

CHAPTER 9: PUBLIC TRANSIT

GOAL 4: PUBLIC TRANSIT

Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.

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), El Dorado County, and the 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 of 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.

The Tahoe Transportation District (TTD) operates public transit service 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. Lake Link Microtransit, a public/private partnership, provides free on-demand transit service that riders utilize for trips in highly congested traffic areas within South Lake Tahoe, California and Stateline, Nevada and connects to TTD's routes. Riders use a mobile app to book their trips in real-time and ADA-accessible vans with space for bikes and skis will pick up and drop off riders at any location within the service area.

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 on 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 scheduled time. No pre-arrangement or reservation is necessary. El Dorado Transit operates a fixed route transit service in Placerville, Pollock Pines, Camino, Diamond Springs, El Dorado, and Cameron Park/Shingle Springs. 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 X)

The 50 Express operates every hour from 6:00 AM until 7:00 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 7:25 PM. Some notable stops along the Placerville routes are Marshall Hospital, Historic Main Street, Eskaton Village, El Dorado High School, 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 to meet residents' needs without unnecessary out-of-the-way travel time. Requests must be made at least one hour before pick up 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 every hour between 7:00 AM and 6:55 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 and 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 6:55 PM, Monday through Friday. Important stops include Diamond Springs Mobile Home Park, El Dorado Transit Offices, Green Valley Church, Victory Mine Building, and Eskaton Lincoln Manor. This route provides transportation for a high number of charter school students from their homes throughout the transit service area to the Folsom Lake College campus.

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, Sunset Lane, and Mother Lode Drive. Significant transit generators served include the Bel Air Shopping Center, Safeway Shopping Center, Marshall Medical Center, Cameron Park Library, Cameron Park Community Services District, and the Cameron Park Airpark. The route loops around Cameron Park and Shingle Springs every hour from 6:30 AM to 7:20 PM Monday through Friday, providing transfers to the 50 Express at the Cambridge Road Park and Ride.

Saturday Express (25) Fixed Route

The Saturday Express operates an hourly service from 9:00 AM to 4:55 PM and provides eight round-trips between the Missouri Flat Transfer Center in the City of Placerville and Safeway Plaza on Pony Express Trail in Pollock Pines. In Placerville, the bus serves the area along Placerville Drive and Main Street, with the Main Street stops closed after 2:00 PM. The first eastbound bus leaves from the Missouri Flat Transfer Center at 9:00 AM, and the last westbound bus returns to the Missouri Flat Transfer Center at 4:55 PM.

Diamond Springs/El Dorado Saturday (35) Fixed Route

The Diamond Springs Saturday route loops around Diamond Springs, from 9:00 AM to 4:55 PM.

Sacramento/South Lake Tahoe Connector Bus

In July 2021, El Dorado Transit became the new operating agency for Amtrak's Capitol Corridor connecting bus service between Sacramento and South Lake Tahoe. Under the new operating partnership, Amtrak's Capitol Corridor bus continues to provide one weekday and one weekend round-trip bus between the Amtrak Sacramento Valley Station and the Stateline Transit Center located at the border of California and Nevada in South Lake Tahoe. El Dorado Transit provides one round-trip bus on weekdays, weekends, and holidays. The bus departs from the Amtrak Sacramento Valley Station at 10:00 AM and arrives at the Stateline Transit Center at 12:50 PM with intermediate

stops at the Cambridge Road Park and Ride, Placerville Station, and the South Tahoe Y. The bus departs the Stateline Transit Center at 1:25 PM on weekdays and 2:35 PM on weekends and holidays and arrives at the Amtrak Sacramento Valley Station at 4:45 PM on weekdays and 5:55 PM on weekends and holidays. Payment must be made before boarding the bus. Tickets can be purchased at www.Amtrak.com, in person at the Amtrak Sacramento Valley Station, or on the bus (based on availability) using cash or the Regional Connect Card.

ADA Complementary Paratransit for Local Routes

Complementary Paratransit is an origin to destination on-demand service (paratransit) which complements a fixed route by ensuring that people 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 people who are unable to use the local fixed routes. Services are provided during the same hours and within ¾ of a mile of the Local Fixed Route services provided within the Placerville, Pollock Pines, Cameron Park, and Diamond Springs service areas for ADA eligible passengers. 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 complementary paratransit fare is \$3.00 one-way. Local fixed and deviated fixed route services are shown on Map 9-1. A summary of El Dorado Transit's Fare Structure is provided in Table 9-1 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	\$20.00
	Senior/Disabled/Medicare Cardholder	\$10.00
	Student K-12	\$10.00
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	\$100.00
	Senior/Disabled/Medicare Cardholder	\$65.00
	Student K-12	\$65.00
DIAL-A-RIDE		
Fare Type	Passenger	Cost
One Way Fare	Senior (60 and older)/Disabled/Medicare Cardholder	\$3.00

TABLE 9-1: El Dorado Transit Fare Structure (cont.)

