



Introduction

The El Dorado County Transportation Commission (EDCTC) and the El Dorado County Transit Authority (El Dorado Transit) implemented a two-week online community questionnaire for the El Dorado County Zero-Emission Bus Fleet Conversion Plan to engage residents and community members in El Dorado County in a discussion about the conversion of their bus fleet to zero-emission vehicles. The questionnaire was open from July 19th to July 30th, 2021 and the project team received 135 responses.



Project Overview

In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation which mandates that all bus fleets convert to zero-emission buses by 2040. As part of this mandate, small transit operators must submit a Zero-Emission Bus (ZEB) Rollout Plan to CARB by July 2023.

The El Dorado County Transportation Commission (EDCTC) is now developing a ZEB Fleet Conversion Plan to facilitate the conversion of the El Dorado County Transit Authority's current fleet by 2040. Additionally, this effort will plan for El Dorado Transit's use of alternative fuels to build climate preparedness and community sustainability, improve public health, and reduce regional greenhouse gas (GHG) emissions.

El Dorado Transit assumes that transitioning to a 100% ZEB fleet will affect every aspect of its operation including management, changes to operational practices, facility upgrades and/or new construction, different technology, new schedules, changes in fleet maintenance, and fleet size. In addition, El Dorado Transit will need to procure the type of ZEB that fits their needs, find funding, train personnel, update infrastructure for charging/fueling stations, and comply with regulations. The project will provide El Dorado Transit with the tools it needs to address these and other issues, successfully transition to a ZEB fleet by 2040 and submit a ZEB Rollout Plan by July 1, 2023.



El Dorado Transit buses

Methodology

The Online Community Questionnaire consisted of a short informational video and an online questionnaire. The video provided an introduction to the Zero Emission Bus Fleet Conversion Plan and an overview of the zero emission bus technology options, the benefits of those options, and the potential effects to the community.



Clip from informational video

The informational video can be viewed here: <https://youtu.be/UwB2Rg1NaN8>

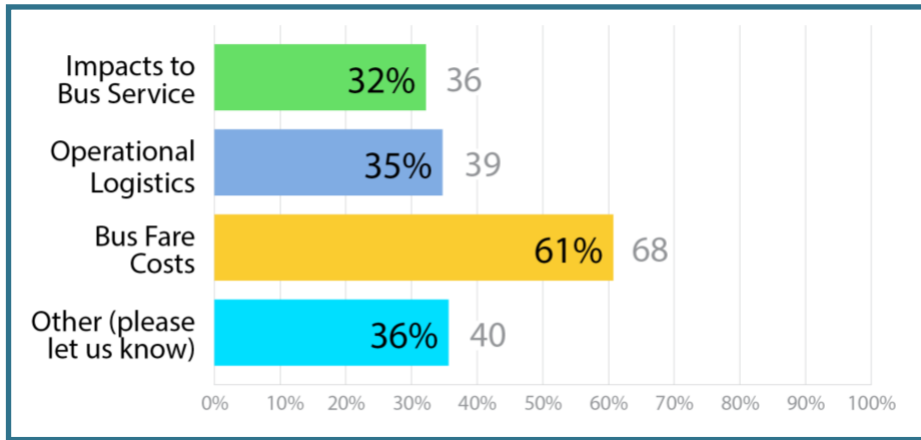
The questionnaire served as a forum for participants to learn about zero-emission buses and to share their input and ideas for the fleet conversion in El Dorado County. In addition to exploring ZEB technology, EDCTC also wanted to get a sense of the level of interest in using on-demand transit services in the future. The questionnaire included a series of seven multiple-choice and open-ended response questions. These seven questions are listed below:

1. Do you have any thoughts or concerns regarding the different electric bus technology options? (Pick one or more)
2. EDCTC and El Dorado Transit are considering rolling out the electric bus fleet to neighborhoods that are located in the County's disadvantaged or low-income areas. Do you agree with this prioritization?
3. If you answered Yes to Question #2, are there specific neighborhoods that you think we should prioritize rolling out the electric bus fleet to?
4. Do you regularly ride (at least 2+ times a week) El Dorado Transit?
5. If yes: When El Dorado Transit begins operating the new zero-emission buses, do you see yourself riding transit more frequently?
6. If no: Would El Dorado Transit's new zero-emission bus fleet encourage you to ride transit?
7. Do you see yourself or your family / friends in the El Dorado region using on-demand transit in the future?

Overview of Results

Below is a summary of the 135 community submissions. A full list of the comments submitted is available in this document's appendix.

Question 1: Do you have any thoughts or concerns regarding the different electric bus technology options?

