION SERVICES

The American Cancer Society and Veteran Services utilize volunteer transportation to provide free service outside of El Dorado County. Sierra Pulmonary offers door-to-door service within El Dorado County and will help riders transfer in and out of the vehicle and buildings. El Dorado Transit also operates an annual Fair Shuttle during the El Dorado County Fair.

TRANSIT NEEDS ASSESSMENT

This process includes consultation with the SSTAC, identification of local transit needs that may be reasonably met, adoption of a resolution of finding, and funding of those unmet needs which can be reasonably met. EDCTC is responsible for conducting an Unmet Transit Needs Assessment prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrian and bicycles. Currently, El Dorado Transit utilizes all existing Transportation Development Act funds for transit purposes.

2019 Western El Dorado County Short- and Long-Range Transit Plan

EDCTC worked with a consultant and community stakeholders to prepare a Twenty-Five-Year Long-Range Transit Plan and a Five-Year Short-Range Transit Plan to improve and enhance public transit

services. The plan was developed in two timeframes: a short-range plan encompassing Fiscal Years 2019-20 through 2023-24, and a long-range plan extending to 2045. As part of the study, two meetings were held with a Stakeholder Advisory Committee made up of a wide range of transit riders, public officials, and members of the general public from throughout the region. In addition, two public workshops were held in El Dorado Hills as well as Placerville, and on-board surveys were conducted on El Dorado Transit buses.

The short-and long-range plan first presents and reviews the characteristics of the study area, including demographic factors. A thorough review of existing land use and transportation plans is then presented. The operating history of the transit services provided in the study area is then reviewed, and demand for transit services in the study area evaluated. Finally, a detailed, financially constrained Short-Range Transit Plan is presented for the future improvement of El Dorado Transit services, as well as a more generalized Long-Range Transit Plan.

El Dorado Transit's annual operating budget for the 2018/19 fiscal year was \$9,128,688. With implementation of additional services, consistent with the 2019 Short-Range Transit Plan, that number could increase to \$9,592,900 in 2019/20. With gradual implementation of all the services proposed in the Short-Range Action Plan (Tables 9-2 and 9-3), the annual operating cost is projected to rise to \$10,868,2907,719,100 in fiscal year 2023/24 (assuming an annual inflation rate of 2%). Forecasted capital expenditures to support these operations come primarily from Federal and State grant programs. The 2019 Short-Range Transit Plan estimates El Dorado Transit's capital expenditures at \$4,687,680 for the five-year period between fiscal years 2019 and 2024 (including a 2% rate of inflation).

Forecasted operational and capital expenditures for projects in the short-term and long-term horizons are included in Tables 9-2 and 9-3.

The Social Services Transportation Advisory Council (SSTAC)

The SSTAC maintains the responsibility for reviewing potential transit needs and productivity recommendations in the region through EDCTC's public involvement process. The SSTAC membership includes a diverse group of persons representing senior, disabled, and limited means populations. In accordance with TDA Section 99238.5, the SSTAC will hold at least one public hearing a year to solicit comments on public transportation. Opportunity for public comment is also provided, in collaboration with El Dorado Transit, during project-specific timeframes, such as the Short-Range Transit Plan and the Coordinated Public Transit – Human Services Transportation Plan. In addition, the public is invited to attend and provide comments regarding transit needs at any of the EDCTC or El Dorado Transit regularly scheduled Commission/Board of Directors meetings.

TRANSIT ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identifies the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element and must conform with the air quality State Implementation Plan. All projects contained within the Transit Action Plan are fiscally constrained.

Projects proposed in the Transit Action Plan tables are considered to be regionally significant if they meet one or all of the following criteria; the project serves regional travel needs; the project must be included in the regional travel model; the project must be modeled for air quality conformity; or; the project is located on a roadway classified as a collector or above.

The Transit Action Plan implements Goal 4 of the Policy Element of this RTP, which pertains to public transit.

TABLE 9-3: TRANSIT SHORT-TERM ACTION PLAN (2020-2030) ANNUAL AVERAGE COSTS*

Goal	Description	Average Annual Cost*
Extend Route 50X, Revise Routes 20 and 60	Extend Route 50X eastward to Placerville Station and revise Routes 20 and 60 to avoid unnecessary duplication of service.	(\$48,400)
Route 40 Additional Stops	Provide additional stops along the existing route in order to improve access to residential and commercial centers.	\$2,480
Eliminate 6 AM Route 30 Run	The 6 AM run of Route 30 serves an average of only 0.6 passenger boardings per weekday. Eliminating this run will reduce ridership by an estimated 150 per year (roughly one passenger every other day) but would save approximately \$29,800 in annual operating costs. Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every two hours between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	(\$31,180)
Make 6 PM Diamond Springs Run On-Request	To reduce operating costs, the last Route 30 run of the day will be entirely on request for drop-offs, serving any passengers onboard at the beginning of the run and then returning directly to the operations facility. Implement a one-day-a-week "Activity Bus," on a demonstration basis. El Dorado Hills' residents could reserve trips no more than 14 and no less than 2 days in advance. If less than five one-way trip requests are received by 5 PM on Monday, the service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service.	(\$23,860)
Saturday 50 X Service – 1 Bus	Use one bus to provide transit service along the 50X Route on Saturdays and provide weekend mobility options to residents along the US 50 corridor, especially residents in the El Dorado Hills and Cameron Park areas.	\$59,650
El Dorado Hills TNC - Demonstration	Fixed route service in El Dorado Hills has not proven to be cost-effective. As part of a minimum one-year demonstration project, El Dorado Transit should partner with one or more Transportation Network Companies (TNCs) to provide a public transit option in El Dorado Hills. El Dorado Transit would pay of half of the TNC fare up to \$5.00 per one-way trip.	\$28,140
Evening Service TNC - Demonstration	Use TNC service to expand the hours of transit service through the early evening. The objective of the service would be to provide a ride home for existing EDT passengers using existing EDT services to access employment or school in the Placerville/Diamond Springs area.	\$75,780
Add commuter stop at University and 65 th	Add commuter bus stop at University Avenue and 65 th street	\$8,780

