


AGENDA ITEM 6 H
Action Item

MEMORANDUM

DATE: February 5, 2009
TO: El Dorado County Transit Authority
FROM: Mindy Jackson, Executive Director 
SUBJECT: Fare Increases and a revised Dial-A-Ride Zone Structure

REQUESTED ACTION:
BY MOTION,

1. **Adopt Resolution No. 09-05 Stating the Fare Structure of the El Dorado County Transit Authority**
2. **Adopt Resolution No. 09-06 Adopting the Dial-A-Ride Zone Structure**

BACKGROUND

Passenger fare increases require approval by the El Dorado County Transit Authority Board of Directors. Adopted policy and federal regulations require a thirty (30) day advance notice of public hearing, public comment period and presentation of recommendations and comments to the Transit Advisory Committee (TAC). The effective date of any fare change shall be at least sixty (60) days after the date noticing the public hearing.

The required public meeting and hearing were held as noted below:

- October 29, 2008 Transit Advisory Committee
- December 11, 2008 Public Hearing at the El Dorado County Transit Authority meeting

Complete public comments are included as an attachment to this staff report.

The proposed fare increase offsets a portion of cost increases and will allow El Dorado Transit to continue to meet the required systemwide ten-percent (10%) farebox recovery ratio and provide a strategy to sustain the current level of transit services during a time of reduced operating subsidies. Farebox recovery ratio is the percentage of cost captured by passenger fares.

DISCUSSION

Within the El Dorado Transit service area, current trends indicate the decrease of retail sales tax and gasoline tax receipts. If this trend continues, there will be less local transportation

El Dorado County Transit Authority
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funds available at a time when more people are using transit. Ridership increased significantly during FY 2007/08. Local fixed route usage increased by 18% and commuter service ridership rose 7%. Dial-A-Ride did not increase ridership because the service is constrained by a limited number of mini-vans available but the demand continues to exceed capacity.

Currently, passenger fares cover 24% of the cost of service systemwide. The additional 76% are derived from the shrinking local retail sales tax receipts and federal transit funds.

The changes in the fare structure are noted in strike and underline format within the attached draft Fare Resolution. The document also includes minor clean-up of typographical errors and language to clarify policy.

The fare revisions in Resolution No. 09-05 and No. 09-06 if adopted will be effective April 6, 2009.

Following is a summary of the proposed fare increases and Dial-A-Ride Zone revisions.

Community Bus Routes

The adopted Western El Dorado County 2008 Short Range Transit Plan (SRTP) recommends a local bus route fare increase from \$1.10 to \$1.25 in FY 2009/10. A Regional Fare Comparison between eight (8) regional transit operators notes that fixed route fares for the region average \$1.40 per one-way trip. Fares at all transit operators are discounted at least fifty-percent (50%) for senior and disabled persons as required under the Americans with Disabilities Act (ADA).

Currently, El Dorado Transit covers 90% of the cost of fixed route with federal operating funds and retail sales tax revenue. In an effort to maintain the current level of service and absorb the increase in costs per hour, the recommendation is to increase the one-way fare on community bus routes from \$1.10 to \$1.50 and from \$2.00 to \$2.75 for the Grizzly Flat route.

Passengers would see an additional \$0.40 per general fare and \$0.20 per discounted fare for senior and disabled residents on the community bus routes and \$0.75 per general fare and \$0.35 per discounted fare for Grizzly Flat. The majority of passengers are eligible for the discounted fare. General monthly passes would increase from \$33.00 per month to \$60.00 based on the average regional fare (see attached report). The 50% discount off the general monthly pass for senior and disabled persons would increase the discounted monthly pass from \$21.00 to \$30.00.

Local community bus routes (except Grizzly Flat):

	<u>Current</u>	<u>Proposed</u>
<u>One-way fares</u>		
General	\$1.10	\$1.50
Senior/Disabled	\$0.55	\$0.75

Student (K-12)	\$1.10	\$0.75
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Grizzly Flat

General	\$2.00	\$2.75
Senior/Disabled	\$1.00	\$1.35
Student (K-12)	\$2.00	\$1.35

Monthly Passes (unlimited travel per month)

	<u>Current</u>	<u>Proposed</u>
General	\$33.00	\$60.00*
Senior/Disabled	\$21.00	\$30.00
Student	\$25.00	\$30.00

*Proposed new monthly pass value developed assuming an average use as 40 one-way trips per month at general fare (\$1.50). The \$60.00 monthly pass is a rate close to the \$55.00 average regional general pass. Although based on 40 one-way trips the monthly passes are good for unlimited trips during the month issued. Discounted pass rate of \$30.00 is a 50% discount off general pass value.

Route Deviations

<u>One-way charge</u>	<u>Current</u>	<u>Proposed</u>
	\$0.25	\$0.50

Transfer Fee

Community bus routes provide an average of 9.4 passenger trips per hour with an operating cost per hour of \$93.45. During FY 2007/08, ridership on the community bus routes provided 29,837 more passengers trips than the prior year. Considering the large geographical area of the community bus service, and the printing and handling costs of transfers, staff recommends a nominal \$0.25 cent fee per transfer issued.

El Dorado County Senior Day Care

The SRTP recommendation includes changing the Senior Day Care roundtrip daily fare from \$2.00 to \$3.00.

Iron Point Connector

The SRTP and agency staff recommends establishing a discount fare of \$1.25 for seniors and disabled person on the Iron Point Connector.