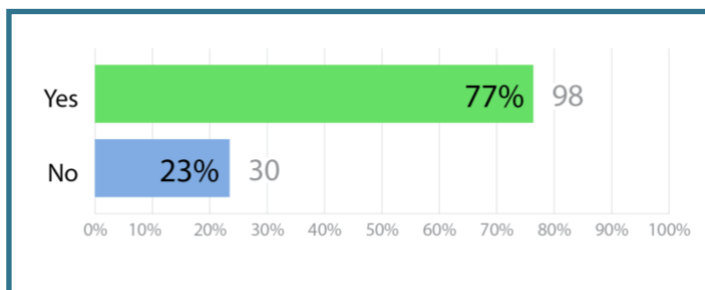


Graph for Question 1

Participants shared their thoughts about the various electric bus technology options after watching the informational video. With the option to select multiple choices, more than half (61%) of respondents were concerned with bus fare costs, 35% were apprehensive about operational logistics while

32% stated that they are worried about the impacts to bus service. The remaining 36% included "other" responses which included answers of no concerns, support for the conversion, and questions about areas served.

Question 2: EDCTC and El Dorado Transit are considering rolling out the electric bus fleet to neighborhoods that are located in the County's disadvantaged or low-income areas. Do you agree with this prioritization?



Graph from Question 2

When participants were asked about the prioritization of the County's disadvantaged or low-income areas, the majority (77%) of respondents agreed with the plan while the remaining (23%) respondents disagreed. Of those who did not support this motion, some mentioned that the elderly community should be of higher priority.

Question 3: If you answered Yes to Question #2, are there specific neighborhoods that you think we should prioritize rolling out the electric bus fleet to?

When asked to provide specific neighborhoods that deserved prioritization, 47 respondents mentioned a variety of locations they believed should be experiencing the bus conversion first. A sampling of neighborhoods that were proposed are shown below:

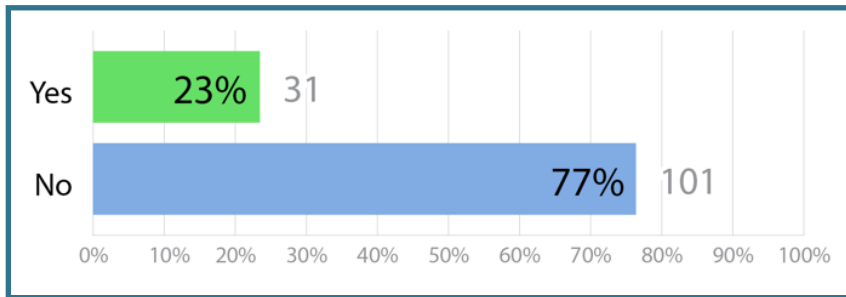


- Georgetown (6 respondents)
- Cool (4 respondents)
- Pollock Pines (4 respondents)
- Broadway (3 respondents)
- Somerset (2 respondents)

A few showed interests in prioritizing elderly communities, and others responded that they are not familiar with the area.

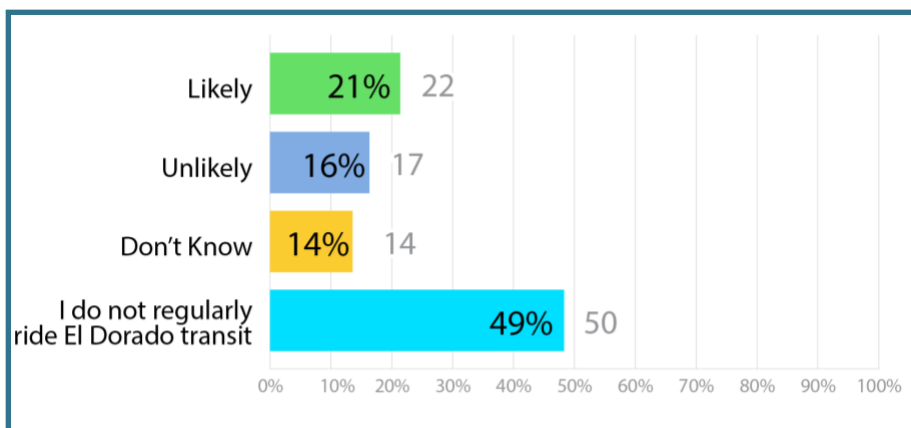
Question 4: Do you regularly ride El Dorado Transit? (2+ times a week)

Most respondents (77%) are not regular riders of El Dorado Transit, leaving a smaller percentage (23%) of respondents who do ride El Dorado Transit at least twice a week.



Graph from Question 4

Question 5: If yes: When El Dorado Transit begins operating the new zero-emission buses, do you see yourself riding transit more frequently?



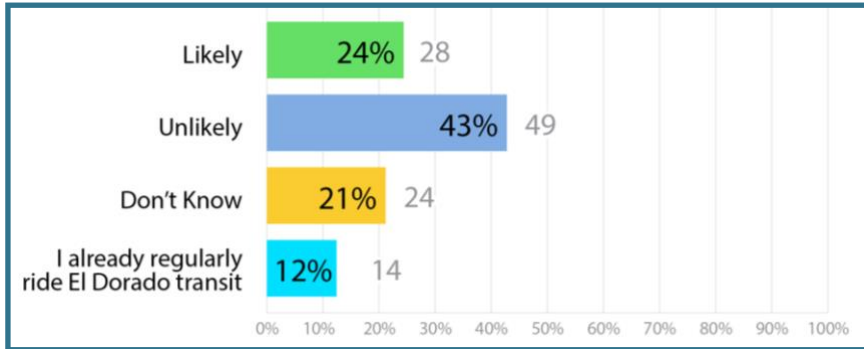
Graph from Question 5

As a follow up to question 4 about regular ridership, participants were asked about the likelihood of them riding El Dorado Transit after the conversion to zero-emission buses. 21% of respondents said that they are likely to use El Dorado Transit more frequently, 16% answered that there is

an unlikely chance of changed ridership patterns, and 14% do not know if the conversion will cause them to ride at an increased rate. The remaining 49% of respondents mentioned

that they do not regularly ride El Dorado Transit. Respondents were given the chance to explain why or why not, and a few described the difficulty of riding due to the lack of closer bus stations.

