



EL DORADO TRANSIT

**Transit Advisory Committee
El Dorado County Transit Authority
6565 Commerce Way
Diamond Springs, CA 95619
Wednesday, January 26, 2022; 8:15 AM**

AGENDA

Chair Laurel Brent-Bumb
Vice-Chair Susie Davies

These meetings will be conducted pursuant to the provisions of California Executive Order N-29-20, which suspends certain requirements of the Ralph M. Brown Act to allow for greater flexibility in conducting public meetings via teleconferencing and allowing public participation telephonically. These measures will only apply during the period in which state or local public health officials have imposed or recommended social distancing measures.

Members of the public may call in during the meeting and are encouraged to submit public comment via email to happlegarth@eldoradotransit.com up until the start of the meeting. Written comments will be entered into the meeting's minutes and the Board will consider all comments at the appropriate time. Members of the public may address any item on the agenda prior to board action, comments will be limited to no more than three (3) minutes.

If you are joining the meeting via computer and wish to make a comment on an item, press the "raise a hand" button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The board secretary will call you by the last three digits of your phone number when it is your turn to comment.

Participate by Computer:

<https://us02web.zoom.us/j/86703130210?pwd=MFM2dUJXUU1EODBYOVFiR3VqQVNyQT09>

Participate by Phone:

1-669-900-6833

Meeting ID: 867 0313 0210

Password: 2022

CALL TO ORDER AND ROLL CALL

ADOPTION OF AGENDA

PUBLIC COMMENT

At this time, any person may comment on any item which is not on the agenda. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD. Action will not be taken on any item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on the next meeting agenda. Please limit your comments to no more than three (3) minutes.

1.	<u>CONSENT CALENDAR</u>	<u>PAGE</u>
	<i>These items are expected to be routine and non-controversial. They will be acted upon by the TAC at one time without discussion. Any TAC board member, staff member or interested citizen may request an item be removed from the Consent Calendar for discussion. The TAC may also add items from the Agenda to the Consent Calendar if they appear to be non-controversial.</i>	
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2.	<u>ACTION ITEMS</u>	
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PROJECT UPDATES*

EXECUTIVE DIRECTOR REPORT*

COMMITTEE MEMBER COMMENTS*

ADJOURNMENT

* Verbal Report

NEXT REGULARLY SCHEDULED
EL DORADO COUNTY TRANSIT AUTHORITY
TRANSIT ADVISORY COMMITTEE MEETING

April 27, 2022

El Dorado Transit Office
6565 Commerce Way
Diamond Springs, CA 95619

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability related modification or accommodation to participate in this meeting, then please contact our office by telephone at (530) 642-5383 extension 209 or by fax at (530) 622-2877. Requests must be made as early as possible, and at least one full business day before the start of the meeting.

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EL DORADO TRANSIT

**Transit Advisory Committee
El Dorado County Transit Authority
6565 Commerce Way
Diamond Springs, CA 95619
Wednesday, May 19, 2021; 8:15 AM**

CONFORMED AGENDA

Chair
Vice-Chair

Laurel Brent-Bumb
Susie Davies

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Participate by Computer:

<https://us02web.zoom.us/j/86564884362?pwd=WU1EQkovdVphb3RLSHYvRmYvbE1yZz09>

Participate by Phone:

1-669-900-6833

Meeting ID: 865 6488 4362

Passcode: 2021

CALL TO ORDER AND ROLL CALL

The meeting was called to order by Laurel Brent-Bumb at 8:18 AM

**Members present: Dan Bolster, Laurel Brent-Bumb, Susie Davies,
Star Walker and Ellen Yevdakimov**

**Staff present: Brian James, Matt Mauk, Scott Ousley,
Julie Petersen and Haley Applegarth**

ADOPTION OF AGENDA

Moved and Seconded by Susie Davies/Star Walker

PUBLIC COMMENT

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There was no public comment.

1. CONSENT CALENDAR

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

A. Conformed Minutes of October 23, 2019

Moved and Seconded by Ellen Yevdakimov/Star Walker

2. ACTION ITEMS

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

B. 1. Confirm Renewing TAC Members
2. Recruit Commuter Population Representative

C. 1. Receive and File Fiscal Year 2021/22 Final Operating Budget
2. Approve the presentation to Adopt Resolution No. 21-13 Finalizing the Operating

Budget for Fiscal Year 2021/22 to the Board on June 2, 2021

- D. 1. Receive and File Fiscal Year 2021/22 Final Capital Improvement Plan and Capital Budget
- 2. Approve the presentation to Adopt Resolution No. 21-14 Finalizing the Fiscal Year 2021/22 Capital Improvement Plan and Capital Budget

Moved and Seconded by Susie Davies/Star Walker

3. INFORMATION ITEMS

- A. Fiscal Year 2019/20 Administrative Operations Report and Fiscal Year 2020/21 6-Month Administrative Operations Report
- B. Service Restoration and Expansion after COVID-19 Pandemic

PROJECT UPDATES*

EXECUTIVE DIRECTOR REPORT*

COMMITTEE MEMBER COMMENTS*

ADJOURNMENT

The meeting was adjourned at 9:25AM

* Verbal Report

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AGENDA ITEM 2 A
Action Item

MEMORANDUM

DATE: January 26, 2022

TO: El Dorado County Transit Authority
Transit Advisory Committee

FROM: Brian James, Planning and Marketing Manager

SUBJECT: El Dorado County Transit Authority Transit Advisory Committee
(TAC) Meeting Calendar for the Next Twelve (12) Months

REQUESTED ACTION:

BY MOTION,

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

BACKGROUND

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

DISCUSSION

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

Staff recommends meeting on the following dates:

Wednesday, April 27, 2022
Wednesday, July 27, 2022
Wednesday, October 26, 2022
Wednesday, January 25, 2023

The TAC members are asked to determine the final meeting dates for the next twelve (12) months.

AGENDA ITEM 2 B
Action Item

MEMORANDUM

DATE: January 26, 2022

TO: El Dorado County Transit Authority
Transit Advisory Committee

FROM: Julie Petersen, Finance Manager

SUBJECT: Proposed Fiscal Year 2021/22 Mid-Year Operating Budget
Adjustments

REQUESTED ACTION:
BY MOTION,

1. Receive and File Fiscal Year 2021/22 Mid-Year Operating Budget
2. Approve the Operating Budget Presentation for Fiscal Year 2021/22 Mid-Year to the Board on February 3, 2022

BACKGROUND

Following the close of the first six (6) months of the fiscal year, mid-year Operating Budget adjustments are typically recommended to address actual revenue and expenditure changes within the budget. Section 8.9 of the Joint Exercise of Powers Agreement of the El Dorado County Transit Authority states that the Executive Director has the power “to execute transfers within major budget units, as long as the total expenditures of each major budget unit remain unchanged.”

The proposed El Dorado County Transit Authority (El Dorado Transit) Fiscal Year (FY) 2021/22 Mid-Year Operating Budget adjustments include an overall decrease in Revenue, Salary & Benefits and Service & Supply expenditure accounts. These reductions to actual expenses trigger an increase to the available Contingency line item requiring Board approval.

DISCUSSION

The following mid-year adjustments to the El Dorado Transit FY 2021/22 Operating Budget will be presented for Board review and approval. Proposed account adjustments are noted in bold on the attached budget report per corresponding line-item.

<u>Revenue Accounts</u>	<u>Net change is a decrease of \$308,115 in revenue</u>
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1. Account 4270.00 State Transit Assistance (STA): STA funds may be used for capital projects or for operating revenue if certain criteria are met. El Dorado Transit does not typically use STA to fund transit operations due to the volatility of the funding stream.