Dial-A-Ride

Dial-A-Ride is a crucial lifeline transportation service for many El Dorado County seniors and persons with disabilities. The curb-to-curb first-come first-served reservation service operates 7-days a week typically from 7:30 am to 5:00 pm. The Dial-A-Ride service area covers most of the western slope of El Dorado County from El Dorado Hills to east of Sly Park, north to Garden Valley and south to Hwy 49 at Crystal Boulevard. The El Dorado Transit board adopted the current Dial-A-Ride Zone structure in October 2001. The zone structure is based on the length of any one-way trip within or between twelve (12) zones. Trips within a zone range from \$1.50 to \$5.00. An additional \$.50 is charged for each zone crossing.

Resolution no. 09-06 revises the Dial-A-Ride zone demarcation and implements the recommendation in the adopted Western El Dorado County 2008 Short Range Transit Plan (SRTP) to increase fares in El Dorado Hills and Cameron Park to match fares currently being charged for trips of similar length. The SRTP recommendation follows:

“The DAR service operates on a series of 12 zones, with fares based on the cost associated with providing service to each zone and the length of a passenger’s trip (as measured in the number of zone boundaries crossed). While most fares were defined to result in passenger’s paying roughly equivalent proportions of overall services costs, an exception was made for the El Dorado Hills zone (Zone A) and the Cameron Park/Shingle Springs zone (Zone B). These fares were set equivalent to the base fares for Zone C (the Placerville area) even though the cost of providing service to these zones far from the existing EDCTA operating base in Diamond Springs results in substantially higher costs to service passengers in Zones A and B. This strategy assumed that demand for DAR services in Zones A and B would grow to the point where it would be efficient to operate DAR vans on an ongoing basis in the western portion of the County, thereby reducing operating costs per passenger trip. In reality, this demand has not materialized: as shown in Table 24, roughly 17 percent of DAR ridership is generated by Zone B and 3 percent by Zone A. All but a few of these riders are traveling from Zones A or B to Zone C, with very low level of ridership traveling within Zones A or B (which would justify basing a vehicle in these zones). The current fare system, therefore, is inequitable in that a passenger in other outlying areas (such as Pollock Pines or Camino) pays a higher fare and proportion of total costs than does a passenger in Zones A or B, even though the cost of service is comparable. For example, the Senior /Disabled fare for a trip within Pollock Pines is \$5.00 while the fare for trip within El Dorado Hills is \$1.50, and the fare from a trip between Pollock Pines and Placerville is \$6.00 while the fare between El Dorado Hills and Placerville is \$2.50.”

Table 24 and the proposed Dial-A-Ride Zone map are included for review.

The operating cost on the lifeline Dial-A-Ride service is \$100.91 per hour, with a farebox recovery ratio of 6.31%.

<u>One-way fares</u>	<u>Current Senior/Disabled</u>	<u>Proposed Senior/Disabled</u>	<u>Proposed General</u>
El Dorado Hills	\$1.50	\$5.00	Not applicable
Cameron Park	\$1.50	\$3.00	\$6.00

FISCAL IMPACT

The projected increase in fare revenue based on the recommendations in the staff report would be as follows:

Community Bus Routes

General Monthly Passes	\$ 12,633
Senior/Disabled Person Monthly Pass	\$ 12,411
Student Monthly Pass	\$ 3,820
Farebox cash	\$ 48,995
Transfers:	\$ 4,526

Demand Response

Dial-A-Ride	\$ 11,850
Senior Day Care	\$ 9,295

Total 12-month Projected Increase in Fare Revenue \$ 103,530

**EL DORADO COUNTY TRANSIT AUTHORITY
RESOLUTION NO. 09-05**

**RESOLUTION OF THE BOARD OF DIRECTORS OF
THE EL DORADO COUNTY TRANSIT AUTHORITY
STATING THE FARE STRUCTURE**

WHEREAS, the El Dorado County Transit Authority (EDCTA) Board desires to revise the Basic and Discount Fares to generate increased revenues to fund operating costs and allow for bus service expansion.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE EL DORADO COUNTY TRANSIT AUTHORITY (EDCTA) AS FOLLOWS:

THAT, this Resolution shall become effective on April 6, 2009 and as of such date, the EDCTA Fare Structure shall be as hereinafter set forth.

I. PURPOSE, SCOPE AND AUTHORITY OF ADOPTED FARE RESOLUTION

A. Authority to Fix Rates and Charges

The Governing Board of the EDCTA is authorized to fix the rates and charges for all transit services. (PUC § 102285 and PUC § 99268)

B. Passenger Service Covered By Fare Structure

EDCTA may provide transit service for the transportation of passengers and their incidental baggage by any means, both within and outside the EDCTA boundaries. (PUC § 102280) This Fare Structure pertains to all fixed route, demand-response, paratransit and commuter service provided by EDCTA.

C. Fare Evasion

Evasion of the payment of any fares; or, the misuse of transfers, passes, tickets, or tokens, with the intent to evade the payment of fares is an infraction

punishable by a fine not to exceed the maximum punishment allowed by law.
(Penal Code § 640)

II. FARE STRUCTURE DEFINITIONS

A. Authorized Employee

“Authorized Employee” means those persons authorized by ~~Transit~~ Executive Director to issue temporary passes.

B. Business Day

“Business Day” means a weekday which is not a national or state holiday observed by either the United States, the State of California, El Dorado County, County of Sacramento, or the City of Sacramento.