Question 6: If no: Would El Dorado Transit's new zero-emission bus fleet encourage you to ride transit?

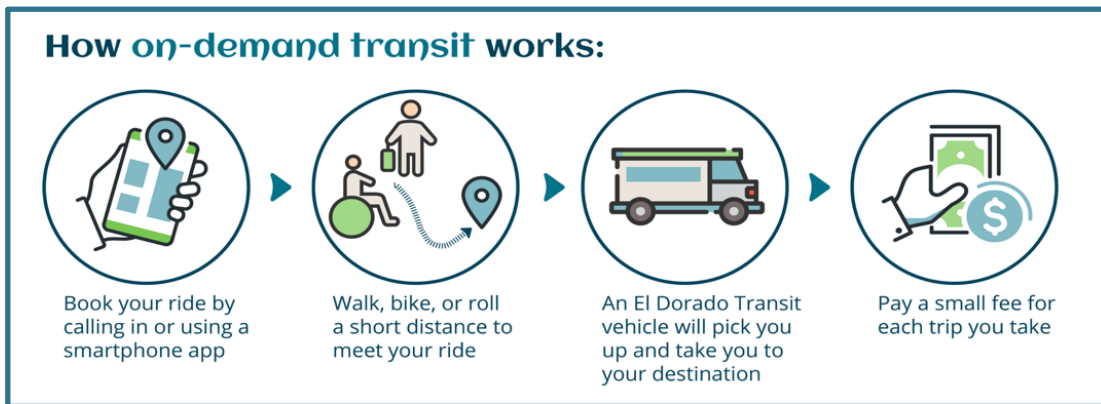


Graph from Question 6

Also as follow up to question 4 about regular ridership, participants were asked if the conversion to zero-emission is encouraging them to start riding with El Dorado Transit. Nearly a quarter of respondents (24%) said that they are likely to start using El Dorado Transit after the

conversion, 43% answered that it is unlikely they will begin riding the new buses, and 21% do not know if the conversion will encourage them to become a rider. The final set of respondents (12%) mentioned that they already ride El Dorado Transit at a regular basis.

Question 7: Do you see yourself or your family / friends in the El Dorado region using on-demand transit in the future?

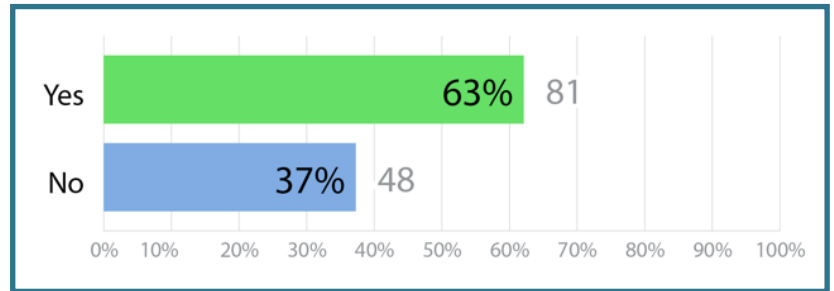


Graphic depicting how on-demand transit works

Participants were introduced to on-demand transit using a body of text and an accompanying infographic. The text read the following: “An on-demand transit service allows you to book a ride to any location within your community. After using a smartphone app or calling in to book a ride, you would receive an estimated time of arrival. You may be

asked to travel a short distance (think a couple blocks) to meet your ride. In minutes, an El Dorado Transit bus or shuttle would pick you up and take you to your destination. You would share a ride with passengers traveling to other nearby destinations. Similar to a bus fare, you would pay a small fee for each trip.”

Following the introduction to on-demand transit, participants were asked about the likelihood of them using this service. More than half of respondents (63%) answered yes to them using on-demand transit in the future. The remaining respondents (37%) said that they will not be using this service.



Graph from Question 7

Community Awareness & Notification

The El Dorado County Transportation Commission and El Dorado Transit hosted the online community questionnaire on a project specific webpage on EDCTC's website. (<http://www.eldoradozeb.com/>).

The project team sent an e-mail blast via Constant Contact to a database of more than 1,000 recipients, which included residents, businesses, and community groups. An additional email reminder was sent over the duration of the Online Community Questionnaire.