El Dorado County Transit Authority
Transit Advisory Committee
January 26, 2022 Agenda

STA is impacted by the price and amount of fuel sold and potential legislative action. The El Dorado Transit Board normally approves a transfer of all STA from operating to capital as a component of mid-year budget adjustments. The addition of CRRSAA Act funding and increases in fares allows for this transfer.

2. Account 4270.01 State Transit Assistance (STA)/State of Good Repair: The decrease of \$7,087 is due to the revised allocation provided by the State Controllers' Office.
3. Account 4970.00 Interest Income: Decrease due to actual interest received.
4. Account 4310.00 Contract Services: Increase based on first six (6) months actual income; revised to \$104,000. This source of funding is provided by the Alta Regional Center for Mother Load Rehabilitation Enterprises (MORE) clientele. This program has been directly affected by the COVID-19 pandemic and is providing limited services.
5. Account 4330.00 Commuter Route Fare Media: Revised to \$162,000 as client purchasing patterns evolve from the COVID-19 pandemic.
6. Account 4350.00: Revised to \$25,000 as client purchasing patterns evolve from the COVID-19 pandemic.
7. Account 4400.00 Advertising Revenue: zeroed to allocate revenue to Operating Reserves.
8. Account 4990.00 Misc. Revenue: zeroed to allocate revenue to Operating Reserves.
9. Account 5060.00 Offset Reserve Fund (ORF) - CalTIP (restricted): Increased to actual amount as provided by CalTIP for future premium offset.

Salary and Benefits Accounts

Net change is a decrease of \$603,000 in expenses

10. Account 5010.00 Regular Employees: Decreased to \$2,919,384 based on first six (6) months actual expenses and projections for the final six (6) months.
11. Account 5010.02 Temporary Employees: Decreased to \$50,000 based on first six (6) months actual expenses and projections for the final six (6) months. These employees are used to cover regular employees for vacations, sick leave, etc.
12. Account 5010.07 Overtime: Increased to \$100,000 based on first six (6) months actual expenses and projections for the final six (6) months. Fewer Temporary Employees are available to cover regular employees for vacations, sick leave, etc. Therefore, regular employees are working to cover.
13. Account 5020.01 Employee Retirement: Decrease of \$40,000 is based on six month actual and final projections. This is directly related to the decrease in account 5010.00.
14. Account 5020.02 Health Insurance: Decrease of \$78,000 is based on six month actual and final projections.
15. Account 5020.03 Unemployment Insurance: Decrease of \$85,000 is based on the first six (6) months actual expenses.

Service and Supply Accounts

Net change is an increase of \$294,845 in expenses

The adjustments in each line item presented are based on actual costs for the first six (6) months of fiscal year 2021/22 and a projection for the remaining six (6) months.

16. Account 5090.02 Clothing & Supplies: Increase of \$1,500 based on first six (6) month actual.

17. Account 5060.03 Insurance Premiums/Commercial: Decrease of \$2,488 based on actual premium charged for calendar year 2022.
18. Account 5060.03 Insurance Premiums EPLI Package: Increase of \$50,000 based on expenses under self-insured retention level.
19. Account 5040.80 Vehicle Maintenance/Sales Tax/Fuel & Lubricants: increase of \$15,000 based on first six (6) month actual.
20. Account 5090.05 Safety Equipment/Training: decreased to \$40,000 in additional expenses based on first six (6) months actual expenses.
21. Account Fuel Purchase: Increase by \$125,000 based on first six (6) month actual.
22. Account 6270.00 Contingency: Increased by \$190,833. The increase in contingency funds is facilitated by a combination of revenue account adjustments.

FISCAL IMPACT

The overall fiscal outlook for El Dorado Transit remains secure. The proposed Fiscal Year (FY) 2021/22 Mid-Year Operating Budget reflects a balanced reduced budget of \$308,155 based on the current level of public transportation provided to the residents of the County of El Dorado.

El Dorado Transit is a joint powers agency and does not draw funding from the general funds of either member jurisdiction. The annual budget includes a contingency per Board policy. If contingency funds are not used, they are moved to the next fiscal year as allowed per California law under the Transportation Development Act.