LOCAL ROUTES: Pollock Pines/Camino, Placerville, Diamond Springs/El Dorado, Cameron Park/Shingle Springs, 50 Express, Saturday Express and Diamond Springs/El Dorado Saturday*		
ADA PARATRANSIT*		
Fare Type	Passenger	Cost
One Way Fare	Senior/Disabled/Medicare Cardholder/K-12	\$3.00
SAC-MED Route*		
Fare Type	Passenger	Cost
One Way Fare	Senior/Disabled/Medicare Cardholder/K-12	\$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	
SACRAMENTO/SOUTH LAKE TAHOE CONNECTOR BUS		
Fare Type	Destination	Cost
Standard Rate	Sacramento Amtrak – Cambridge Rd.	\$20.00
Standard Rate	Sacramento Amtrak – Placerville Station	\$20.00
Standard Rate	Sacramento Amtrak – South Lake Tahoe Wye	\$34.00
Standard Rate	Sacramento Amtrak – Stateline Transit Center	\$34.00
Standard Rate	Cambridge Road – South Lake Tahoe Wye / Stateline Transit Center	\$20.00
Standard Rate	Placerville Station – South Lake Tahoe Wye / Stateline Transit Center	\$20.00

**Under the discount fare eligibility requirements, passengers requesting a discount fare by virtue of their age, disability or student status must present valid identification for proof of eligibility, along with the proper fare, upon boarding*

***El Dorado Transit passes are not valid on the Sacramento/South Lake Tahoe Connecting Bus*

MAP 9-1: El Dorado Transit Service



Map Source: El Dorado Transit

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 to provide direct and timely service. Vehicles are generally large transit coaches, often equipped with more comfortable seating than typical transit coaches, additional storage, reading lights, and Wi-Fi service on board. Fares are usually higher than other types of transit services 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.