Additionally, the project team made targeted phone calls to over 30 organizations to help spread awareness for the online questionnaire. Listed are the organizations called:

- Coloma Lotus Advisory Committee
- Diamond Springs and El Dorado Community Advisory Committee
- Four Seasons Civic League
- Pollock Pines-Camino Community Center Association
- Shingle Springs Alliance
- Cameron Park Community Services District
- City of Placerville Community Services



Graphic used to raise awareness about the online community questionnaire



El Dorado County Transportation Commission
Online Community Questionnaire
July 19 – July 30, 2021

- El Dorado Hills Community Services District
- Divide Chamber of Commerce
- El Dorado County Chamber of Commerce
- El Dorado Hills Chamber of Commerce
- Shingle Springs Chamber of Commerce
- El Dorado County Air Quality Management District
- El Dorado County Environmental Management Department
- El Dorado County Health and Human Services Agency
- El Dorado County Public Health
- El Dorado County Office of Education
- El Dorado Union High School District Transportation Department
- Folsom Lake College – El Dorado Center
- El Dorado County Area Agency on Aging
- El Dorado County Commission on Aging
- Community Hubs/First 5 El Dorado
- Mother Lode Rehabilitation Enterprises, Inc. (MORE)
- Placerville Mobility Support Group
- 50 Corridor TMA
- Social Services Transportation Advisory Committee
- Tahoe Transportation District
- Pacific Gas and Electric (PG&E)
- Sacramento Municipal Utility District (SMUD)

Social media messages were posted on Facebook, Twitter, Instagram, and NextDoor by the El Dorado Hills Chamber of Commerce, El Dorado County Air Quality Management District, El Dorado County Environmental Management Department, and First 5 El Dorado.

Appendix

- Comprehensive list of all online community questionnaire comments
- Flyer
- Social Media Graphic



Comprehensive List of Community Comments

The following community comments are compiled from "other" responses and open-ended questions included in the virtual community meeting. They are organized by question.

Question 1: Do you have any thoughts or concerns regarding the different electric bus technology options?

Other Responses:

- I appreciate the voice on the informational video! The video is full of info that is presented in an easy-to-understand way. The organizations have done an excellent job to prepare for these changes. Thank you.
- Relying on electricity production does not lower emissions to zero.
- Great for Tahoe as the lake is surrounded by mountains creating a smog sink.
- We have to consider electric grid load because charging will largely have to happen at night.
- This seems like a great option.
- It looks like you've given the process considerable thought. I agree that BEBs are likely better than FCEBs now and in the long term.
- It appears from the video that the decision has already been made to transition to electric/battery vehicles. How about the recycled batteries (pollution they cause), cost of upgrading and adding service facilities, solar panel backups (these are toxic and not recyclable) etc.
- Fire danger is our dry high vegetation area and high cost of maintenance... See attached link <https://techly360.in/2021/07/ca-agency-can-clean-up-electric-electric-bus-after-melting-electric-buses-in-california-sun-fire-cost-cost/>
- All of the above if they affect our current bus service - routes, costs and reliability are high on my list of day to day concerns. I am happy you are considering this for the sake of my grandchildren and their children. The time is nigh.
- Efficiency of the electric buses.
- None.
- What happens to the expended batteries and disposal- Traffic Delays that cause the buses to run out of power. Honestly it is a waste of time and money!
- What happens to the buses now being used. How are they recycled? How will this be paid for?
- Bus battery fires Bus battery recycling/pollution.
- Anything seems better than what is currently being used to provide fuel for buses etc.



- Only that the buses will continue to be underutilized. I'm afraid that the majority of people in our county could care less not only about whether buses are going electric, but whether we have bus service at all.
- Video mentioned the BEBs have a lesser range than FCEB. I'm wondering if this has an impact on the commuter routes, which are both long, and cover a fair amount of change in altitude.
- It's good that EDC is making this change, but I doubt it will ever be available in the north end of the county where I live.
- Service area.
- Stop wasting tax payer money.
- I'm concerned about the extra costs El Dorado County is being forced to take on by CARB. These costs cannot be recovered by fares, so other services will need to suffer or taxes and fees will need to be increased. All of this is over a mandate that attempts to fix something that isn't broken by replacing it with an inferior technology. In other words, consider it breaking something that is not broken.
- We serve adults with IDD and impacts, operations, accessibility and especially fare costs are.
- The batteries in zero emission vehicles are more toxic and release more toxic chemicals as they degrade than the net savings in the air.
- I support ZEBs and hope that it has no meaningful effect on operations or cost.
- Areas served.
- No concerns .
- I am supportive of the lowered GHG emissions by the new technology. Please be sure the new busses are easy to clean and sanitize and provide clean air inside the bus.
- Where are the funds coming from to replace perfectly good buses in use now.
- Great! Do it!
- As long as North County gets a transit route Colma - Cool - Pville...
- Until California increases the capacity and reliability of it's power grid and local El Dorado County power distribution lines, investment in electrical vehicles is going to be somewhat useless. When everyone projected to get electric vehicles plugs in to charge their batteries, the will be insufficient power. Texas recently proved that you cannot rely on solar and wind electrical generation. Plan on using your generators A LOT. I used my little Honda generator topower my house over the last 2 years for over 400 hours, just because of normal winter power outages and PG&E safety power shutoffs.
- What affect does the use (disposal) of batteries have on the environment.