C. Child

“Child” means a person who has not yet reached his or her fifth (5th) birthday.

D. Complementary Paratransit

Method allowed by the Americans with Disabilities Act (ADA) for the transit operator to provide demand response (dial-a-ride) during fixed route service hours upon request. This provides access to public transit per the ADA.

E. Daily Pass

“Daily Pass” means a single paper scrip issued by EDCTA with a printed denomination, the daily pass type, and the date appearing thereon.

F. Disabled

The Americans with Disabilities Act (ADA) defines a disability as a physical or mental impairment that substantially limits one or more of the major life activities of an individual. Major life activities include caring for one’s self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working. Proof of disability may be established upon boarding by displaying an EDCTA issued I.D. card or a disabled placard identification card issued pursuant to Section 22511.5 of the *Vehicle Code* or any other identification as approved by local, state or federal jurisdictions.

G. Personal Care Assistant (PCA)

“Personal Care Assistant (PCA)” means a person who assists a disabled person during their trip on EDCTA transit vehicles. Disabled passengers may be required to display an EDCTA issued I.D. card affixed with an assistant symbol.

H. Fare

“Fare” means the price charged to transport a passenger, including the passenger’s incidental baggage, for one ride on a transit vehicle operating on fixed route, demand response, paratransit or commuter service.

I. Employee Pass

“Employee Pass” means an EDCTA I.D. card issued to EDCTA employees.

J. Fare Equivalent

“Fare Equivalent” means an EDCTA approved substitute for U.S. currency that may be applied toward the applicable fare or purchase of a daily pass by depositing it in farebox upon boarding an EDCTA bus. (i.e. EDCTA issued scrip)

K. Fare Ticket

“Fare Ticket” means a single paper scrip issued by EDCTA with a printed denomination appearing thereon.

L. Fiscal Year

“Fiscal Year” means the period from July 1 of the first year stated through June 30 of the second year stated.

M. Fixed Route Service

“Fixed Route Service” means passenger service provided by EDCTA transit vehicles in revenue service along a scheduled route, whether or not on a continuous, seasonal, experimental, or emergency basis. Revenue service includes but is not limited to: local fixed routes, demonstration projects and emergency transportation at the direction of the Office of Emergency Services or other authorized emergency response team. Charter service is excluded as defined by applicable local, state and federal statutes.

N. Group Pass

“Group Pass” means an EDCTA I.D. card to which an EDCTA approved stamp or equivalent is affixed, or a card printed and/or approved by EDCTA.

O. Holiday

“Holiday” means the day of observance on the holidays as approved by EDCTA.

P. Lifetime Pass

“Lifetime Pass” means an EDCTA identification card issued to persons eighty (80) years of age or older.

Q. Monthly Pass

“Monthly Pass” means either an EDCTA issued card or other approved I.D. card to which a monthly stamp is affixed, or a card with the month and year printed on the card by EDCTA. Exception: Lifetime passes.

R. Octogenarian

“Octogenarian” means a person 80 years of age or older. Proof of age may be established upon boarding by displaying an EDCTA Lifetime Pass or a passport that includes a picture and identifies the person’s age.

S. Off-Route Deviations

Persons registered with EDCTA as eligible per the Americans with Disabilities Act (ADA) may be allowed to request an off-route stop within $\frac{3}{4}$ of mile of a fixed route.

T. Payment

“Payment” means one of the following:

1. The deposit of the applicable fare in U.S. currency or fare equivalents in the farebox upon boarding a transit bus; or
2. Displaying appropriate proof of payment, such as fare media provided by EDTCA, local, state or federal governmental agencies, upon boarding an

EDCTA bus, provided that the displayed proof of payment is valid at the time of boarding.

U. Peace Officer

“Peace Officer” means any person currently employed by a public agency as a peace officer as defined in California Penal Code Sections 830.1 and 830.2.

V. Prepaid Fare

“Prepaid Fare” means a fare that is paid before boarding a transit vehicle and is one for which proof of payment is required by EDCTA.

W. Proof of Payment

“Proof of Payment” means the evidence of a prepaid fare that must be displayed by a passenger whenever required or permitted by this Fare Structure resolution in lieu of depositing the applicable fare in U.S. currency or fare equivalents in the farebox upon boarding an EDCTA bus.

X. Retiree

Employee retired from EDCTA with a minimum of five (5) years of employment with EDCTA.

Y. Ride

“Ride” means a continuous one-way passenger trip between any two points served by EDCTA on fixed route, demand response or commuter service without transferring to another transit vehicle.

Z. RT

“RT” means the Sacramento Regional Transit District.

AA. Senior Citizen

“Senior Citizen” means a person 60 years of age or older. Proof of age may be established upon boarding by displaying an EDCTA I.D. card, the federal Medicare identification card, the State Department of Motor Vehicles Senior Citizen Identification card issued pursuant to subdivision (b) of Section 13000 of the *California Vehicle Code*, or a passport which includes a picture and identifies the person’s age.

BB. School Class Pass

“School Class Pass” means a card issued by EDCTA which indicates the total number of students, teachers and adult monitors in the class and the effective date of the pass.

CC. Student

“Student” is a person aged five (5) to twenty-two (22), who has not completed a program resulting in a high school diploma or attainment of a General Education Diploma (G.E.D.) or California High School Proficiency Exam (CHSPE) and attends a day program of 240 minutes per day or is enrolled in a certified home school program supervised by an adult if under age sixteen (16) years of age.