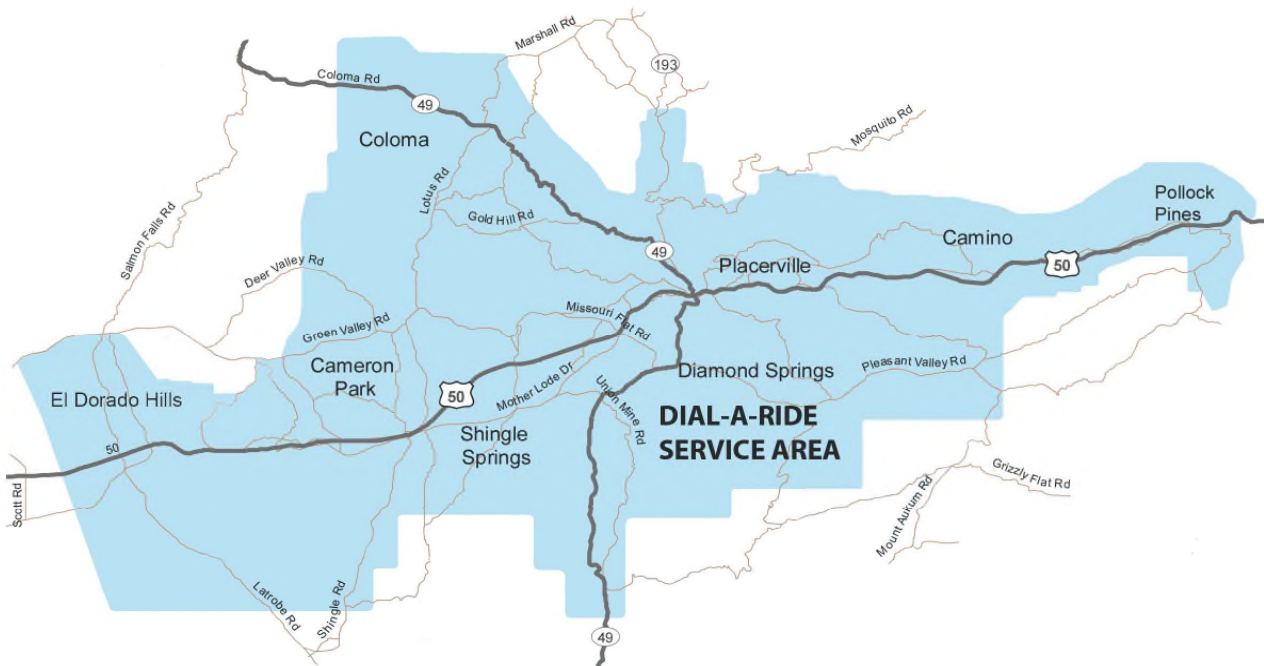
Sacramento Commuter Service

The Sacramento Commuter provides five trips in the morning from Park and Ride locations in Western El Dorado County to downtown Sacramento and five return trips in the afternoons Monday through Friday, as well as reverse commuter trips four times daily. Morning departures from El Dorado County locations are scheduled from 5:10 AM to 8:20 AM, and afternoon eastbound departures from Sacramento occur from 3:20 PM to 5:20 PM. Four reverse commuting runs are offered for people 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 1 through 4, Monday through Friday. Morning reverse commute runs depart Sacramento at 6:10 AM, 6:40 AM, 7:10 AM and 7:40 AM. Afternoon reverse commute runs depart the Central Park and Ride (on Commerce Way where El Dorado Transit offices and operations are located) at 2:00 PM, 2:30 PM, 3:00 PM and 3:30 PM. The Commuter routes serve the Central Park and Ride; Ray Lawyer Drive Park and Ride; Ponderosa Park and Ride; Bass Lake Road Park and Ride; and El Dorado Hills Park and Ride. The Sacramento Commuter service uses five vehicles in the morning and five vehicles in the afternoon. All buses are based out of the El Dorado Transit facility in Diamond Springs. Four of the returning buses operate the reverse commuter routes. In the afternoon, five buses travel west to Sacramento to operate the five commuter runs and four reverse commuter routes. A summary of the commuter services and fares is shown in Table 9-1.

DIAL-A-RIDE SERVICE

Dial-A-Ride (DAR) is El Dorado Transit's curb-to-curb transportation service, available by advanced reservation. Curb-to-curb means that a DAR van, or bus will pick up a passenger at the designated location at a pre-scheduled time and take them to a pre-scheduled destination. Sometimes passengers will share a ride with other passengers to ensure that El Dorado Transit can provide service for the largest number of passengers possible. Ride requests are accepted on a first come, first served basis. DAR is available to seniors (60 and older) and people with disabilities who are registered in the El Dorado Transit DAR system. DAR operates during the following times: Monday through Friday 7:30 AM to 5:00 PM; Saturday and Sunday 8:00 AM to 5:00 PM; no or limited service on most c. Each one-way ride fare is \$3.00. DAR ride requests may be made on weekdays between 9:00 AM and 3:00 PM up to three days in advance. To make scheduling the ride quick and easy, passengers need to have the exact address of the pickup location and destination, as well as the desired pickup or appointment time when calling. The DAR service area is shown on Map 9-2 and includes El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Diamond Springs, El Dorado, Coloma, Camino, and Pollock Pines.

MAP 9-2: Dile-A-Ride System



Map Source: El Dorado Transit

SAC-MED Non-Emergency Medical Appointment Transportation

SAC-MED is a shared-ride non-emergency medical appointment transportation service for seniors (60 or older) or disabled people. SAC-MED only operates on Tuesdays and Thursdays for medical appointments in the greater Sacramento area scheduled between 10:00 AM and 2:00 PM. SAC-MED is a flexible service that brings passengers directly to the curb at their destination in the greater Sacramento area. Rides must be scheduled at least four but no more than fourteen business days in advance by calling El Dorado Transit at (530) 642-3696 between 9:00 AM and 5:00 PM. If passengers need assistance, they must provide a Personal Care Attendant (PCA) and include that information when making a reservation. Passengers will receive a confirmation call back by 5:00 PM the day before their scheduled trip to specify the exact pickup location and time. The pickup and drop off locations in El Dorado County can be chosen from the following: Placerville Station, Missouri Flat Transfer Center by WalMart, Central Transit Center in Diamond Springs, Ponderosa Road Park and Ride, El Dorado Hills Park and Ride.

If passengers need transportation to and from their pickup and drop off location(s), they will need to schedule a separate Dial-A-Ride trip. The fare for SAC-MED is \$10.00 one-way. Personal Care Attendants (PCA) travel at no charge.

MY RIDE Mileage Reimbursement Program

The My Ride mileage reimbursement program enables seniors (60 or older), veterans, or disabled residents of El Dorado County (not including the Tahoe Basin) who are registered for the My Ride program at El Dorado Transit to reimburse their friends, neighbors, or family members for providing them with transportation in their personal vehicles. Trips can be for any purpose, including medical appointments, grocery shopping, hairdresser, and social activities. There are no fees to participate in the program. The trips are free for the passenger, and the driver receives mileage reimbursement for providing a valuable service for the passenger. Trips must begin and end in El Dorado County as the program is intended to assist El Dorado County residents who are unable to drive or may otherwise not have access to transportation. Participants in the My Ride program must submit an application to El Dorado Transit and cannot share driving responsibilities to increase the program's 350 miles per month limitation.

Special Social Service Transportation

The Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for the Sacramento Region, is responsible for preparing the Public Transit and Human Services Transportation Coordinated Plan (Coordinated Plan) in collaboration with EDCTC and other regional partners.