- Will the new buses be affordable to low-income households? The answer should include input from those households.
- Running buses up and down hills in El Dorado County.
- Concerned about cost and less routes in cold weather.
- As a commuter, I am hopeful that any new buses are at least as effective and comfortable as the current fleet of buses.
- No concerns.
- AC power draw during summer months - can busses be kept cool? Will there be charging infrastructure at intermediate bus stops to recharge while boarding / alighting? Longer dwell times due to charging? Can Commuter Express bus complete a full roundtrip with one charge?
- Are you doing this b/c it makes operational sense/ business sense or b/c it's politically correct? You should only do it if it pencils.
- Does the agency require additional electrical infrastructure or is the existing electrical transmission grid adequate for a BEB fleet?

Question 2: EDCTC and El Dorado Transit are considering rolling out the electric bus fleet to neighborhoods that are located in the County's disadvantaged or low-income areas. Do you agree with this prioritization?

Other Responses:

- El Dorado County needs more public transit options for its residents, especially with the growth from Bay Area transplants.
- Are these neighborhoods currently receiving bus service? I believe they are and that should continue. I think it's thoughtful to offer the electric busses to those areas.
- This is truly great news!
- These neighborhoods have the most need for public transportation.
- Elderly people matter just as much and they live in all neighborhoods.
- These areas are underserved and should be prioritized.
- I would assume that the low-income areas are likely to have higher EDT usage. You might as well deploy the more efficient/lower operating cost fleet to the areas that use EDT the most.
- Elderly (dial a ride), low income areas and commute paths to Sacramento should be top priorities. I have no idea how our large rural communities can be serviced in an excellent manner.
- Low income folks are who will likely use the service.
- I would like to know why it is not being considered for all routes.
- Everyone should reap the benefits of a zero emission bus fleet.
- Put the buses where they will get the most use.



- There are a lot of older people who could use El Dorado Transit who are not disadvantaged or low-income areas. Why not rolling them out to ALL neighborhoods. Maybe you can even get younger families to ride.
- I would think it would be wiser to base it on where the bus would move the most people and be driven the most miles. I don't see the wisdom in a rollout based on low income areas unless those areas do not have enough buses.
- Keep the bus fares as low as possible please.
- They have the most need.
- These are likely the people who could most benefit from public transportation accessibility. Please poll them to see not just where but also when they travel to and from places, so the bus service will actually help them.
- Yes, in general disadvantaged areas tend to be most in need of infrastructure updates, in my opinion.
- What areas are considered disadvantaged or low income. And who decides this?
- Services to our County's disadvantaged and low-income areas should be prioritized. I hope that rolling out the electric bus fleet to these areas will improve transportation availability and help reduce air pollution in our disadvantaged and low-income areas.
- That's fair. Those are residents who may be unable to buy personal electric vehicles anytime soon.
- Many low income folks don't have any form of transportation & rely on public transportation to get to work & appointments.
- We don't have electricity for homes. Where is the charging power coming from?
- I think it would be a great idea .
- What happens when the power goes out? Also where is this electricity coming from? It's not all renewable.
- Low income areas are prone to higher crime rates. Why subject operators to less safer working conditions and why subject busses to a higher risk of vandalism?
- I don't know it all depends on costs to the riders .
- Buses should go where ridership is most often used, no matter what the economic situation is in that area. This question could be answered "Yes" or "No".
- While I don't feel strongly about it, I suppose deploying the ZEBs first to disadvantaged communities has a marginal but favorable effect on exhaust/pollution discharged there.
- More access to affordable housing. More access to children of low income family's to gather with school mates. Increase tourism by accessing recreational opportunities.



- The Georgetown Divide. We pay taxes and have NO service.
- I think you should focus on those areas that have greater bus usage/miles. By doing so, there will be a greater impact in terms of emissions reduction.
- Yes, I agree with prioritizing low-income areas, to be sure that people without their own cars can get to work, stores, schools/colleges and medical offices, as well as easily connect to transportation in Sacramento County (light rail and busses).
- Should be used where emissions are greatest regardless income of the neighborhood.
- North County all residents are orphan to all Transit services.
- People that live in disadvantaged areas are the folks most likely to utilize the bus service.
- I would be interested in the definition of "disadvantaged". Our county has a large elderly population and they should be considered a high priority for the most reliable transportation whether that means the new technology (electric buses) or not.
- They may not have cars.
- Help the needy as long as the help is diligently done and not completely free.
- Everyone should be treated fairly without bias to politically preferred groups.
- So long as they are being served it does not matter what kind of bus.
- While low income areas are more than likely to ride the bus, if an electric bus fleet is to be rolled out, routes near charging infrastructure should be prioritized.
- They will be the most likely individuals to use the service, so route preferences should benefit them the most.
- Disadvantaged communities tend to have worse air quality, so it would be good to prioritize them.
- This is the future to go. We improve air quality and reduce operational cost in the long run.
- I don't think that is really applicable to El Dorado County, currently I see most ridership originating from the El Dorado Hills area.
- Not sure it really matters where they are used .
- I expect that electric buses will have operational and battery problems in the Pollock Pines winter weather.
- "No Opinion" should have been an option. If the electric buses are at least as effective and comfortable as the current fleet of buses, the decision about where to put them into service first seems like a question of transit management and logistics.
- I am a person in this category and it is difficult to move throughout the county at times. These areas are also more likely to use local, non-commute transportation.