TABLE 9-3: (continued)

TRANSIT SHORT-TERM ACTION PLAN (2020-2030) ANNUAL AVERAGE COSTS*

Goal	Description	Average Annual Cost*
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	\$10,394,778
Transit Capital Plan	Ten Year Capital Plan Forecast	\$9,375,360
TOTAL (over ten years)		\$103,947,800

*Excludes impacts of inflation

Source: 2019 Western El Dorado County Short- and Long-Range Transit Plan (Estimates Only)

TABLE 9-4: EL DORADO TRANSIT SHORT-RANGE CAPITAL PLAN

Plan Element	Fiscal Year					Five-year Plan Total
	2019-20	2020-21	2021-22	2022-23	2023-24	
Vehicle Purchase: Number of Buses/ Replacement						
Van	0	0	5	0	0	
Local Fixed Route Bus	0	6	0	0	0	
Commuter bus	0	0	0	0	0	
Staff Vehicle	0	0	3	0	0	
Total Cost (1)	0	\$2,800,000	\$944,200	0	0	\$3,744,200
Number of Buses – Expansion						
Paratransit Van	-	-	-	-	1	
Total Cost (1)	0	0	0	0	\$180,080	\$180,080
Bus Stop Improvement Program	0	\$4,200	\$300	\$8,800	0	\$13,300
Missouri Flat Transit Center Improvements	0	0	0	310,100	0	\$310,100
Cambridge Road Park and Ride Improvements	-	-	\$200,000	-	-	\$200,000
Placerville Station Improvements	-	\$200,000	-	-	-	\$200,000
Operations and Maintenance Facility Improvements	-	-	-	-	\$40,000	\$40,000
Total Capital Plan Elements	0	\$3,004,200	\$1,144,500	\$318,900	\$220,080	\$4,687,680

Note 1: All costs include 3 percent annual inflation.

Source LSC Transportation Consultants, Inc. EDT Capital Improvement Plan

TABLE 9-5: TRANSIT LONG-TERM ACTION PLAN (2020-2040)

Goal	Description	Annual Cost
Coordination with schools and transit service	Include design review to provide children with transportation alternatives	NA
Coordination with neighboring transit agencies	Ensure connections to neighboring transit agencies are as efficient and convenient as possible.	NA
Other Potential Future Service Improvements	Skier service to Sierra-At-Tahoe Ski Area or service to South Lake Tahoe. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.	NA
Transit Annual Operations	Projected twenty-year average annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service.	\$10,394,778
TOTAL (over 20 years 2020 to 2040)		\$207,895,560

Source: 2019 Western El Dorado County Short- and Long-Range Transit Plan

*Excluding impacts of inflation

LONG RANGE TRANSIT PLAN – CAPITAL PLAN

Beyond the ongoing need to replace aging vehicles, the following are the key capital improvements needed over the coming 20 years:

- The biggest change that will need to occur over the long-term is to transition to a zero-emission fleet. In 2025, six cutaway vehicles will have reached the end of their useful life and be eligible for replacement. If these vehicles are replaced in 2025, they could be replaced with clean diesel vehicles. If Altoona tested ZEB cutaways are available in 2026, the cutaways must be replaced with battery-electric vehicles (if replaced in 2026). In 2032, another group of six local fixed route buses will be due for replacement. All of these will need to be ZEBs. As identified in the Short-Range Transit Plan, EDT will need to develop a roll-out plan for the purchase of infrastructure required to support an all ZEB fleet. This plan should provide further guidance on vehicle replacement and corresponding infrastructure needs.
- Cambridge Road Park and Ride – As the western portion of the county grows, a new 80 space park and ride should be constructed. The El Dorado Transit Park and Ride Master Plan identifies a total construction cost of \$2.725 million for this project.
- County Line Transit Center – Planning is underway for the County Line Multimodal Transit Center. This will likely be constructed near White Rock Road in El Dorado Hills. The project will include a single, larger parking facility, electric vehicle charging stations, a passenger facility as well as improved accommodation of transit buses, transportation network company activity, bicyclists, and pedestrians. This facility will provide more park and ride capacity for El Dorado Hills. Given the large scope of this project and the unknowns, such as acquiring land and receiving grant funding, this project is assumed for the long-term planning period.
- Bass Lake Hills Park and Ride – The additional 100 spaces will be constructed and funded by El Dorado Transit. An exact location has not yet been determined but likely on the east side of Bass Lake Hills Road near the Clarksville Road.