Federal transit law [Infrastructure Investment and Jobs Act (IIJA)] requires projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation, and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs and prioritize transportation services for funding and implementation.

In June of 2024, in coordination with EDCTC and El Dorado Transit, SACOG adopted the SACOG Region Coordinated Plan, which includes projects in El Dorado County. The 2025-2045 Regional Transportation Plan is consistent with the SACOG Coordinated Plan.

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

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. This program provides close supervision and assistance with a full day of scheduled therapeutic activities for older adults including those who are socially isolated or in frail physical health. Subscription Dial-a-Ride service to and from the two Older Adult Day Services locations is provided by El Dorado Transit using six buses.

ALTA California Regional Center (ALTA) assists people with developmental disabilities, including infants at risk and their families, by providing and securing the services and support 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. and will increase the service of Dial-a-Ride and Local Fixed Route services on a regular basis.

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, social/vocational counseling, and behavior management as needed. In addition to its contract with El Dorado Transit for transportation, services are provided between M.O.R.E. and Pathways, and to and from shopping, jobs, or recreational activities. Prior to the Covid-19 pandemic, M.O.R.E. client transportation services required up to seven El Dorado Transit cutaway vans at peak times, however post-pandemic the number of cutaway vans decreased to two.

Special Event Services

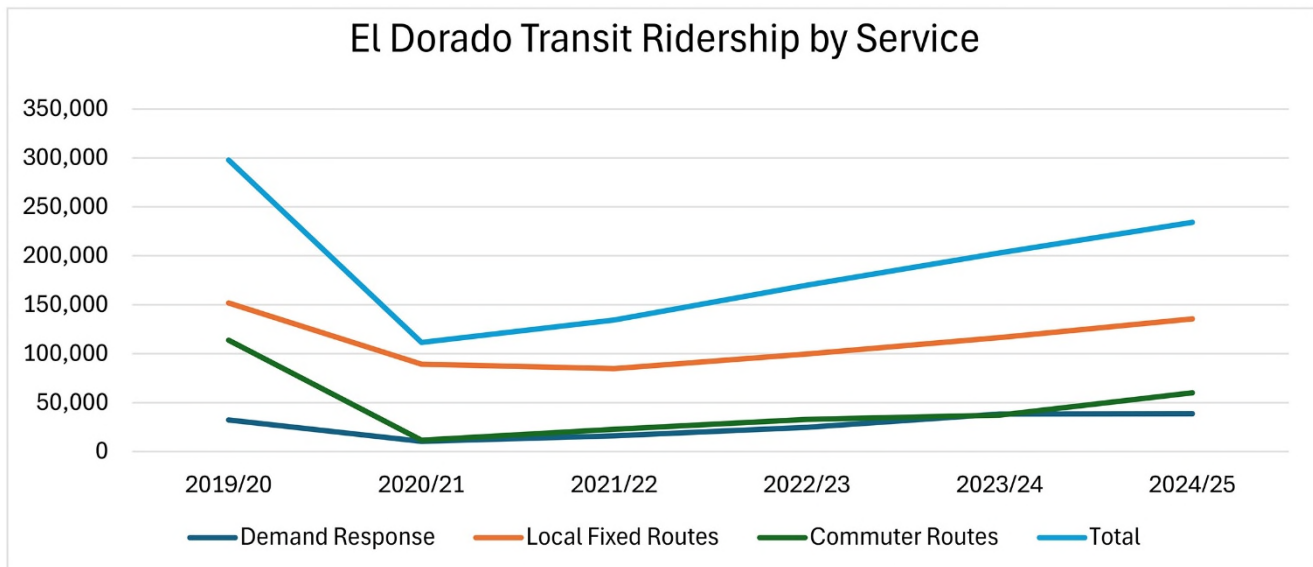
In addition, El Dorado Transit typically operates several special event shuttle services over the course of the year.

One such service is the **El Dorado County Fair Shuttle**, which offers transportation for fair attendees 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.