To be eligible for a student monthly pass, EDCTA may require the production of a valid student I.D. card or other similar evidence of enrollment by the person requesting such a pass.

DD. Transfer

“Transfer” (n.) means the proof of payment that is issued to a passenger by an EDCTA bus operator.

EE. Transit Vehicle

“Transit Vehicle” means an EDCTA bus or van.

FF. Validated

“Validated” means the process of fixing the date of expiration on an EDCTA fare ticket by an EDCTA transit driver or authorized staff member.

III. CONSTRUCTION OF FARE STRUCTURE

1. Applicable Fare

Applicable fare means the price established as set forth in Article IV as a condition of carrying one passenger on any transit vehicle for one ride on fixed route, commuter or dial-a-ride service.

2. Fare Payment

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The applicable fare shall be paid by all persons riding on EDCTA service. The applicable fare must be paid either before boarding or upon boarding a transit vehicle as provided below:

- a. EDCTA Bus Service - Fares on EDCTA bus service must be paid ~~either~~ upon boarding by either depositing into the farebox U.S. currency or fare equivalents in the amount of the applicable fare, or the passenger shall display appropriate proof of payment valid at the time of boarding.
- b. Dial-A-Ride Service - Fares on EDCTA Dial-A-Ride must be paid ~~either~~ upon boarding by either depositing into the farebox U.S. currency or fare equivalents in the amount of the applicable fare.
- c. Group Dial-A-Ride Subscription Service - Fares on EDCTA Group-Dial-A-Ride Subscription service must be paid ~~either~~ upon boarding by either depositing into the farebox U.S. currency or fare equivalents in the amount of the applicable fare.
- d. Complementary Paratransit - Fares on EDCTA complementary paratransit service must be paid upon boarding by either depositing into the farebox U.S. currency or fare equivalents in the amount of applicable fare.

3. Appropriate Proof of Payment

Appropriate proof of payment means the evidence of fare prepayment that constitutes the applicable fare. Proof of payment may constitute any one of the following:

- a. Monthly pass issued by EDCTA including, when applicable, a monthly stamp affixed to the pass; or
- b. EDCTA fare ticket/scrip; or
- c. Transfer issued by EDCTA bus operator; or
- d. EDCTA employee pass; or
- e. Group pass; or
- f. Lifetime pass; or
- g. Peace officer identification; or
- h. EDCTA retiree pass/id, or
- i. fare media approved by Executive Director within adopted fare structure

4. Fare Equivalent

Fare equivalent is an EDCTA issued fare ticket/scrip.

5. Valid Proof of Payment

Proof of payment issued by EDCTA is valid as provided below:

- a. Monthly Pass/Stamp – An EDCTA monthly pass shall be valid only for the month of the year printed by EDCTA either on the pass or on the stamp to be affixed on an approved photo I.D. card. Notwithstanding the foregoing, a monthly pass shall be valid from the first business day to the last business day of the month.
- b. Transfer – An EDCTA transfer is valid only on the date issued and if timed transfers are issued, until the local time last appearing on the transfer
- c. Group Pass – A group pass issued or approved by EDCTA shall be valid during the term printed on the card, or on the stamp or equivalent that is affixed to an I.D. card, pursuant to the terms in the agreement between EDCTA and the entity purchasing the passes on behalf of the group.
- d. Lifetime Pass – A lifetime pass issued to persons 80 years of age or older shall be valid during the life of the pass holder.
- e. Student Pass – A student pass issued by EDCTA shall be valid only to the student issued the pass for the term specified on the pass
- f. Peace Officer Identification – A peace officer badge or photo identification card issued by a public agency is valid for so long as the bearer of such badge or photo identification is employed by the issuing public entity as a peace officer.
- g. EDCTA Retiree Pass/ID issued by EDCTA

IV. FARE STRUCTURE CLASSIFICATIONS

A. Basic Fare

The basic fare shall be in the amount set forth in Article VI-A. Any passenger paying the basic fare shall be entitled to one ride upon paying the fare and, upon request at boarding an EDCTA bus, a transfer.

B. Discount Fare

Discount fare classifications are established as hereinbelow provided:

Disabled Persons and Senior Citizens – The discount rate for disabled persons and senior citizens shall be in the amount set forth in Article VI A, ~~Article VI B~~ and ~~Article VI C~~. Only disabled persons and senior citizens are entitled to one ride on fixed route service upon displaying the proper disabled or senior citizens I.D. card and payment of the fare set forth in Article VI A, ~~Article VI B~~ and ~~Article VI C~~. Upon request at boarding an EDCTA bus, the passenger is entitled to a transfer.

C. Child Fare

One (1) child may ride at no cost with an adult that pays a fare or uses a valid prepaid fare media. If more than two (2) children accompany one passenger, the passenger shall pay the full regular fare for the second and each additional child.

D. Special Services

Special services are fixed route service provided under contract between EDCTA and a third party. Special services are open to the public upon payment of the applicable fare. Unless otherwise indicated below, the fare for special services shall be in accordance with the fare structure classifications as set forth in this Article IV.

1. Special Service – Fares shall not be collected for special service if the cost of such service is paid under the terms of a contract.

E. Octogenarian Fare

Persons 80 years of age or older are entitled to ride all fixed route service for free upon displaying the proper identification card.

F. EDCTA Retiree Fare

Persons retired from EDCTA under EDCTA retirement policy are entitled to ride all fixed route and commuter service for free upon displaying the proper pass/identification card.