EL DORADO COUNTY TRANSIT AUTHORITY

PROPOSED MID-YEAR OPERATING BUDGET 2021/2022

OPERATING BUDGET		FY 2021/2022 Final	FY 2021/2022 Mid-Year	Difference
REVENUE ACCOUNTS		Adopted 06/03/2021	Proposed 02/03/2022	
4000.00	Transportation Development Act (TDA/LTF)	\$5,566,463	\$5,566,463	\$0
4270.00	State Transit Assistance (TDA/STA)	\$523,523	\$0	-\$523,523 1
4270.01	State Transit Assistance (TDA/STA)/State of Good Repair (SGR)	\$273,467	\$266,380	-\$7,087 2
4970.00	Interest Income	\$10,000	\$3,000	-\$7,000 3
4100.00	Federal Transit Administration (FTA) Section 5311 Grant	\$558,840	\$558,840	\$0
4100.00	Federal Transit Administration (FTA) CRRSAA Act Section 5311 Grant	\$738,717	\$738,717	\$0
4300.00	Cash Fares	\$77,000	\$77,000	\$0
4310.00	Contract Services	\$24,720	\$104,000	\$79,280 4
4320.00	Charter Services	\$0	\$0	\$0
4330.00	Commuter Route Fare Media	\$61,800	\$162,000	\$100,200 5
4350.00	Local Route Fare Media	\$25,750	\$56,000	\$30,250 6
4360.00	Paper Scrip	\$7,210	\$7,210	\$0
4400.00	Advertising Revenue	\$5,000	\$0	-\$5,000 7
4990.00	Misc. Revenue	\$400	\$0	-\$400 8
4107.03	Fair Shuttle AB2766 Grant	\$0	\$0	\$0
4109.04	Low Carbon Transit Operations Program (LCTOP) Grant	\$50,000	\$50,000	\$0
4112.00	FTA Section 5307 Grant Income - Preventative Maintenance (PM)	\$43,520	\$43,520	\$0
4112.00	Federal Transit Administration (FTA) CRRSAA Act Section 5307 Grant	\$183,509	\$183,509	\$0
5060.00	Offset Reserve Fund - CalTIP (restricted)	\$48,365	\$73,490	\$25,125 9
TOTAL REVENUES		\$8,198,284	\$7,890,129	-\$308,155
SALARY & BENEFIT ACCOUNTS				
5010.00	Regular Employees	\$3,319,384	\$2,919,384	-\$400,000 10
5010.02	Temporary Employees	\$100,000	\$50,000	-\$50,000 11
5010.07	Overtime	\$50,000	\$100,000	\$50,000 12
5010.08	On Call Pay	\$7,000	\$7,000	\$0
5010.09	CRDI and Shift Pay	\$20,000	\$20,000	\$0
5020.01	Employee Retirement	\$600,000	\$560,000	-\$40,000 13
5070.01	(OASDI - Payroll Tax) FICA	\$4,000	\$4,000	\$0
5070.02	MEDICARE - Payroll Tax	\$50,000	\$50,000	\$0
5020.02	Health Insurance	\$1,078,000	\$1,000,000	-\$78,000 14
5020.03	Unemployment Insurance	\$100,000	\$15,000	-\$85,000 15
5020.04	LT Disability/Life Ins	\$32,000	\$32,000	\$0
5020.05	Worker's Comp	\$350,000	\$350,000	\$0
TOTAL SALARY & BENEFITS		\$5,710,384	\$5,107,384	-\$603,000
SERVICE & SUPPLY ACCOUNTS				
5090.02	Clothing & Supplies	\$3,500	\$5,000	\$1,500 16
5090.05	Uniforms - Other	\$12,000	\$12,000	\$0
5050.01	Communications - Phone	\$35,000	\$35,000	\$0
5090.20	Communications - Radio	\$1,000	\$1,000	\$0
5090.01	Household Expenses	\$16,500	\$16,500	\$0
5060.01	Insurance Premiums/Public Liability	\$394,000	\$394,000	\$0
5060.02	Insurance Premiums/Physical Damage	\$27,000	\$27,000	\$0
5060.03	Insurance Premiums/Commercial	\$14,700	\$12,212	-\$2,488 17
5060.04	Insurance Premium EPLI Package	\$22,000	\$72,000	\$50,000 18
5090.06	Service Contracts/Equipment	\$190,000	\$190,000	\$0
5160.07	Park and Ride Maintenance	\$14,000	\$14,000	\$0
5160.01	Maintenance/Buildings	\$7,500	\$7,500	\$0
5160.03	Maintenance/Equipment	\$4,000	\$4,000	\$0
5160.05	Maintenance/Grounds	\$6,500	\$6,500	\$0
5160.09	Maintenance/Bus Stop	\$3,000	\$3,000	\$0
5160.00	Maintenance/Other	\$2,500	\$2,500	\$0
5040.00	Vehicle Maintenance (In-House)	\$376,000	\$376,000	\$0
5040.02	Vehicle Maintenance/Tires & Tubes	\$99,000	\$99,000	\$0
5040.03	Vehicle Maintenance/Lubricants	\$29,700	\$29,700	\$0
5040.04	Vehicle Maintenance/Small Tools - Shop	\$5,000	\$5,000	\$0
5040.80	Vehicle Maintenance/Sales Tax/ Fuel & Lub.	\$23,000	\$38,000	\$15,000 19
5090.50	Safety Equipment/Training	\$125,000	\$40,000	-\$85,000 20
5090.40	Memberships	\$5,800	\$5,800	\$0
5090.70	Office Expense	\$15,000	\$15,000	\$0
5090.80	Postage	\$4,000	\$4,000	\$0
5090.00	Operating Expense - Other	\$2,000	\$2,000	\$0
5030.00	Professional Services	\$250,000	\$250,000	\$0
5030.10	Employee Medical Exams	\$8,500	\$8,500	\$0
5030.30	Background Checks	\$2,000	\$2,000	\$0
5090.08	Pubs/Legal Notices	\$2,500	\$2,500	\$0
5090.75	Printing	\$14,000	\$14,000	\$0
5120.02	Rents/Leases - Equipment	\$23,000	\$23,000	\$0
5120.03	Rents/Leases Park and Rides	\$9,000	\$9,000	\$0
5140.01	Equipment Purchase - Data Processing	\$1,000	\$1,000	\$0
5140.05	Equipment Purchase - Office	\$1,800	\$1,800	\$0
5150.00	Special Department Expense	\$1,500	\$1,500	\$0
5150.01	Marketing	\$12,000	\$12,000	\$0
5090.30	Staff Development/Travel	\$15,000	\$15,000	\$0
5040.01	Fuel Purchase	\$345,000	\$470,000	\$125,000 21
5090.72	Bank Charges	\$400	\$400	\$0
5090.73	Credit Card Charge Fees	\$3,500	\$3,500	\$0
5090.74	Connect Card Administration Expenses	\$34,000	\$34,000	\$0
5050.02	Utilities	\$56,000	\$56,000	\$0
5050.03	Utilities/ Park & Rides	\$22,000	\$22,000	\$0
4108.03	Fair Shuttle AB2766 Grant	\$0	\$0	\$0
6270.00	Contingency	\$249,000	\$439,833	\$190,833 22
TOTAL SERVICES AND SUPPLIES		\$2,487,900	\$2,782,745	\$294,845
TOTAL OPERATING EXPENSES		\$8,198,284	\$7,890,129	-\$308,155

AGENDA ITEM 3 A
Information Item

MEMORANDUM

DATE: February 3, 2022

TO: El Dorado County Transit Authority
Transit Advisory Committee

FROM: Brian James, Planning and Marketing Manager

SUBJECT: Demand Response Scheduling and Dispatching Software Capital
Improvement Plan Project

REQUESTED ACTION:

BY MOTION,

No action. Information item.

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) currently uses RouteMatch for demand response scheduling and dispatching software that was purchased more than seven (7) years ago.

DISCUSSION

El Dorado Transit is applying for competitive Fiscal Year (FY) 2020/21 FTA Section 5310 Grants to help purchase a replacement for the RouteMatch software. The FTA 5310 Grant Program provides financial assistance for transportation services that are planned, designed and carried out to meet the special transportation needs of seniors and individuals with disabilities. The goal of the 5310 Grant Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

If approved, this project will replace our current software with new scheduling and dispatching software. El Dorado Transit staff have issued a Request for Information (RFI) to learn more about available technologies and pricing information. Once pricing is determined, a Capital Improvement Projects (CIP) will be presented to the El Dorado Transit Board for approval.

AGENDA ITEM 3 B
Information Item

MEMORANDUM

DATE: January 26, 2022

TO: El Dorado County Transit Authority
Transit Advisory Committee

FROM: Brian James, Planning and Marketing Manager

SUBJECT: Zero Emission Bus (ZEB) Transition Plan

REQUESTED ACTION:

BY MOTION,
No action. Information item.

BACKGROUND

The Innovative Clean Transit (ICT) regulation became effective October 1, 2019 and requires all public transit agencies to gradually transition their bus fleets to zero-emission technologies. The ICT regulation applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. It covers standard, articulated, over-the-road, double decker, and cutaway buses. The ICT regulation requires a percentage of new bus purchases to be zero-emission buses (ZEBs) with percentages increasing gradually with time. The ZEB purchase requirements begin in 2026 for small transit agencies. Starting 2029, 100 percent of all new bus purchases must be ZEBs, with a goal of complete transition to ZEBs by 2040.

The ICT regulation requires small transit agencies to submit a Zero-Emission Bus Rollout Plan (Rollout Plan) to the California Air Resources Board (CARB) by July 1, 2023. The Rollout Plan will be a living document and is meant to guide the implementation of zero-emission bus fleets and help the El Dorado County Transit Authority (El Dorado Transit) work through many of the potential challenges and explore solutions. The Rollout Plan includes estimated timelines based on best available information for future bus purchases, infrastructure upgrades, and workforce training.

Once the Rollout Plan is submitted and approved by CARB, El Dorado Transit will update the Rollout Plan to account for changing conditions and any updates will be resubmitted to CARB. The components of the plan will provide the state with crucial information, such as the probable number of buses to be deployed by each transit agency in the state, which will inform future policy and funding decisions, and other ways state agencies can support transit agencies through this transition. The Rollout Plans will also help fuel providers learn about infrastructure needs

during different stages of transition and help inform decisions regarding what support would best help transit agencies as they develop and expand the needed charging infrastructure. Information provided in the Rollout Plans is necessary to address barriers to implementation.

El Dorado Transit worked with the El Dorado County Transportation Commission (EDCTC) who obtained a Caltrans Sustainable Transportation Planning Grant to fund the ZEB transition study prepared by Stantec Consulting Services, Inc. The draft ZEB transition plan was presented by the Stantec Project Manager David Verbich to the El Dorado Transit Board on October 7, 2021.