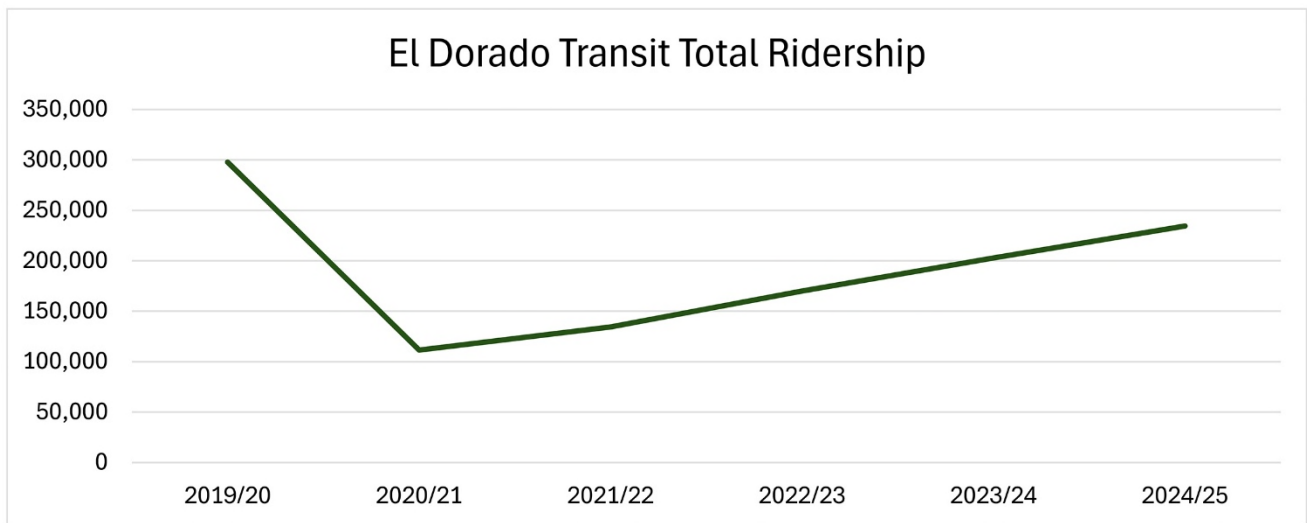
TABLE 9-2: El Dorado Transit Ridership Statistics

Service	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Demand Response	32,207	10,461	16,232	24,701	38,408	38,726
Local Fixed Routes	151,817	89,398	84,773	99,664	116,563	135,534
Commuter Routes	113,796	11,646	22,875	32,829	37,347	60,098
Total	297,820	111,505	134,423	170,071	202,942	234,358

Source: El Dorado Transit



Source: El Dorado Transit 2025



Source: El Dorado Transit 2025

OTHER SOCIAL SERVICE TRANSPORTATION SERVICE PROVIDERS

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 programs 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. Volunteers must be at least 21 years old, have a clean driving record, at least three years of driving experience, pass a physical exam, and receive free immunizations. 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, and Nursing Homes

A number of facilities in El Dorado County provide transportation for their residents or 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
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 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. Staff provide transportation for shopping, employment, medical appointments, and community activities 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.)

M.O.R.E. utilizes a seven-passenger minivan, a wheelchair-accessible 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. M.O.R.E. also recruited volunteers to sign up for El Dorado Transit's My Ride program as another option to provide transportation for their clients.

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 to a grocery store is \$2.00 and the roundtrip cost for a destination 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

A few taxi companies serve Western El Dorado County. Some operate 24-hour service and will take customers to destinations as far as South Lake Tahoe and 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 operators serving Western El Dorado County:

- Hangtown Taxi
- Capitol Cab

Transportation Network Companies Technologies

Transportation Network Companies (TNCs), such as Lyft™ and Uber™ are becoming an increasingly important element in the transportation network. While the increase in 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. TNC service is relatively limited on the west slope of El Dorado County and does not typically accommodate people with disabilities, particularly those using mobility devices. But the far western portion of El Dorado County's proximity to Folsom and Sacramento allows 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 the existing El Dorado Transit services during the day to access employment of school in the Placerville and Diamond Springs area.

Amtrak

Amtrak delivers rail passenger services and some bus services between different cities and towns throughout the U.S. In 2021, El Dorado Transit became the new operating agency for Amtrak's Capitol Corridor connecting bus service between Sacramento and South Lake Tahoe. However, under the new operating partnership, Amtrak's Capitol Corridor bus continues to provide one weekday and one weekend round-trip bus between the Amtrak Sacramento Valley Station and the Stateline Transit Center located at the border of California and Nevada in 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 15 park and ride facilities with most concentrated along US 50. Eight of these lots are served by El Dorado Transit. See Map 9-3 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 Table 9-3 for the park and ride lot summary. Additionally, added emphasis will be placed on coordinating non-motorized modes to enhance access to and from park and ride lots and transit service.