V. FARE PREPAYMENT

A. Basic Monthly Pass

The basic monthly pass consists of either an EDCTA monthly pass card or an EDCTA I.D. card to which a basic monthly stamp is affixed. Pass rates are established in Article VI A, ~~Article VI B and Article VI C~~. This pass entitles the bearer to ride on all fixed route and commuter service, subject to the following limitations and conditions:

1. The pass may be purchased from EDCTA or designated EDCTA pass outlets by any person; and
2. This pass is valid only on specified services during the month of the year printed by EDCTA on the pass or stamp that is affixed to the bearer's EDCTA I.D. card. Notwithstanding the foregoing, a monthly pass shall be valid through the first business day of month through the last business day of the month; and
3. This monthly pass constitutes prepayment of the basis fare or any fare established in an amount lower than the basic fare; and
4. The monthly pass card or monthly stamp shall be non-refundable and non-exchangeable and shall be sold for the amount established in Article VI A, ~~Article VI B and Article VI C~~. The EDCTA I.D. card is sold for the amount established in subparagraph K of this Article V.

B. Discount Monthly Pass

The discount monthly pass consists of an EDCTA I.D. card to which a discount monthly stamp is affixed. This pass entitles only the person whose picture is on the EDCTA I.D. card to ride on all fixed route service, subject to the following limitations and conditions:

1. This pass may be purchased only by disabled persons, senior citizens and students; and
2. This pass is valid only during the month of the year printed by EDCTA on the stamp that is affixed to the bearer's I.D. card. Notwithstanding the foregoing, a discount monthly pass shall be valid from the first business day through the last business day of the month; and
3. For disabled persons, senior citizens, students and youth, this pass constitutes prepayment of the discount fare or any fare established in any amount lower than the discount fare; and

4. The discount monthly stamp is non-refundable, non-exchangeable and non-transferable and shall be sold for the amount established in Article VI. During the months of June, July and August of each year, a discount monthly stamp may be purchased by students for the amount established by the ~~Transit~~ Executive Director to promote student ridership. The EDCTA I.D. card is sold for the amount established in subparagraph K of this Article V.

C. Employee Pass

A valid EDCTA pass entitles the lawful bearer, as defined by the EDCTA Personnel Rules to ride on all fixed route and commuter service at no charge.

D. Retiree Pass

A valid EDCTA pass I.D. entitles an EDCTA retiree to ride all fixed route and commuter services at no charge.

E. Group Pass

The group pass constitutes prepayment of the basic fare Article VI ~~A, Article VI B and Article VI C.~~ or any fare established in an amount lower than the basic fare. An I.D. card to which an EDCTA approved stamp or equivalent is affixed, or a card printed by or approved by EDCTA, entitles the bearer to ride all fixed route service during the term printed on the card, stamp or equivalent pursuant to the terms in the agreement between EDCTA and the entity purchasing the pass on behalf of the group.

F. Lifetime Pass

A lifetime pass consists of an EDCTA I.D. card and is issued only to persons 80 years of age or older. A lifetime pass entitles the bearer and the bearer's Personal Care Assistant (PCA) to ride on all fixed route service and is valid during the life of the passholder. A lifetime pass is non-transferable and non-exchangeable.

G. Student Class Pass

A valid student class pass consists of a card issued by EDCTA with the number of students, teachers and adult monitors and the effective date printed on the card. This pass entitles the class to ride on all fixed route service on the designated date. This pass is non-transferable. The pass will be sold for the

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price corresponding to the number of students multiplied by two times the discount fare and for the number of teachers and adult monitors multiplied by two times the basic fare.

H. Peace Officer Identification

A valid peace officer identification consists of a badge or photo identification card issued by a public agency to persons employed as peace officers. A peace officer identification entitles the bearer to ride on all fixed route service at no charge.

.I. Fare Ticket

All fare tickets/scrip will be sold for the price corresponding to the denomination appearing on the ticket.

J. Transfer

An EDCTA transfer entitles the bearer to ride on fixed route service, subject to the following limitations and conditions:

1. The transfer is non-refundable, non-exchangeable and non-transferable; and
2. The transfer must be valid throughout the duration of the ride on EDCTA bus; and
3. The transfer must be valid at the time of boarding an EDCTA bus and surrendered to the bus operator.

K. I.D. Cards

I.D. cards may be acquired by those persons participating in a group pass or a monthly pass subsidy program; and disabled persons, senior citizens, octogenarians, and students who meet the eligibility criteria set forth in Article II and Transit Advisory Committee members. Unless the I.D. card is issued to the octogenarians or is provided by a subsidizing agency through contractual arrangement with EDCTA, the price of the I.D. cards shall be Three Dollars (\$3.00). During the summer months of June, July and August of each year, the price of an I.D. card for students shall be two dollars (\$2.00).

VI. FARE AND MONTHLY PASS PRICING

Effective April 6, 2009

FIXED ROUTES: Placerville Shuttle, Cameron Park, Diamond Springs, El Dorado, Pollock Pines, Camino and Folsom Lake College – El Dorado Center and other fixed routes as developed.