DISCUSSION

Based on comments received during the Board meetings, public comment period, community workshops, stakeholder committee meetings, and the Project Development Team meetings, the final documents were completed which include the ZEB Strategy and Final Report which is available for review, and the Zero Emission Bus Rollout Plan which is provided in this agenda.

Zero-Emission Bus Rollout Plan

Section A: Transit Agency Information

Please provide the following information regarding your agency.

El Dorado County Transit Authority

6565 Commerce Way
Diamond Springs, CA 95619

El Dorado Transit is part of the El Dorado County Air Quality Management District (AQMD) and part of the Mountain Counties Air Basin.

Peak Vehicles: 30
Population: 147,200¹

Contact Information:

Matthew Mauk
Executive Director
(530) 642-5383 ext. 210
mmauk@eldoradotransit.com

El Dorado Transit is not part of a Joint Zero-Emission Bus Group.

Section B: Rollout Plan General Information

1. *Does your transit agency's Rollout Plan have a goal of full transition to zero-emission technologies by 2040 that avoids early retirement of conventional transit buses?*
2. Yes, the goal is for a full transition. However, this goal relies on assumed improvements in battery technology for motor coaches, and smaller vehicles like cutaways and vans for demand response services, to achieve necessary operating ranges.
3. *The ICT regulation requires 100% ZEB purchases in 2029. Conventional transit buses that are purchased in 2028 could be delivered in or after 2029. Please explain how your transit agency plans to avoid potential early retirement of conventional buses to meet the 2040 goal. Optional*
4. *When did your transit agency's board or governing body approve the Rollout Plan?*
 - a. Approval date 11/4/2021
 - b. Resolution number 21-24
 - c. *Is a copy of the board approved resolution attached to the Rollout Plan submitted to CARB? Yes (required)*
5. *Contact information for follow-up on details of the Rollout Plan (optional)*
 - a. Matthew Mauk
 - b. Executive Director
 - c. (530) 642-5383 ext. 210
 - d. mmauk@eldoradotransit.com

¹ Vehicles operated in maximum service and service area population from NTD 2019 profile

6. *Who created the rollout plan?* A consultant
 - a. *If consultant, please identify the company name:* Stantec Consulting Services, Inc.
7. *Cost for Rollout Plan creation (optional)*
8. *How many person-hours did it take to create the Rollout Plan? (optional)*

Section C: Technology Portfolio

What type(s) of zero-emission bus technologies (e.g. battery electric and fuel cell electric buses) does your transit agency plan to deploy through 2040?

El Dorado Transit plans to deploy battery electric buses (BEBs).

Section D: Current Bus Fleet Composition and Future Bus Purchases

Please complete Table 2 regarding expected future bus purchases, including the number of buses in total expected to be purchased or leased in the year of purchase. Identify the number and percentage of ZEBs of the total bus purchases each year, as well as bus types and fuel types. Identify the same type of information for purchases of conventional buses. Bus types include standard, articulated, over-the-road, double decker, and cutaway buses. For zero-emission technologies, identify the fuel type as diesel, CNG, LNG, diesel hybrid (dHEB), gasoline hybrid (gHEB), propane, or gasoline.

1. *Table 1 – current bus fleet (Optional).*
2. Table 2 represents the anticipated revenue service vehicles that will be purchased in the future.

Table 2: Future Vehicle Purchases (Required)

<u>Timeline (Year)</u>	<u>Total # of Buses to Purchase</u>	<u># of ZEB Purchases</u>	<u>% of Annual ZEB Purchases</u>	<u>ZEB Bus Type(s)</u>	<u>Battery Size</u>	<u>ZEB Fuel Type(s)</u>	<u># of Conv. Bus Purchases</u>	<u>% of Annual Conv. Bus Purchases</u>	<u>Type(s) of Conv. Buses</u>	<u>Fuel Type(s) of Conv. Buses</u>
2021	0	0	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
2022	8	0	0%	N/A	N/A	N/A	3	100%	2 35-ft. 1 cutaway 5 vans	Diesel Gas Gas
2023	0	0	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
2024	5	0	0%	N/A	N/A	N/A	5	100%	Vans	Gas
2025	9	0	0%	N/A	N/A	N/A	9	100%	Motorcoach	Diesel
2026	11	2	33%	Cutaway	230 kWh	BEB	9	66%	4 cutaways 5 vans	Diesel Gas
2027	1	1	100%	Motorcoach	544 kWh	BEB	0	0%	N/A	N/A
2028	5	0	N/A	N/A	N/A	N/A	5	100%	Vans	Gas
2029	1	1	100%	Motorcoach	544 kWh	BEB	0	0%	N/A	N/A
2030	11	11	100%	6 cutaways 5 vans	230 kWh 80 kWh	BEB	0	0%	N/A	N/A
2031	0	0	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
2032	12	12	100%	6 35-ft. 1 cutaway 5 vans	450 kWh 230 kWh 80 kWh	BEB	0	0%	N/A	N/A
2033	5	5	100%	Motorcoach	544 kWh	BEB	0	0%	N/A	N/A
2034	5	5	N/A	Vans	80 kWh	N/A	0	N/A	N/A	N/A
2035	4	4	100%	35-ft.	450 kWh	BEB	0	0%	N/A	N/A
2036	11	11	100%	6 cutaways 5 vans	230 kWh 80 kWh	BEB	0	0%	N/A	N/A
2037	3	3	100%	35-ft.	450 kWh	BEB	0	0%	N/A	N/A
2038	5	5	N/A	Vans	80 kWh	N/A	0	N/A	N/A	N/A
2039	0	0	N/A	N/A	N/A	N/A	0	0%	N/A	N/A
2040	21	16	100%	10 motorcoaches 6 cutaways 5 vans	544 kWh 230 kWh 80 kWh	BEB	0	0%	N/A	N/A



El Dorado Transit also uses vans for revenue service, and while vans are not captured by CARB's definition of a "bus", they are included in this table for El Dorado Transit's planning purposes but excluded from the '% of annual ZEB purchases column' as they are not subject to ICT purchase requirements.

3. *Table 3 – Range and estimated costs of Future ZEB purchases (optional)*
4. *Is your transit agency considering converting some of the conventional buses in service to zero-emission buses?* El Dorado Transit is not considering converting some conventional buses to zero-emission buses. El Dorado Transit will purchase zero-emission vehicles for replacement of buses per the timeline above.

Section E: Facilities and Infrastructure Modifications

1. *Please complete Table 5 with names, locations, and main functions of transit agency divisions or facilities that would be involved in deploying and maintaining zero-emission buses. Please limit the facilities to bus yards and facilities with maintenance, fueling, and charging functions, and exclude other operational functions like training centers, information and trip planning offices, and administrative buildings.*

1. El Dorado Transit will have some modifications to its division to accommodate the transition to zero-emission. Below is a table of facilities and infrastructure modifications.

Table 5: Facilities Information and Construction Timeline (Required)

<u>Division/ Facility Name</u>	<u>Address</u>	<u>Main Function(s)</u>	<u>Type(s) of Infrastructure</u>	<u>Service Capacity</u>	<u>Needs Upgrade? (Yes/No)</u>	<u>Estimated Construction Timeline</u>
El Dorado Transit Operations and Maintenance Facility	6565 Commerce Way Diamond Springs, CA 95619	Operations, Maintenance, Training, Recharging ZEB	New BEB charging equipment, additional electrical utility service and associated site improvements.	14 – Coaches 10 – 35 ft-buses 14 – Cutaways 10 – Vans 10 – Light-duty cars	Yes	2025, before first introduction of BEBs in 2026.