MAP 9-3: El Dorado Transit Park and Ride Lot Locations

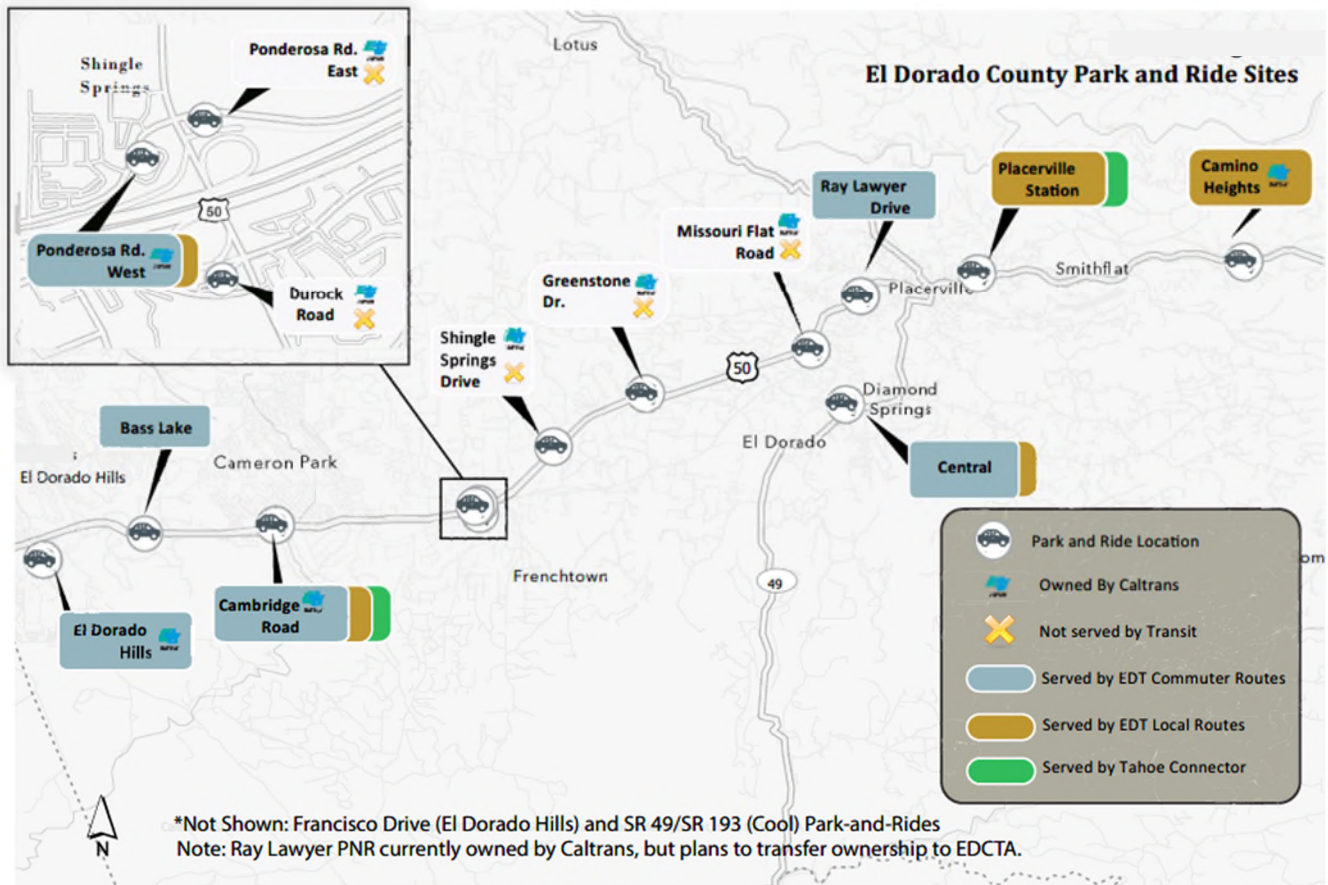


TABLE 9-3: El Dorado Transit Park and Ride Lot Summary

Park and Ride Name and Location	Year Built	Parking Spaces	EV Charging Stations	El Dorado Transit Weekday Routes Serving Park and Ride	Number of Daily Departures
El Dorado Hills Park and Ride <i>El Dorado Hills</i>	1994	128	2 (8 planned)	Commuter Service Route 50	5 WB / 5 EB 13 WB / 13 EB
Bass Lake Park and Ride <i>El Dorado Hills</i>	2024	100	(4 planned)	Commuter Service	5 WB / 5 EB
Cambridge Rd Park and Ride Cameron Park	2007	68	(2 planned)	Route 40 Route 50 Sac/SLT Connector	13 OB / 13 IB 13 WB / 13 EB 1 EB / 1 WB
Ponderosa Rd Park and Ride <i>Shingle Springs</i>	1990	94	(3 planned)	Commuter Service Route 40	5 WB / 5 EB 13 by Request
Central Park and Ride <i>Diamond Springs</i>	2009	82	(3 planned)	Commuter Service Route 30	4 WB / 5 EB 12 by Request
Ray Lawyer Park and Ride <i>Placerville</i>	2020	184	6	Commuter Service	5 WB / 5 EB

TABLE 9-3: El Dorado Transit Park and Ride Lot Summary (cont.)