- First priority to those working and using commuter buses since many start much earlier to go to work rather than needing rides to community areas.
- Higher share of transit dependent population. But emissions need to be seen as a regional issue and only a full roll-out will benefit the disadvantaged population groups.
- Disadvantaged and low income areas are often located in areas with the poorest air quality. This proposal seems equitable.
- Low income people use transit more often (excluding the Commuter).
- Those areas need greater access to services.
- It depends. The goal should be to prioritize high traffic areas to make the most out of the technology. Wouldn't this be the commuter routes to Sacramento? That doesn't really relate to low income areas...
- Only if that is where the demand is.
- The electric bus fleet should be used on routes where they will reduce the greatest amount of pollution to maximize the returns on investment, no matter the location of the routes.

Question 3: If you answered Yes to Question #2, are there specific neighborhoods that you think we should prioritize rolling out the electric bus fleet to?

Other Responses:

- 50 express and commuter routes .
- I trust that EDT has analyzed the demographics data with regard the areas in question and has adequately prepared a graph of the key areas.
- Pollock Pines.
- Where ridership and this frequency is higher, and where routes are shorter. For example, 50x is not a good candidate.
- As many as possible with extended routes and hours.
- Broadway - Somerset - Georgetown - Cool - Pollock Pines/Camino / Outingdale.
- Near mobile home parks where many elderly live.
- Unknown.
- Hwy 49 corridor.
- All of them. I think the entire fleet should be electric if possible.
- No- I assume you know your ridership areas.
- Population density should play the major roll in the bus schedule.
- Pollock Pines.
- Lotus, Georgetown, Greenwood, Cool, Garden Valley.



- Georgetown, Grizzly Flats, Somerset.
- Need to ensure service includes senior citizen developments and facilities.
- Probably not into the rural areas because I think rural residents are pretty transit-averse (more focused on "we don't have transportation" than to want to make much effort to use what is available to them). Maybe some of the places already served (like White Rock apartments, apartment complexes in Placerville, etc.) but making sure the needed destinations are covered. Are there ample connection opportunities to get people into Sac County? Like something that goes to Iron Point light rail?
- Crown Village - El Dorado Hills White Rock Apartments - El Dorado Hills.
- While I do not know which areas most need bus service, providing good pedestrian access to the bus stops is essential to truly making bus service available to the community.
- No.
- No, I live at the north end of the county where there's no EDT service.
- Not familiar with the low income neighborhoods.
- Mobile home and apartment dense neighborhoods.
- Diamond springs , Placerville etc.
- Pollock Pines.
- To be perfectly honest, I am unaware of where those are within the County. But what I would say is after viewing the information on the EIR for the casino- no more freebies for the tribe.
- No.
- Cool, Georgetown, and Grizzly Flats.
- No.
- Specifically, areas with high-density, lower-cost housing units (apartments/mobile home parks) where people with lower incomes reside.
- Prioritize neighborhoods with the most use of El Dorado Transit.
- None that I can think of.
- Meyers! We don't have bus service in our community.
- Cold Springs, Gold Hill, Coloma, Cool, Georgetown.
- Unknown.
- I would hope that the County has data or could generate some that outlines the characteristics of the neighborhoods. This would help inform the decisions on rider use and what the demographics are.
- No, your call.
- Out lying areas.



- Low income apartment communities in El Dorado County. This would include those as listed by the El Dorado County Public Housing Authority.
- No, but everyone should be able to participate.
- Increase local routes with smaller buses and provide transit so that people can use transit to go to Marshal Hospital, jury duty, county offices, town center and other shopping areas.
- Point view drive. Brodway/smith flat.
- Broadway.
- Cameron park.
- Although local transit routes have been tried in El Dorado Hills, a service in this area would be welcome.
- Given that emissions tend to cross boundaries of neighborhoods, it probably would be advisable that the roll-out will be eventually completed for all of the service area.
- Georgetown.

Question 5: If yes: When El Dorado Transit begins operating the new zero-emission buses, do you see yourself riding transit more frequently?

Other Responses:

- I live in Somerset and only use the bus route to get to Sacramento, sometimes.
- I live in Coloma and Garden Valley. I don't think you have any buses there.
- More likely in future when driving options will change for me.
- The bus is not accessible from my house without driving.
- For most people "getting there" is what matters most.
- We live in an area which is not served by the transit services.
- I work with a lot of clients that can benefit from transportation services.
- I took the Sac Commuter bus for almost 30 years. I'm retired now and only make the occasional trip out from home, and when I go to Sac I don't spend a workday's amount of time there. I live between Diamond Springs and Pleasant Valley where you don't have a regular service route.
- Live rurally, 1.5 miles to public road.
- About a two mile walk to from home to nearest bus stop.
- Does not serve my need.
- I live in town and frequently walk to town to run errands. When I need to do larger shopping, I drive.
- No service where I live.
- Not available for where I commute to.
- Building contractor.
- I live in Coloma.....is there a route planned for this area?