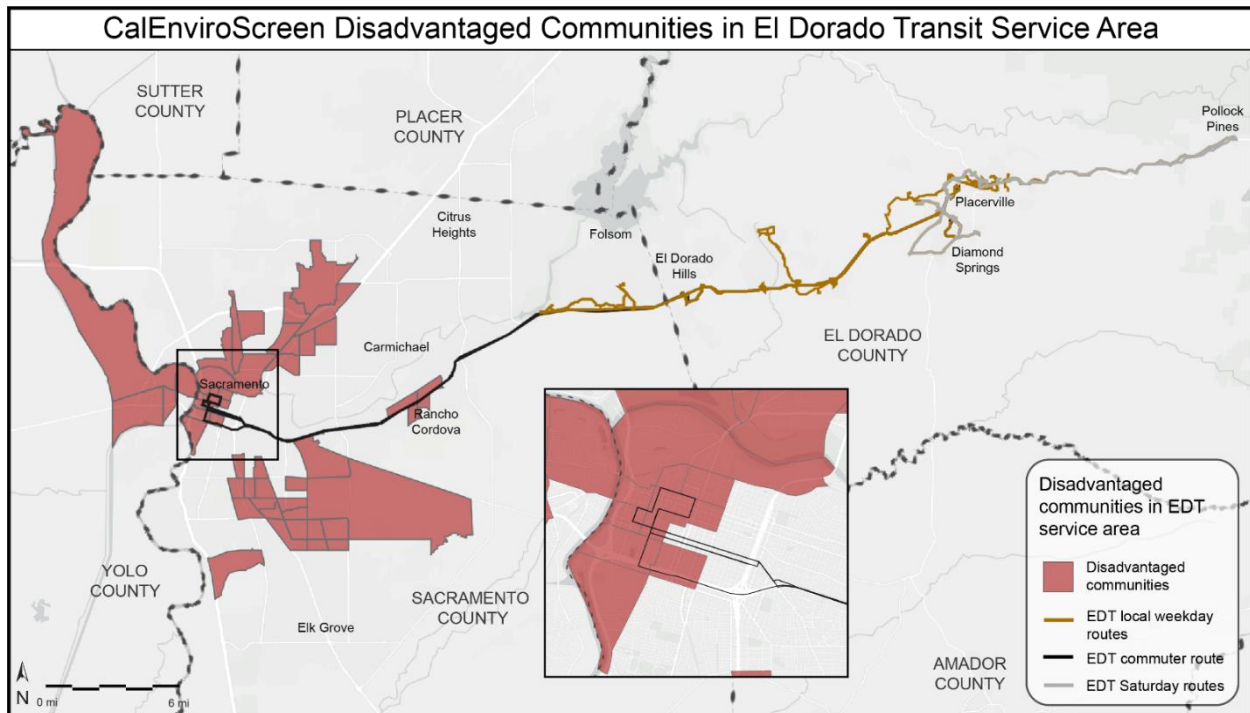
Questions 2 through 5 are optional.

6. *Please identify the electric utilities in your transit agency's service area.* Electric utility in El Dorado Transit's service area is Pacific Gas & Electric (PG&E).

Section F: Providing Service in Disadvantaged Communities

1. El Dorado Transit does serve one or more disadvantaged communities as listed in the latest version of CalEnviroScreen.

For El Dorado Transit, all census tracts that are categorized as disadvantaged communities are located outside of El Dorado County and are touched by El Dorado Transit's commuter service to Sacramento (see map below). No local routes touch any disadvantaged communities.



So that El Dorado Transit can more accurately plan for deployment in disadvantaged communities, the following table details the specific census tracts that are classified as disadvantaged communities with the associated routes.

Census Tract	City	County
6067009008	Rancho Cordova	Sacramento County
6067009006	Rancho Cordova	Sacramento County
6067009007	Rancho Cordova	Sacramento County
6067005205	Sacramento	Sacramento County
6067002000	Sacramento	Sacramento County
6067002100	Sacramento	Sacramento County
6067000800	Sacramento	Sacramento County
6067001101	Sacramento	Sacramento County

Section G: Workforce Training

Describe your transit agency's plan and schedule for the training of bus operators and maintenance and repair staff on zero-emission bus technologies. (Required)

The table below provides a high-level overview of El Dorado Transit's plan and schedule for the training of bus operators and maintenance and repair staff on ZEB technologies.

Timeline (year)	Operator Training	Maintenance/Technician Training	Other Training
FY2026	Drive training-4 sessions-4 hours each Overall vehicle/system orientation-20 sessions-2 hours each	Preventative maintenance training-4 sessions-8 hours each Electrical/electronic training-6 sessions-8 hours each Multiplex training-4 sessions-3x8 days per session HVAC training-4 sessions-4 hours each Brake training-4 sessions-4 sessions ESS, lithium-ion battery and energy management hardware and software training-6 sessions-8 hours each Electric drive/transmission training-6 sessions-8 hours each	Agencywide orientation to new BEB technology Local fire and emergency response department introduction to new technology
FY2027	Annual refreshers	Annual refreshers	No activity
FY2028	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2029	Annual refreshers	Annual refreshers	No activity
FY2030	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2031	Annual refreshers	Annual refreshers	No activity
FY2032	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2033	Annual refreshers	Annual refreshers	No activity
FY2034	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2035	Annual refreshers	Annual refreshers	No activity
FY2036	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2037	Annual refreshers	Annual refreshers	No activity

Timeline (year)	Operator Training	Maintenance/Technician Training	Other Training
FY2038	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology
FY2039	Annual refreshers	Annual refreshers	No activity
FY2040	Annual refreshers	Annual refreshers	Local fire and emergency response department training on new technology

Section H: Potential Funding Sources

Please identify all potential funding sources your transit agency expects to use to acquire zero-emission technologies (both vehicles and infrastructure).

The table below shows all potential funding sources El Dorado Transit will explore to use to acquire zero-emission technologies.

Fund/Grant	Level of government	Description	Applicability
Low or No Emission Program (Low-No Program)	Federal/FTA	Low-No provides competitive funding for the procurement of low or no emission vehicles, including the leasing or purchasing of vehicles and related supporting infrastructure. This has been an annual program under the FAST Act since FY2016 and is a subprogram of the Section 5339 Grants for Bus and Bus Facilities. There is a stipulation for a local match.	Based on federal budget adoption of a new transportation appropriations bill, it's likely a similar program will continue. In FY2020, the FTA awarded \$130 million to 41 projects for the Low-No program. \$180 million has been announced for FY2021 projects.
Buses and Bus Facilities Program (5339)	Federal/FTA	Grants applicable to rehabbing buses, purchase new buses, and invest and renovate related equipment and facilities for low or no emission vehicles or facilities. For FY20, FTA announced ~\$455 million in competitive grant funding. Requires a 20% local match.	FY2020 5339 funding totaled \$808 million, which is a combination of formula, bus discretionary, and Low-No funding. The JPA in Merced County ("The Bus") was awarded \$2 million for ZEB electric buses and associated charging equipment in FY19.
Urbanized Area Formula Grants (5307)	Federal/FTA	5307 grant funding makes federal resources available to urbanized areas for transit capital and operating assistance. Eligible activities include capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses. The federal share is not to exceed 80% of the net project cost for capital expenditures. The federal share may be 90% of the cost of vehicle-related equipment attributable to compliance with the Clean Air Act.	Typically, the MPO or another lead public agency is the direct recipient of these funds and distributes these to local transit agencies based on TIP allocation. Agencies can allocate these funds for the purchase of ZEBs.