One Way Fare: General....~~\$1.40~~ \$1.50
Senior/Disabled/Student....~~\$.55~~ \$.75

Monthly Pass: General....~~\$33.00~~ \$60.00 Senior/Disabled....~~\$21.00~~ \$30.00 Student
K-12....~~\$25.00~~ \$30.00

Transfer Fee: \$.25 per transfer issued on all fixed routes

Grizzly Flat Route:

One Way Fare: General....~~\$2.00~~ \$2.75 Senior/Disabled....~~\$1.00~~ \$1.35
Monthly Pass: General....~~\$33.00~~ \$60.00 Senior/Disabled... ~~\$21.00~~ \$30.00
Student K-12....~~\$25.00~~ \$30.00

Sacramento Commuter Routes:

Sacramento..... \$4.00 One-way fare
El Dorado County Destinations..... \$4.00 One-way fare
Monthly Sacramento Commuter Pass..... \$144.00
Monthly Combination EDCTA/RT As allowed per interagency agreement

Iron Point Connector (IPC)

El Dorado County to Folsom Light Rail.....\$ 2.50 One-way fare
Senior/Disabled Person.....\$1.25 One-way fare
Monthly Iron Point Connector Pass..... \$90.00
Monthly Combination IPC/RT As allowed per interagency agreement

Dial-A-Ride:

Zone 1A: Senior/Disabled.....\$ 1.50 one way
Zone 1A: General Public.....\$ 3.00 one way

Zone 2B-E: Senior/Disabled.....\$ 3.00 one way + \$.50 per zone crossing
Zone 2B-E: General Public.....\$ 5.00 one way + \$1.00 per zone crossing

Zone 3F-L: Senior/Disabled.....\$ 5.00 one way + \$.50 per zone crossing

Zone 3F-L: General Public.....Not Applicable

ADA Off-Route Deviations.....\$~~.25~~ \$.50 Per Trip Per Person

ADA Complementary Paratransit.....\$2.00 Per Trip Per Person

VII. Fare structures for demonstration projects shall be set by the ~~Transit~~ Executive Director for a period not to exceed twelve (12) months. After a twelve (12) month period, the EDCTA will review and consider for adoption, a fare structure for any new service developed through such demonstration project.

PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of said Board, held on the 5th day of February 2009 by the following vote of said Board:

AYES: NOES: ABSTAIN: ABSENT:

EDCTA Chair

ATTEST:

Barbara McDonald, EDCTA Secretary

EL DORADO COUNTY TRANSIT AUTHORITY
RESOLUTION NO. 09-06

RESOLUTION OF THE BOARD OF DIRECTORS OF
THE EL DORADO COUNTY TRANSIT AUTHORITY
RESTRUCTURING THE DIAL-A-RIDE ZONE AND FARE SYSTEM

WHEREAS, the Governing Board of the El Dorado County Transit Authority (EDCTA) is authorized to fix the rates and charges for all transit services; and

WHEREAS, policy and federal regulations require a thirty (30) day advance notice of public hearing, a public comment period, and presentation of comments and recommendations to the Transit Advisory Committee (TAC); and

WHEREAS, the effective date of any fare change shall be at least sixty (60) days after the date noticing the public hearing; and

WHEREAS, the required public TAC meeting was held on October 29, 2008 and the public hearing was held at the EDCTA meeting on December 11, 2008; and

WHEREAS, current trends indicate the decrease of retail sales tax and gasoline tax receipts that pay for 76% of the system-wide cost of service; and

WHEREAS, a system-wide ten-percent (10%) fare-box recovery ratio is required, whereas the Dial-A-Ride (DAR) fare-box recovery ratio is 6.31%; and

WHEREAS, under the current DAR zone system, although most fares were set to result in passengers paying roughly equivalent proportions of overall services costs, an exception was made for the current Zone A, El Dorado Hills, and the current Zone B Cameron Park/Shingle Springs, which fares were set equivalent to the base fares for Zone C, the Placerville area, even though the cost of providing service to these zones far from the existing EDCTA operating base in Diamond Springs results in substantially higher costs to service passengers in the current Zones A and B; and

WHEREAS, the current fare system is inequitable in that a passenger in outlying areas, such as the current Zone L, Pollock Pines or Zone D, Camino, pays a higher fare and proportion of total costs than does a passenger in Zones A or B, even though the cost of service is comparable; and

WHEREAS, the proposed changes to the DAR Zone Map (Per Exhibit A) will result in a more equitable system-wide fare structure; and

WHEREAS, the proposed restructuring of fares to be implemented in the new DAR Zones will help to offset cost increases and reduced operating subsidies; and

WHEREAS, the EDCTA Board of Directors Resolution 09-05 calls for a restructuring of fares to help offset cost increases and reduction in operating subsidies, effective April 6, 2009.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE EL DORADO COUNTY TRANSIT AUTHORITY:

1. The Board adopts the proposed changes to the DAR Zone System, wherein the new Zone A will have one fare; the new Zones B through E will have a separate fare, and the new Zones F through L will have a separate fare.
2. The Board adopts the proposed fare rates for Zone A (\$3.00 General/\$1.50 Senior or Disabled), Zones B-E (\$6.00 General/\$3.00 Senior or Disabled) and Zones F-L (\$5.00 Senior or Disabled only), to be effective as of April 6, 2009.

PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of said Board, held on the 5th day of February 2009, by the following vote of said Board:

AYES:

NOES:

ABSTAIN:

ABSENT:

EDCTA Chair

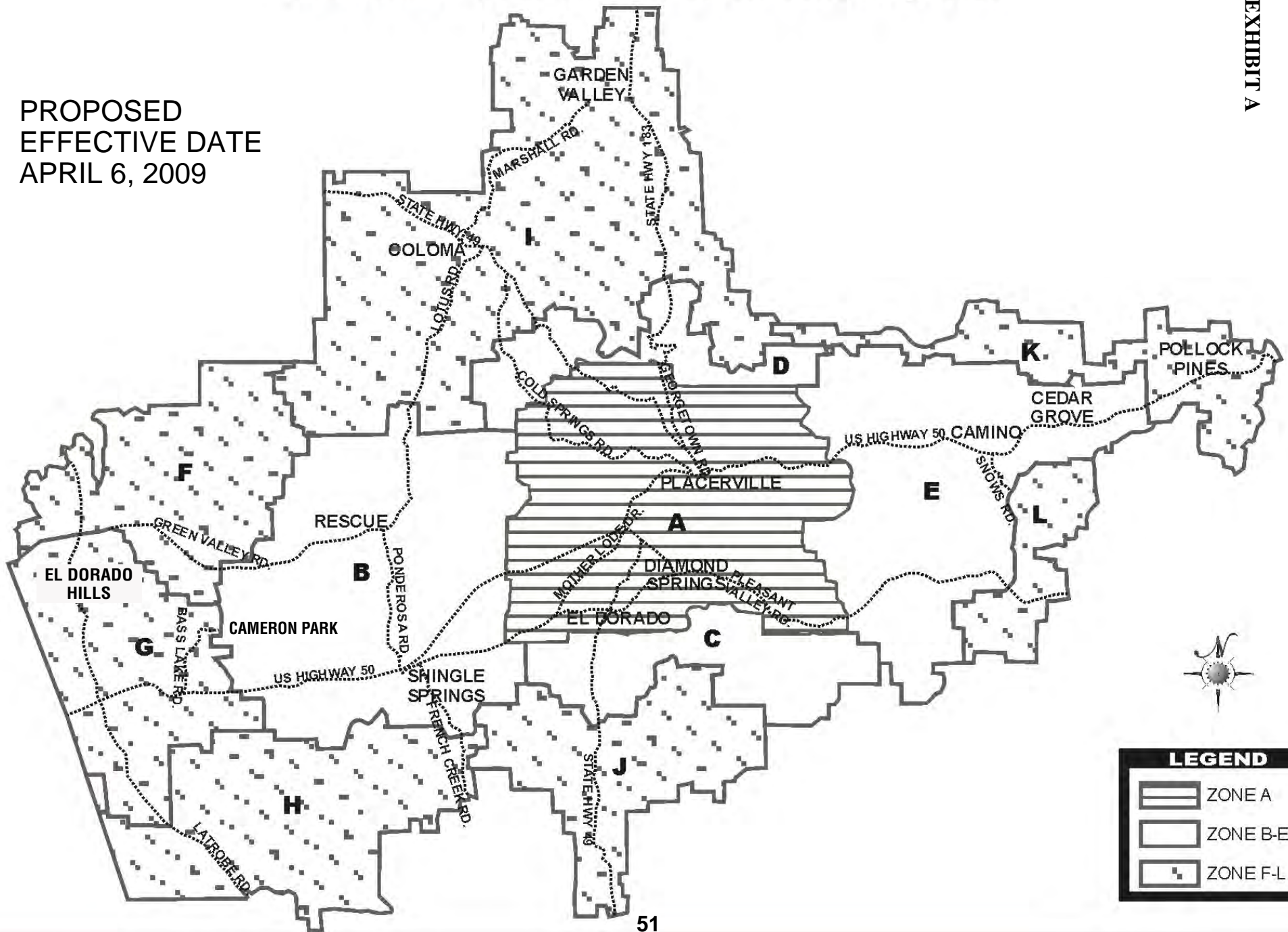
ATTEST:

Barbara McDonald, EDCTA Secretary

El Dorado Transit Dial-A-Ride Zone System

EXHIBIT A

PROPOSED
EFFECTIVE DATE
APRIL 6, 2009



Public Testimony on Proposed Fare Increase

Public Hearing, December 11, 2008

Susie Davis, Executive Director of M.O.R.E. addressed the Board expressing her support for the proposed fare increase with the following statement:

“Good Afternoon, my name is Susie Davies and I have the honor of being the Executive Director of Mother Lode Rehabilitation Enterprises, otherwise known as M.O.R.E. at 399 Placerville Drive. You have some comments I think that are already a part of your packet, included in the information that Maria McHenry had provided to El Dorado Transit. It is important that you understand that M.O.R.E. could not exist without the partnership and collaboration of El Dorado Transit. As most of the people that we serve do not have the skills or judgment to provide for their own transportation needs. M.O.R.E. has depended on El Dorado Transit since the mid 1970’s, where today we utilize every service that Transit has to offer. Mindy Jackson and her staff have been creative and knowledgeable in solving transportation needs and issues for the people at M.O.R.E., but not only the people at M.O.R.E., but as well as all the agencies that serve people with disabilities. We have great respect for Mindy and her team as transportation demands and challenges increase. They continue to use effective strategies to create win-win outcomes. I have polled and interviewed my clients and staff and we have unanimously considered the proposal fare increase is reasonable for the services that are provided and we do not see a trend towards a decrease but we see a- because we are increasing in enrollment we see a trend towards an increase. And M.O.R.E would not have the financial ability to provide these services that El Dorado Transit provides. Thank you.”