- I would use EDT if they were more frequent and did not have to transfer at Missouri Flat from Cameron Park.
- Depends on the route and schedule.
- I only work a few miles from home and have an electric car.
- No service to North County.
- I anticipate using El Dorado Transit after the pandemic, and as I age.
- No service to my area to my knowledge.
- No, I live at the north end of the county where there's no EDC service.
- I live in Lotus - I definitely would use public transportation if it were more available out here on a regular basis.
- It doesn't run when I go to work.
- Live in rural south County.
- Truthfully I need the freedom to go where I need to go on a moments notice.
- I'm a commuter pass owner.
- I use EDT to commute to work and will continue doing so irrespective of fleet power source.
- At this time the times do not work for work or entertainment.
- No stops near my house.
- Goes nowhere I need to go.
- To commute downtown.
- I don't need it now, but may in the future.
- I have a car.
- Not practical for me.
- Work from home.
- Live in Coloma sparse service there.
- Our members at senior day will ride daily
- No need.
- I live out of town and commute to the county for work.
- I don't often ride the local buses. I ride the commuters.
- Current rider.
- Commute to downtown Sacramento for work.
- Before the pandemic, I would use EDT daily to commute to work. Now, not so much. That will change eventually. When it does, what bus I ride depends on what shows up to the bus stop. The fuel that bus uses will not affect my decision.
- I ride transit to go out of El Dorado Hills. I don't see an increase in my ridership without a local.
- I use the commuter bus.



- Trip frequency determined by post-pandemic work schedule / need to be in the office.
- Depends on my work schedule.
- Would stay same for commuting.
- Zero emissions is not why I ride.
- Bus routes take too long in comparison to personal vehicle.
- Only ride when required to commute downtown Sac.

Question 6: If no: Would El Dorado Transit's new zero-emission bus fleet encourage you to ride transit?

Other Responses:

- I would like to ride transit and get out of my car sometimes.
- AS citizen it is imperative that we support these innovations, if we are able!
- I am a cyclist and ride Transit only when needed.
- Our area is too remote and would not be financially feasible for these transit services.
- Less pollution will be outputted into our community.
- Again, I'm not on a regular route. If one passed by me I'd be more likely to try it. Still, I generally only travel to the grocery store or to a restaurant for take-out and so would want a quick turn-around time.
- Stop is too far away.
- Does not frequent Lotus Rd, Coloma, Hwy 49 North.
- Don't ride the bus but would love zero emission.
- I can walk downtown, own a vehicle.
- Provides transportation that meets my values.
- Transit service doesn't come close to my home.
- Zero emission bus mean nothing to me--- especially if I need a ride.
- The bus doesn't come anywhere near where I live.
- I want to reduce my footprint.
- Not commuting anymore so I don't ride anymore.
- Until the sidewalk project for Ponderosa Road is complete, having my husband drive me is much more do-able than hoofing it to the Ponderosa P&R in my wheelchair.
- Need service to North County out to grocery stores/doctors and back.
- I enjoy riding transit, and look forward to riding the new buses.
- Depends on whether I can get on-demand service here.
- It is better to use transportation than using personal car for planet earth.
- No county services here, period.
- Would depend on the service area.
- Your wasting our tax dollars.
- Depends on destinations and commute alignment.



- Do not serve my area.
- I won't support legislation that hurts the county's finances.
- Same answer as above. I like and support ZEBs, but it won't affect my ridership one way or the other.
- If hours went into late evening likely to use.
- Doesn't run in my area.
- I work from home. But I may need to go to the office in Downtown Sac occasionally.
- We don't have bus service in our community.
- Possibly, in the future, I would have more incentive to ride zero-emission buses.
- Nearest route pickup location to me is 3.2 uphill miles away.
- Zero emission buses vs. current bus fleet would not be a factor if I needed to use the transit.
- I have a car.
- I do not live in a highly populated area.
- No difference.
- Rural location of my home.
- I am located WELL out of service range(Georgetown).
- I live out of town and commute to the county for work.
- I'll be telecommuting the majority of the time.
- Appreciate the service. Thank you.
- I applaud EDT move to zero emission vehicles. Sinc I do not drive I rely on transit and friends to get me somewhere.
- I don't have a need to ride a bus.
- Trip frequency determined by post-pandemic work schedule / need to be in the office.
- While covid is still happening I won't be on any bus.
- I am a commuter and would not increase my rides.
- Same answer - zero emissions is not why I ride.
- I ride the EDCTC for for reliable transportation.

Question 7: Do you see yourself or your family / friends in the El Dorado region using on-demand transit in the future?

Other Responses:

- This looks like a great option that expand transit in the county.
- There are often times when the scheduled bus service times or areas served don't meet my needs or the needs of my clients.
- Will there be busses available to get to Placerville from Somerset?
- To get out of the car, save money on gas.