Fund/Grant	Level of government	Description	Applicability
Better Utilizing Investments to Leverage Development (BUILD)	Federal/FHWA	Formerly TIGER, BUILD is a discretionary grant program aimed to support investment in infrastructure. BUILD funding supports planning and capital investments in roads, bridges, transit, rail, ports, and intermodal transportation. A local match is required.	FY2020 provided \$1 billion in BUILD grants to 70 projects with a stipulation requiring 50% of funding for projects in rural areas.
Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP)	State/CARB	Voucher program created in 2009 aimed at reducing the purchase cost of zero-emission vehicles. A transit agency would decide on a vehicle, contact the vendor directly, and then the vendor would apply for the voucher.	\$165 million in funding for the 2020-2021 year was announced in June 2021 to be distributed in two "waves." The first wave of \$84 million was opened on June 8, 2021 and fully requested within three hours of opening. The second wave of \$83 million will open on a first-come, first-served basis beginning on August 10, 2021.
Carl Moyer and AB 923	State/CARB	Funding to help procure low-emission vehicles and equipment. Transit buses are eligible for up to \$80,000 funding.	The El Dorado County AQMD is accepting, evaluating, and awarding projects that meet Carl Moyer guidelines on an ongoing basis. The AQMD also encourages submittal of proposals to the Sacramento Metropolitan AQMD Sacramento Emergency Clean Air & Transportation (SECAT) grant, as the Sacramento Metropolitan AQMD oversees this grant program for the El Dorado County AQMD.
Caltrans Transportation Planning Grants – Adaptation Planning Grants	State/ California Transportation Commission	The overarching goal of this grant program is to support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system, especially efforts that serve the communities most vulnerable to climate change impacts. The program awarded \$6 million in FY 2019-20 funds in May 2019. There is a grant minimum of \$100,000 and maximum of \$1 million. An 11.47% minimum match is required and may be in the form of an eligible in-kind contribution (e.g., staff time from the primary applicant counts as cash match).	The programs could fund planning that furthers the state goal of reducing GHG emissions.
Caltrans Transportation Planning Grants - Strategic Partnership Grants	State/ California Transportation Commission	The FY 2020-21 cycle made \$4.5 million available to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The program's transit component funds planning projects that address multimodal transportation deficiencies with a focus on transit.	The programs could fund planning that furthers the state goal of reducing GHG emissions. MPO or RTPA must be primary applicant
State Transportation Improvement Program (STIP)	State/ Caltrans	The STIP is a program of formula funds adopted by the CTC by April of each even year (i.e., 2020, 2022, 2024).	The ZEB Fleet Replacement project could compete for STIP funding but only for FY 2022 and beyond and in even years only.

Fund/Grant	Level of government	Description	Applicability
Sustainable Transportation Equity Project (STEP)	State/CARB	A new pilot that takes a community-based approach to overcoming barriers to clean transportation. Two different grant types: Planning and Capacity Building Grants (up to \$1.75 million for multiple grantees) and Implementation Grants (up to \$17.75 million for between one and three grantees). Lead applicant must be a CBO, federally-recognized tribe, of local government representing a public transit agency.	The application window closed as of August 31, 2020. It still has not been announced if there will be additional funding for future years.
Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP)	State/CARB /Caltrans	5% and 10% of the annual Cap and Trade auction proceeds fund these programs. These programs fund projects that support new or expanded bus and rail services, improve multimodal facilities and can include equipment, fueling, maintenance and other costs. Projects must reduce greenhouse gas emissions. LCTOP is formula funding transit agencies commonly use for operations and TIRCP is a competitive program.	Many agencies are already recipients of these funds and can use these funds to purchase ZEBs and related equipment.
SB1 State of Good Repair	State/Caltrans	SGR funds are formula funds eligible for transit maintenance, rehabs, and capital programs – agencies receive yearly SB1 SGR funding through their MPO, based on population and farebox revenues.	Agencies can decide to devote its portion of SB 1 funds to ZEB transition.
SB 350	State/ California Energy Commission	Clean Energy and Pollution Reduction Act will enable transformation of energy production to zero-emission. Primarily provides funding to public utilities to reduce GHG emissions. Also supports transportation electrification by providing rebates of up to 50% of the electric vehicle supply equipment (chargers, etc.) for transit fleets.	If agency proceeds with BEBs, agency should apply for SB 350 at the appropriate time to reduce infrastructure costs. Funds are distributed through utility companies. Currently, SCE, PG&E, and SDG&E have received funding for electrification programs.
Clean Transportation Program	State/ California Energy Commission	The California Energy Commission's Clean Transportation Program provides funding to support innovation and acceleration of development and deployment of zero-emission fuel technologies. A local match is often required.	The Clean Transportation Program provides up to \$100 million annually for a variety of renewable and alternative fuel transportation project throughout the state, including specific projects for heavy-duty public transit buses. Agency should continue to monitor program website for when relevant funding opportunities open.
SB1 Local Partnership Program (LPP)	State/ California Transportation Commission	The LPP includes both a formulaic and competitive program to distribute funds to local and regional transportation agencies to further projects that improve transit and rail, aging infrastructure, and more. Funds are distributed to eligible agencies through a 60% formulaic component and 40% competitive component.	SB1 created the LPP and continuously appropriates \$200 million annually to local and regional transportation agencies that are within jurisdictions with voter approved taxes, tolls, or fees which are dedicated solely for transportation improvements.
Solutions for Congested Corridors	State/ California Transportation Commission	The SCCP includes programs with both formula and competitive funds. Funding is available to projects that make specific performance improvements and are a part of a multimodal comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for	Improvements to transit facilities are eligible projects. Cycle 2 funding of \$500 million covers two years (FY2022 and FY2023). To submit a LPP/SCCP application, you need to know exactly what sources will be funding the project

Fund/Grant	Level of government	Description	Applicability
Program (SCCP)		residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.	and when the funds will be used, as well as which project phase they will be used for.
Affordable Housing and Sustainable Communities Program (AHSC)	State/ Department of Housing and Community Development	The AHSC Program funds land use, housing, and transportation projects to support development that reduces GHG emissions. The program provides both grants and loans that reduce GHG emissions and benefit disadvantaged communities through increasing accessibility via low-carbon transportation. The program distributed \$193 million for transportation projects in FY18-19.	Sustainable transportation infrastructure projects, transportation-related amenities, and program costs (including transit ridership) are eligible activities. Agencies can use program funds for assistance in construction or modification of infrastructure for ZEB conversion as well as new vehicle purchases.
PG&E EV Fleet Program	State/PG&E	Objective is to support the conversion of fleets to electric by lowering the upfront cost of electric charging infrastructure, specifically through installation of level 2 and DC fast chargers at 700+ sites by the end of 2023, supporting 6,500 medium- and heavy-duty vehicles, including transit buses. This program offers incentives and rebates for chargers and associated infrastructure.	PG&E offers two ownership structures: Option 1: customer designs, builds, owns, operates, and maintains BTM infrastructure, where PG&E constructs, owns, and maintains all TTM costs and provides an incentive for BTM costs Option 2: PG&E designs, builds, owns, operates, pays for, and maintains all infrastructure Agency must commit to a ten year term of agreement for operation and maintenance of the chargers. Agencies can apply for vehicles that will be operated in the future as long as vehicles are procured within five years of program contract execution.
VW Environmental Mitigation Trust Funding	State	VW's settlement provides nearly \$130 million for zero-emission transit, school, and shuttle bus replacements. Transit may be eligible for up to \$65 million.	Applications are open for transit agencies and funding for transit buses is still available. The grant is a one-time deal. Applications are processed on a first come, first serve basis and will be considered for funding if eligible and while project funds are available. As of January 2021, according to the CTE, California's solicitation for transit and shuttle buses remains open on a first-come, first-served basis until all funds have been committed. Currently, this program has approximately \$10 million of available funding.
Low Carbon Fuel Standard (LCFS credits)	N/A	LCFS credits are not necessary funding to be applied for; rather, they are offset credits that are traded (through a broker) to reduce operating costs.	Once ZEBs are acquired and operating, agencies can collect LCFS and 'sell' them to reduce operating costs of ZEBs. Both hydrogen and electricity used as fuels are eligible for LCFS credits
Congestion Mitigation and Air Quality (CMAQ)	EDCTC	The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.	Projects that reduce criteria air pollutants regulated from transportation-related sources, including ZEBs.