Park and Ride Name and Location	Year Built	Parking Spaces	EV Charging Stations	El Dorado Transit Weekday Routes Serving Park and Ride	Number of Daily Departures
Placerville Station <i>Placerville</i>	2001	55	6 (1planned)	Route 20 Route 50 Route 60 Sac/SLT Connector	13 OB / 13 IB 13 WB / 13 EB 12 OB / 12 IB 1 EB / 1WB
Camino Heights Park and Ride <i>Camino Heights</i>	---	24		Route 60	EB by Request

*Sac = Sacramento SLT = South Lake Tahoe
OB = Outbound IB = In Bound EB = Eastbound WB = Westbound*

OTHER TRANSPORTATION SERVICES

The American Cancer Society utilizes 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.

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. In accordance with the Transportation Development Act (TDA), 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 pedestrians and bicycles. The Transportation Development Act (TDA) of 1971 added one-quarter percent to the statewide sales tax to fund transit services throughout the state. This funding, known as the Local Transportation Fund, is returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. Currently, El Dorado Transit utilizes all existing Transportation Development Act funds for transit purposes.

In 2019, the California Air Resources Board (CARB) passed the Innovative Clean Transit (ICT) regulation which mandated that all California public transit agencies transition to a 100% zero emission bus (ZEB) fleet by 2040. The transition to a 100% ZEB fleet by 2040 is expected to be the biggest long-term capital improvement El Dorado Transit will encounter in the next twenty years. As required by CARB and the ICT, El Dorado Transit adopted a Zero Emission Bus Rollout Plan in November 2021. The Plan is designed to guide El Dorado Transit’s transition to a 100% ZEB fleet by 2040 and includes estimated timelines and expenses for future ZEB purchases, identifies the infrastructure upgrades that will be needed to fuel and maintain ZEBs, and outlines the workforce training that will be required to adapt staff at all levels to the new ZEB technology.

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

EDCTC collaborated 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 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 is 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.

2024 Western El Dorado County Short-Range Transit Plan Update

The Covid-19 pandemic was a time of unprecedented challenges for transit systems across the United States, and in response to the pandemic, El Dorado Transit chose to update their Short-Range Transit Plan to undertake a meaningful review of the transit system to address current short-term challenges facing transit service in El Dorado County. During the pandemic, work, and daily living patterns were dramatically altered, leading to a significant drop in ridership and revenue. Teleworking, telehealth, home delivery services, and internet shopping became the new way of life, which greatly affected demand for public transportation. In 2020, overall ridership was only 64% of what it had been prior to the pandemic in 2019. Overall ridership dropped again in 2021, to only 48% compared to 2019. However, while ridership has not yet rebounded all the way to pre-pandemic levels, it has trended upwards every year since 2021 with a 22% increase in ridership between Fiscal Year 2022-23 and Fiscal Year 2023-24 highlighting the strength of that trend. See figures 9-1 and 9-2. Additionally, Governor Gavin Newsom issued an executive order requiring all agencies and departments within his Administration to update their hybrid telework policies to a default of at least four days per week by July 1, 2025. The order establishes a four-day-per-week in-office expectation, with further teleworking flexibility granted on a case-by-case basis in light of individual circumstances, consistent with the executive order and existing family-friendly employment policies and legal obligations. The executive order will continue to increase demand for commuter service to downtown Sacramento and help restore El Dorado Transit's fare box recovery ratio closer to pre-pandemic levels.

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 people representing senior, disabled, and limited means populations. In accordance with the Transportation Development Act (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 or Board of Directors meetings.

TRANSIT ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP's support in advancing statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 4: Public Transit** are as follows:

- **Measure 4.1; M9:** Project meets performance measure if it is included in the El Dorado Transit Short-Range and Long-Range Transit Plan
- **Measure 4.2:** Project meets performance measure if it supports vehicle electrification

Table 9-4 includes a list of transit projects that best meet the performance measures for **Goal 4: PUBLIC TRANSIT**. The comprehensive RTP Project and Performance Measure List is included in **Appendix #.**

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

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TABLE 9-4: Public Transit Projects

