

AGENDA ITEM 1 H
Consent Item

MEMORANDUM

DATE: December 5, 2019

TO: El Dorado County Transit Authority

FROM: Brian James, Planning and Marketing Manager

SUBJECT: Title VI Program Update

REQUESTED ACTION:
BY MOTION,

1. **Adopt Resolution No. 19-28 approving the update of the El Dorado County Transit Authority Title VI Program**
2. **Authorize Executive Director to execute all documents necessary for implementation of the Title VI Program**

BACKGROUND

As a recipient of Federal Transit Administration (FTA) Funds, the El Dorado County Transit Authority (El Dorado Transit) is required to comply with Title VI of the Civil Rights Act of 1964, and the implementing regulations which provide that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program, activity or service that receives Federal financial assistance.

DISCUSSION

El Dorado Transit initially implemented the Title VI Policy on May, 26, 1988 and most recently revised it on February 2, 2017. El Dorado Transit is required to review the Title VI policy every three (3) years to confirm compliance with all regulations.

The proposed Title VI program includes provisions required for compliance with FTA Circular 4702.1B. In addition, as El Dorado Transit is a sub-recipient of Caltrans for FTA funding, Caltrans must approve the final Title VI Program document. Attachment F of the Title VI Policy is included, and was the only section that required updates to reflect current vehicle sizes and route schedules.

El Dorado Transit staff recommends adoption of Resolution No. 19-28 approving the update of the Title VI Policy, and authorizing the Executive Director to execute all documents necessary for implementation of the Title VI Policy.

Attachment F



EL DORADO TRANSIT

EL DORADO COUNTY TRANSIT AUTHORITY (EL DORADO TRANSIT) SYSTEM PERFORMANCE STANDARDS

El Dorado Transit currently reports the following Transit Development Act (TDA) mandated Key Performance Measures:

Passenger Fares
Operating Expenses
Farebox Recovery Ratio (FBR)
Operating Cost/Passenger
Operating Cost/Revenue Hour
Operating Cost/Revenue Mile
Passenger Trips/Revenue Hour
Road Calls
Average Fare per Passenger
Employees/Full-Time Equivalent (FTE)

VEHICLE LOAD STANDARDS BY MODE

The average of all loads during the peak operating period should not exceed vehicles' achievable capacities, which are 30 passengers for a 25-foot cut-away bus, 39 passengers for a 30-foot cut-away bus, 55 passengers for 35-foot buses, 67 passengers for 40-foot buses, and 85 passengers for 45-foot over-the-road coaches.

VEHICLE LOAD STANDARDS BY MODE

Vehicle Type	Passenger Capacities			Maximum Load Factor
	Seated	Standing	Total	
25' Cut-away	20	10	30	1.5
30' Cut-away	26	13	39	1.5
35' Transit Bus	32	23	55	1.7
45' Coach	57	28	85	1.5

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HEADWAYS AND PERIODS OF OPERATION

Local

Service operates on local lines every 60 minutes beginning at approximately 6:00 am until approximately 8:00 pm on weekdays. On weekends there is limited local service only, operating approximately every 60 minutes beginning at 9:00 am and ending at approximately 5:00 pm.

- Route 40 - Cameron Park/Shingle Springs service is provided on weekdays every 60 minutes, beginning at 6:30 am and ending at approximately 7:20 pm.
- Route 60 - Pollock Pines service is provided on weekdays every 60 minutes, beginning at 7:00 am and ending at approximately 6:55 pm.
- Route 20 Placerville service is provided on weekdays every 60 minutes, beginning at 6:00 am and ending at approximately 6:55 pm.
- Route 30 - Diamond Springs/El Dorado service is provided on weekdays every 60 minutes, beginning at 6:00 am and ending at approximately 6:55 pm.
- Route 50X - 50 Express service is provided on weekdays every 60 minutes, beginning at 5:53 am and ending at approximately 7:55 pm.
- Route 25 - Saturday Express service is provided on weekends every 60 minutes, beginning at 9:00 am and ending at approximately 4:55 pm.
- Route 35 - Diamond Springs Saturday service is provided on weekends every 60 minutes, beginning at 9:00 am and ending at approximately 4:55 pm.

Commuter Service

Provided between El Dorado County and downtown Sacramento weekdays, operating approximately every 15 minutes during peak commute hours (05:10-09:26 am and 2:46-7:30 pm). Commuter service is not provided on weekends.

ON-TIME PERFORMANCE STANDARDS

Local: Eighty-five (85%) percent of all fixed-route trips should be operated “on-time,” defined as not early, and no more than five (5) minutes late in comparison to the established time points.

Commuter: Ninety (90%) percent of all trips should be operated “on-time,” defined as not early, and no more than five (5) minutes late in comparison to the established time points.

Demand Response: Ninety (90%) percent of all trips should be operated “on-time,” defined as not early, and no more than five (5) minutes late in comparison to the established time points.

The above On-time Performance definitions are based upon those definitions as found in the Western El Dorado County Short- and Long-Range Transit Plan, July 11, 2014.

SERVICE AVAILABILITY

El Dorado Transit provides service to persons in residential areas, apartment complexes including low-income facilities, major medical, shopping, government, employment centers, and activity centers that can support those route services.

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For Intra-county transit services, El Dorado Transit provides transit service to persons who travel to those employment centers that can support commuter service consistent with the service efficiency and effectiveness goals of El Dorado Transit.

Routing and scheduling involves the consideration of a number of factors including: ridership productivity, transit/pedestrian friendly streets, density of transit-dependent population and activities, relationship to the Regional Transportation Plan, relationship to major transportation developments, land use connectivity, and transportation demand management. In addition, El Dorado Transit distributes routes so that bus stops are available within one-half mile of all designated low-income housing facilities in the service area.

Vehicle Assignment

All buses within the El Dorado Transit fleet are lift-equipped and have heat/air conditioning. Vehicles are assigned based on operating characteristics of the routes. Local routes operate smaller more maneuverable cut-away type buses or city route buses while commuter routes operate transit coaches to accommodate long distance travel and larger passenger loads.

Transit Amenities

Installation of transit amenities are based on passenger boardings at stops along the routes. For local or commuter routes; amenities are installed where passenger boardings number 5 or more persons (benches) and 10 or more persons (shelters). Printed schedules, system maps or route maps are posted at all bus shelters. Waste receptacles are available at bus shelters. Digital equipment such as next vehicle arrival time signs and amenities such as escalators and elevators are not currently available at El Dorado Transit facilities.