Section I: Start-up and Scale-up Challenges

El Dorado Transit faces the following key challenges:

- Lack of fleet options for ZE technologies that fit El Dorado Transit's operating profile. El Dorado Transit operates motorcoaches, cutaways, and vans for revenue service. ZE options are currently limited, constraining the modeling and choices developed as part of the ZEB rollout plan. Furthermore, significant improvements in ZE technology will be necessary to operate cutaway/demand response service with ZE equivalents as El Dorado Transit does currently with fossil fuel vehicles.
- The very large service area and mountainous terrain that El Dorado Transit operates in, and that pushes the boundaries of ZE technology. As such, the strategies identified in the rollout plan assume that the fleet will grow modestly, that El Dorado Transit will re-block/re-schedule vehicle shifts, assumes that midday recharging will be used, and that ZE tech improves. Importantly, we have assumed that recharging infrastructure will be available to El Dorado Transit (and likely other operators) in downtown Sacramento to accommodate commuter service. Similarly, for the Lake Tahoe service that El Dorado Transit now operates, the plan assumed the charging infrastructure will be available at either the South Lake Tahoe terminal, or in downtown Sacramento.

Appendix

Resolution/Council Approval

Full Rollout Plan

AGENDA ITEM 3 C
Information Item

MEMORANDUM

DATE: January 26, 2022

TO: El Dorado County Transit Authority
Transit Advisory Committee

FROM: Matthew Mauk, Executive Director

SUBJECT: Strategic Planning Discussion

REQUESTED ACTION:
BY MOTION,

No action. Information item.

BACKGROUND

Ridership on the El Dorado County Transit Authority's (El Dorado Transit) local routes had been trending slightly downward prior to the pandemic, but since lockdowns and program closures began in the Spring of 2020, the service has experienced a historic loss of ridership. While not uncommon among transit providers nationwide, the raw numbers are shocking. As detailed in the recent annual Administrative Operations Report, systemwide ridership decreased by 186,352 one-way passenger trips or 62.6% and passenger trips per revenue hour decreased from 6.4 to 3.4 or 46.9% from Fiscal Year (FY) 2020 to FY 2021. Included in these statistics is an overall decline in demand response (Dial-A-Ride, Sac Med, ADA paratransit, and contracted services) ridership of 21,768 one-way passenger trips or 67.5%, and a decrease in local fixed route ridership of 62,434 one-way passenger trips or 41.1% during the period.

The County's Senior Day program remains closed and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) program is continuing to significantly limit in-person attendance. Schedule and routing adjustments were made to the local fixed route service in August of 2021 to help address the effects of the pandemic, but ridership has continued to decline due in part to residual public health concerns, changes in school and employment related travel patterns, and the increased accessibility of home delivery and telehealth services. In addition, trends in labor availability and pressures on operating costs continue to impact El Dorado Transit's capability to restore services.

DISCUSSION

Travel demands have clearly changed, external pressures continue to grow, and staff recognizes the need for changes and innovation as the agency restores and expands services to best meet the

future transportation needs of the community. Staff is working closely with our partners at the El Dorado County Transportation Commission (EDCTC) and LSC Transportation Consultants to reexamine our 2019 Short- and Long-Range Transit Plan recommendations and to develop an updated, strategic approach to reconnecting the community in a post-pandemic setting.

Gordon Shaw, Principal with LSC Transportation Consultants, facilitated a roundtable discussion with the Board of Directors and staff at the regular December 2021 meeting to consider the potential objectives, scope, and direction of a planning effort to guide the agency's recovery from the pandemic. That discussion will be reviewed during the Transit Advisory Committee (TAC) meeting.



Newsletter

July - September 2021

Volume 5 – Number 3

Commuter Route Updates Beginning July 5th



New South Lake Tahoe Connecting Bus

Starting Monday, July 5, 2021, El Dorado Transit will begin operating the Capitol Corridor's connecting bus service between the Sacramento Amtrak Station and South Lake Tahoe. The route will operate seven (7) days a week including holidays. The bus will travel from Sacramento to Tahoe in the morning and from Tahoe to Sacramento in the afternoon.

The following bus stops will be served by the route:

- Sacramento Amtrak Station
- Cameron Park/Cambridge Rd. Park and Ride
- Placerville Station
- South Lake Tahoe Wye Transit Center
- South Lake Tahoe Stateline Transit Center

Visit www.eldoradotransit.com under Schedules and Services for more information.



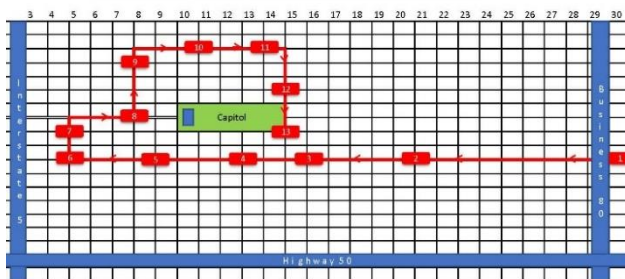
El Dorado Transit announces Commuter route updates that will begin on Monday, July 5, 2021. The revised Commuter schedule is structured to allow for an easier transition when adding more routes as ridership increases. Route numbers have been simplified in numerical order and the route in Downtown Sacramento has been streamlined for more efficient service.

Some bus stops in Sacramento have been discontinued, and the following bus stops have been added to each route:

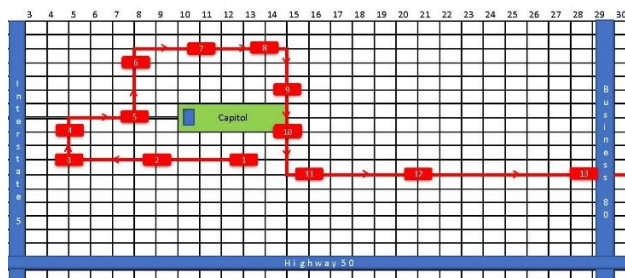
- 15th Street at N Street
- S Street at 65th Street (provides access to Sac State and RT Light Rail Station)

PDF schedules and maps can be found online at www.eldoradotransit.com/news.

AM Commuter Downtown Sacramento Route



PM Commuter Downtown Sacramento Route



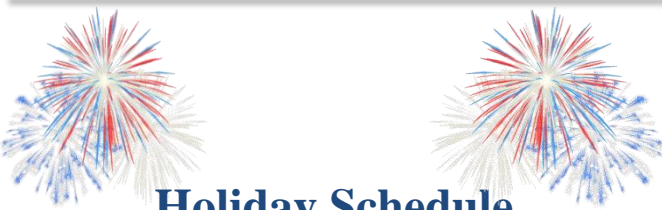


Re-Connecting Our Community

With some COVID-19 restrictions being lifted by California on June 15th and more people getting back to work and other activities, El Dorado Transit is ready to re-connect our community by safely welcoming everyone back to transit when they are ready. As part of that safety, El Dorado Transit will continue to require that passengers and staff wear masks onboard transit vehicles and at the El Dorado Transit office to comply with the federal mask mandate for public transportation.