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX ## FOR COMPREHENSIVE LIST)						GOAL 4: PUBLIC TRANSIT	
						Proposed Project Performance Criteria	
						4.1 Project is included in El Dorado Transit's short – or long-range transit plans.	4.2 Fleet electrification
Performance Reference*						M9	N/A
Lead Agency	Year	MapID	Project Type Category	Title	Description		
El Dorado Transit	2025-2035	291	Transit	Revise Route 20 on Weekdays	Revise Route 20 to provide hourly service between the Senior Center and Placerville Station.	Yes	No
El Dorado Transit	2025-2035	292	Transit	Revise Route 30 on Weekdays	Revise Route 30 to provide hourly service on weekdays between Diamond Springs and the Missouri Flat Transfer Center.	Yes	No
El Dorado Transit	2025-2035	293	Transit	Revise Route 40 on Weekdays	Revise Route 40 to provide hourly service on weekdays between Cameron Park and Ponderosa Park and Ride.	Yes	No
El Dorado Transit	2025-2035	294	Transit	Revise Route 50 on Weekdays	Revise Route 50 to provide hourly service on weekdays between Historic Folsom Station and Pollock Pines.	Yes	No
El Dorado Transit	2025-2035	295	Transit	Microtransit Weekdays	Provide a weekday microtransit demonstration project from 7:30 a.m. to 5:00 p.m. at a service area TBD.	Yes	No
El Dorado Transit	2025-2035	296	Transit	Revise Route 50 on Saturdays	Revise Route 50 to provide hourly service on Saturdays between Historic Folsom Station and Pollock Pines from 7:30 a.m. to 6:55 p.m.	Yes	No
El Dorado Transit	2025-2035	297	Transit	Revise Route 20 on Saturdays	Provide hourly service on Saturdays between the Senior Center and Placerville Station from 9:00 a.m. to 5:00 p.m.	Yes	No

TABLE 9-4: Public Transit Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX ## FOR COMPREHENSIVE LIST)						GOAL 4: PUBLIC TRANSIT	
						Proposed Project Performance Criteria	
						4.1 Project is included in El Dorado Transit's short – or long-range transit plans.	4.2 Fleet electrification
						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description	M9	N/A
El Dorado Transit	2025-2035	298	Transit	Revise Route 40 on Saturdays	Provide hourly service on Saturday between Cameron Park and Cambridge Rd Park and Ride between 9:00 am and 5:00 p.m.	Yes	No
El Dorado Transit	2025-2035	299	Transit	Microtransit on Saturdays	Provide a microtransit demonstration project on Saturdays from 8:00 a.m. to 5:00 p.m. at a service area TBD.	Yes	No
El Dorado Transit	2025-2035	300	Transit	Microtransit on Sundays	Provide a microtransit demonstration project on Sundays from 8:00 am to 5:00 p.m. at a service area TBD	Yes	No
El Dorado Transit	2025-2035	301	Transit	El Dorado Hills Park and Ride Improvements	Repave existing lot, construct passenger plaza, renew landscaping, striping and signing, add new EV charging stations, improve bicycle and pedestrian connections, purchase and improve the lot east of the existing facility.	Yes	No
El Dorado Transit	2025-2035	302	Transit	Zero Emission Vehicles and Infrastructure (Phase 1)	Purchase Zero Emission Buses (ZEB) and construct supporting infrastructure.	Yes	Yes
El Dorado Transit	2025-2035	303	Transit	Bus Parking Lot Rehabilitation	Remove and replace asphalt, move concrete curbs, install underground conduit for ZEB infrastructure, new striping, and other improvements.	Yes	No

TABLE 9-4: Public Transit Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX ## FOR COMPREHENSIVE LIST)						GOAL 4: PUBLIC TRANSIT	
						Proposed Project Performance Criteria	
						4.1 Project is included in El Dorado Transit's short – or long-range transit plans.	4.2 Fleet electrification
						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description	M9	N/A
El Dorado Transit	2025-2035	304	Transit	Passenger Security Surveillance and Lighting (Bus Stops)	Replace current hardware and software to enhance safety and security for transit passengers and property.	Yes	No
El Dorado Transit	2025-2035	305	Transit	Collision Avoidance System Upgrade	Upgrade systems with new technology.	Yes	No
El Dorado Transit	2025-2035	306	Transit	Cambridge Road Park and Ride Improvements	Add a bus loop with two additional bus loading bays, parking lot resurfacing, striping, and landscape improvements.	Yes	No
El Dorado Transit	2025-2035	307	Transit	Placerville Station Improvements	Maintenance improvements to include replacing the roof, power washing the facility, drywall repair, exterior painting, and new restroom amenities.	Yes	No
El Dorado Transit	2025-2035	308	Programs and Planning	Coordination with schools and transit service	Include design review to provide children with transportation alternatives	Yes	No
El Dorado Transit	2025-2035	309	Programs and Planning	Coordination with neighboring transit agencies	Ensure connections to neighboring transit agencies are as efficient and convenient as possible.	Yes	No

TABLE 9-4: Public Transit Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX ## FOR COMPREHENSIVE LIST)						GOAL 4: PUBLIC TRANSIT	
						Proposed Project Performance Criteria	
						4.1 Project is included in El Dorado Transit's short – or long-range transit plans.	4.2 Fleet electrification
						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description	M9	N/A
El Dorado Transit	2025-2035	310	Transit	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.	Yes	No
El Dorado Transit	2025-2035	311	Transit	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.	Yes	No

***Performance Reference:**

M9: Western El Dorado County 2019 Short- and Long-Range Transit Plan