Laurel Brent-Bumb, Transit Advisory Committee (TAC) Chair addressed the Board expressing her support for the proposed fare increase with the following statement:

“I am Laurel Brent-Bumb, I am not wearing my C.E.O. of the Chamber hat today, I am wearing the Chair of the TAC hat today and I am here in behalf of the TAC to acknowledge support for these rate increases. Thank you.”

Ellen Yevdakimov, Transit Advisory Committee (TAC) Member addressed the Board expressing her support for the proposed fare increase with the following statement:

“Ellen Yevdakimov, I’m on the TAC team, I’m also very, very involved in the community and the other day someone said to me, ‘Ellen, are you still driving?’, and I said, ‘I haven’t driven for 8 years’. They said, ‘I didn’t think you did, but someone told me you couldn’t get around the way she does if she isn’t driving’. And I said, ‘That’s thanks to El Dorado Transit and some friends’. So I just want you to know that it is very important that I personally think that rates right now are great and I do not object at all to an increase because I want to keep on getting around. Thank you.”

The following includes all comments received by El Dorado Transit staff via email:

From: Maria McHenry [sep@morerehab.org]
Sent: Tuesday, October 28, 2008 11:57 AM
To: Matt Mauk
Cc: Scott Ousley; "Susie Davies"; "Carol Keates"; "Diane Lighthall"; "Chris Bailey"
Subject: Feedback on EDT Rate Increases

Hi, Matt. Below is the feedback from managers, etc here at MORE.....

"A fare increase is certainly warranted. The proposed increase is so small."

"I agree in waiting until after the proposals go to the Board. My feedback: This is such a valuable service without any cut backs like a lot of services are doing. The increase to keep the transit service available to all of us is minimal compared to cutting back routes or limiting service. The small increase is still reasonable for our clients, seniors and others using this service."

"I agree that the rate increase would not affect our clients very much at all since ALTA provides most of their script/ passes. We have transit classes that M.O.R.E. pays the fare for so that would mean we might be requesting more money as the clients in the class do not have script for rides."

"Should wait till it is closer to the time. Also I don't think this will affect our clients very much at all since most of them are provided script/ passes by ALTA. Our transit classes use money which M.O.R.E. has been providing so we might be affected unless we can get our hands on script. The clients in the transit classes do not have script or passes."

I'll send more info as it is passed to me.

Best regards,

Maria McHenry
Supported Employment Admin
Mother Lode Rehabilitation Enterprises
399 Placerville Dr
Placerville, Ca 95667
(530) 622-4848
Fax: (530) 622-0204

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From: Becky McIntyre [beckydmc@yahoo.com]
Sent: Sunday, November 02, 2008 3:26 PM
To: Matt Mauk
Subject: Comments re fee increases

Hi Matt,

As a frequent passenger on El Dorado County Transit, I wholeheartedly support the proposed increases. Also, I would like to suggest you increase the one-way fare for the Sacramento Commuter Bus from \$4 to \$5. I take the shuttle from Placerville to downtown Sac. instead of driving and paying \$15+ to park. At \$4, it's a steal. At \$5, I don't think you'll see any decline in ridership -- it is simply much more expensive (and annoying) to drive and park there. Also, the vast majority of people taking the shuttle are employed (not seniors, not disabled, not students).

I was dismayed to read that fares bring in only 24% of the actual cost. I knew we weren't paying nearly our share, but 24% is pitifully low.

Becky McIntyre
644-7768

P. S. Thanks for directing me to the advance purchase tickets. That sure beats having to come up with lots of \$1 bills!

Detailed Passenger Activity – DAR

Origin/Destination Trip Patterns

Table 24 presents the distribution of origin/destination trip patterns for one day in October on the DAR system. This data does not include trips provided for contracted social service clients or SAC-MED trips. As shown, nearly half of non-social service DAR trips on October 24, 2006, began and ended in Placerville. Trips between Cameron Park and Placerville and Diamond Springs and Placerville represent the next most frequent trip pattern.

Boardings By-Hour of Day

Figure 19 presents average weekday DAR pickups for non-social service passengers by-hour of day. The greatest number of boardings occurred during the 10:00 AM hour (12 pickups) followed by the noon hour (10 pickups). The fewest average weekday boardings occurred during the 5:00 PM hour, although this could be due to the fact that no return trip is available.

Detailed Passenger Activity – Sacramento Commuter Routes

Driver trip sheets for the week of March 12–16, 2007 were reviewed to determine average weekday boardings for each commuter route. Similar to the passenger activity tables for the fixed-routes, complete boarding activity was not available for one day during the week reviewed. Nevertheless, the data in the following tables is still useful to analyze general ridership trends. As presented in Table 25, Commuter Route 5 has the greatest total average weekday boardings (61 boardings). This is mainly due to high

TABLE 24: Dial-A-Ride Origin / Destination Trip Patterns - October 24, 2006

	To:								
	Pollock Pines	Camino	Placerville	Diamond Springs	El Dorado	Shingle Springs	Cameron Park	El Dorado Hills	Rescue
From: Pollock Pines	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Camino	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Placerville	2.2%	0.0%	48.4%	6.5%	2.2%	0.0%	6.5%	1.1%	1.1%
Diamond Springs	0.0%	0.0%	4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%
El Dorado	0.0%	0.0%	1.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%
Shingle Springs	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cameron Park	0.0%	0.0%	6.5%	1.1%	0.0%	1.1%	3.2%	0.0%	0.0%
El Dorado Hills	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%
Rescue	0.0%	0.0%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Does not include trips made for contracted social services.

Source: EDCTA