El Dorado Transit has been safely providing vital transportation during the COVID-19 pandemic for thousands of passengers. In addition, El Dorado Transit has offered services including free rides to get to and from scheduled COVID-19 vaccine appointments and free grocery deliveries.

As vaccines become more readily available and the economy reopens, the staff at El Dorado Transit is excited to reconnect our community.



Holiday Schedule July – September 2021

All services will be closed on Independence Day, and the Tahoe Connector route will be the only operating bus on Labor Day:

Sunday, July 4th.....Independence Day
Monday, September 6th.....Labor Day

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El Dorado County Free Fair Shuttle and Free Parking is Back

The El Dorado County FREE Fair Shuttle will operate September 23-26, 2021 for the El Dorado County Fair in Placerville. The fair was closed in 2020 due to the COVID-19 pandemic, so it is very exciting to see the fair come back this year.

The shuttle will operate each day from 30 minutes before the fair opens until 30 minutes after the fair closes from the following free parking locations:

- Placerville Library/Government Center at Fair Lane and Ray Lawyer Drive
 - FREE Parking available at the Library all day each day and at the Government Center after 5:00 pm on Thursday and Friday and all-day Saturday and Sunday
- The new Ray Lawyer Drive Park and Ride at Ray Lawyer Drive and Forni Road
 - FREE parking all day

Funding for the fair shuttle is provided by the El Dorado County Air Quality Management District, the El Dorado County Fair Association, and El Dorado Transit.

Keep up with all the latest news and information from El Dorado Transit...

SIGN UP FOR RIDER ALERTS



Routeshout 2.0



Newsletter

October - December 2021

Volume 5 – Number 4



Free Rides for California Clean Air Day!

In celebration of California Clean Air Day, El Dorado Transit has teamed up with other Sacramento area transit agencies to offer free rides on Wednesday, October 6, 2021.

El Dorado Transit will offer free rides on the following services:

- Local Fixed Routes
- Sacramento Commuter Routes
- Dial-A-Ride
- ADA Paratransit

On Clean Air Day, help clear the air by trying an alternative form of transportation. Leave the car at home and try transit for free.

Please visit www.eldoradotransit.com/news to see all participating transit agencies

El Dorado Transit is Hiring!

El Dorado Transit is currently hiring for the following positions:

- Equipment Technician I/II
- Full-Time Custodian
- Transit Operator, Part Time
- Extra Help Dispatcher
- Extra Help Transit Operator

El Dorado Transit offers a hiring incentive bonus to eligible newly hired Regular and Extra-Help employees. New Hires may be awarded a new hire incentive bonus of up to \$1,000

Applications, job descriptions, and information can be found at <https://eldoradotransit.com/careers/> or in the main office located at 6565 Commerce Way in Diamond Springs.





Re-Connecting Our Community

El Dorado Transit is re-connecting our community by safely welcoming everyone back to transit when they are ready. As part of that safety, El Dorado Transit will continue to require that passengers and staff wear masks onboard transit vehicles and at the El Dorado Transit office to comply with the federal mask mandate for public transportation.

El Dorado Transit has been safely providing vital transportation during the COVID-19 pandemic for thousands of passengers. In addition, El Dorado Transit has offered services including free rides to get to and from scheduled COVID-19 vaccine appointments and free grocery deliveries.

As vaccines become more readily available and the economy reopens, the staff at El Dorado Transit is excited to reconnect our community.



Holiday Schedule

October – December Holiday Schedule

The Sacramento/ South Lake Tahoe Connecting bus will be the only operating service on the following Holidays:

Thursday, November 11thVeterans Day

Thursday, November 25thThanksgiving

Friday, November 26thDay After Thanksgiving

Friday, December 24thChristmas Eve

Saturday, December 26thChristmas Day

Saturday, January 1stNew Year's Day

Local Route Updates Beginning November 1st

El Dorado Transit Local route updates will begin on Monday, November 1, 2021. The following updates will be made:

- Routes 20 Placerville and 60 Pollock Pines/Camino have time changes to better reflect the actual departure times.
- The 25 Saturday Express will now service the bus stops along Forni Road and Fair Lane by request only.

PDF schedules and maps can be found online at www.eldoradotransit.com/news.



**Keep up with all the latest news
and information from
El Dorado Transit...**

SIGN UP FOR RIDER ALERTS



Routeshout 2.0



Newsletter

January - March
Volume 6 – Number 1

Local Route Updates Beginning January 10th

El Dorado Transit Local route updates will be implemented on Monday, January 10, 2021. The following updates will be made:

- The 25 Saturday Express and the 35 Diamond Springs/El Dorado routes will not operate between 12:00 PM and 1:00 PM so Transit Operators can take their lunch break
- The 50 Express route will operate with two buses rather than three (removing bus #2), resulting in a break in service every third hour. A detailed schedule is available on our website at www.eldoradotransit.com.
- The 20 Placerville route will cover the request stops for Route 20 and for the westbound 50X between Placerville and the Missouri Flat Transfer Center at 6:30 PM from Placerville Station.

Schedules and maps can be found online at www.eldoradotransit.com/news.



The Trip to Tahoe Begins

On November 18, 2021, El Dorado Transit joined the El Dorado County Chamber of Commerce, Capitol Corridor, and Amtrak for a ribbon cutting ceremony to officially kick off the new Sacramento/South Lake Tahoe Connecting Bus Route.

El Dorado Transit has partnered with the Capitol Corridor and Amtrak to provide this daily roundtrip bus service between Sacramento, Cameron Park, Placerville, and South Lake Tahoe. Bus stops include the Sacramento Valley Station, two stops in western El Dorado County at the Cambridge Road Park and Ride and at Placerville Station, and two bus stops in South Lake Tahoe at the Tahoe Wye Transit Center and at the Stateline Transit Center. Route schedule and fare information is available at www.eldoradotransit.com, and tickets can be purchased at www.capitolcorridor.org.



Extended Face Mask Requirement

The Transportation Security Administration (TSA) has extended the face mask requirement for all transportation networks, including public buses, through **March 18, 2022**. TSA's initial face mask requirement went into effect on February 1, 2021, with an initial expiration date of May 11, 2021. It was first extended through September 13, 2021, and then to January 18, 2022.

While this announcement extends the date of enforcement, all other aspects of the requirement remain unchanged, including exemptions and civil penalties. TSA also issued a statement on the face mask extension. Learn more about FTA's guidance to the transit industry on the Federal mask requirement for public transit at www.transit.dot.gov/TransitMaskUp.



Holiday Schedule

January – March Holiday Schedule

The Sacramento/ South Lake Tahoe Connecting bus will be the only operating service on the following Holidays:

Saturday, January 1stNew Year's Day

Monday, January 17th....Martin Luther King Jr's Day

Monday, February 21st...President's Day

El Dorado Transit is Hiring!

El Dorado Transit is currently hiring for the following positions:

- Equipment Technician I/II
- Full-Time Custodian
- Transit Operator, Part Time
- Extra Help Dispatcher
- Extra Help Transit Operator

Competitive wages and benefits including; hiring bonus of up to \$1,000, paid training, CalPERS retirement, full health, dental and vision benefits, paid vacations and holidays.

Applications, job descriptions, and information can be found at <https://eldoradotransit.com/careers/> or in the main office located at 6565 Commerce Way in Diamond Springs.



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Routeshout 2.0