- Growing older will quite naturally limit driving options. My family lives in a remote location and I don't think the bus would come to us.
- On demand goes to more locations.
- However, for me (and many others) it only works if the transit vehicle has a bike rack.
- I know many people who could utilize these services.
- I think this is a great service. Sometimes medical or social service appointments require different hours and we have to wait a long time in-between bus availability. The bus rides sometimes take a very long time 2 hours or more for a 20 minute ride.
- This is a tough one. I can see the benefits, but it depends on how quickly after calling a vehicle would arrive. (Plus, in this time of COVID I've managed to avoid mingling with strangers pretty well and would likely wait to use on-demand until the pandemic is actually over.) And I'm several miles outside of Diamond Springs (towards Pleasant Valley) which I'm not sure is an area you cover.
- We live out of town and need to connect visitors with the bus links to Sacramento or Folsom.
- Live on 1.5 mile steep hill private road with .25 miles of it gravel.
- Too time consuming for short errands same answer - zero emissions is not why I ride.
- Convenience as long as it was on time and cost effective. It's a great idea.
- Perhaps when I am unable to drive.
- Uber/Lyft/taxi alternative.
- Convenient and delivers me to where I need to go.
- If I am incapacitated and can't drive it will be my way to go.
- If the price is good, I would use this this. And if I did not have to walk very far to get on the ride.
- Maybe.
- We live in rural area. We do not have access to buses.
- Sounds like it might be a good idea.
- Bus does not go to my regular destinations.
- Good idea if waits aren't too long.
- I see it as useful and important to many segments of the population, such as senior citizens and those without private transportation, but my family and I won't be using it.
- May want to drive less as we age. Also we now only have 1 car instead of 2 so this might be helpful.
- Again, would it be available in the Coloma area?
- Great idea, but cost is a factor.



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- Very infrequently. If a high-emissions or low fuel economy vehicle were to drive us, it would probably be more harmful than for us to drive our low impact vehicle ourselves. I am more in favor of riding public transportation if I am getting onto a vehicle that is going to be traveling regardless of whether I get on. Special trips should really be reserved for situations where either the passengers can't drive themselves (disabled, people who don't own cars, or people who don't feel safe driving) and people for whom having someone else drive them would save emissions or gas (i.e., somehow the on-demand pick-up would result in less vehicle travel or the person's other transportation would be in highly polluting or gas guzzling vehicles). I think very few fall into the latter category. I guess another would be if you can transport people with bikes to places where they could ride safely if they can't ride safely from their starting points. The other benefits to having on-demand service is where parking is limited and the on demand rides are shared among multiple parties. That makes sense at Tahoe (and TART up north just started that service for those reasons) but not so much on the western slope.
- Unlikely because I prefer to know travel times with more certainty (ie. busses with schedules, or my husband driving me).
- I work at the CA Welcome Center and we get asked all the time for transit options.
- As I age, I will need dependable transportation.
- Groceries! Doctors! CVS and Riteaid!!!!
- I like to walk and to use transit, and anticipate wanting to use transit for more of my trips as I age. Poor pedestrian access to transit concerns me.
- We sometimes have guests who take the bus up from Sacramento. Getting from that bus stop to our house - and vice versa - is currently impossible without a private vehicle. On-demand transit could also fill the missing link to allow us to take public transit all the way to SMF.
- Easier and more reliable to drive ourselves.
- Great Plan! I definitely trust and use the service for myself and family.
- I doubt it will ever be available here. EDC prioritizes services at the south end of the county but offers nothing here.
- It's a wonderful way to reduce emissions & be kinder to the environment! ride the EDCTC for for reliable transportation.
- It's to slow to get me where I need to go.
- Possible.
- Another awesome idea!
- Do not serve my area.
- That's a really great service for our rural area!
- Freedom of going where you want to go on a moments notice.
- This is a good system for older people who may have transportation problems. It also is an excellent way to allow visitors to visit downtown without having to park their car using up our limited parking spaces.



- I would love to use transit for local trips (not just commuting to Sac) but it currently does not service my home area. If on-demand transit were to provide access closer to home, I would definitively avail myself of it.
- When I no longer can drive I would use to get into town.
- Isn't available.
- If fare is reasonable then yes.
- I can see using this service only on the rare occasion that my (zero emissions) car is in the shop. I would not trust a stranger to give my minor child a ride. My elderly in-laws have transportation at their assisted living community.
- I have a car, but in 20 years when I'm elderly will use this service!
- Uber is more convenient and comes right to your door.
- No need.
- If I had the opportunity, I would use on-demand transit.
- Adult with special needs.
- Age-related: Not being able to drive a car any longer.
- Nearest county road is .9 downhill miles away. Return walking would be uphill. Rain and snow at 3000 ft elevation is not fun when walking.
- Too old to walk anywhere.
- Hopefully it will not be necessary.
- Could be useful as Uber seems to be hit or miss up here and can be very expensive.
- I can envision some neighbors using the service as long as it was competitive with RideShare apps/services, and was easy to use.
- Have green hybrid personal vehicles.
- Aging.
- The price is too expensive.
- I currently have to drive to get to public transit.
- This is very convenient and reduces traffic on street.
- Taxi service is sporadic and there are no other options.
- Maybe, It depends on how well it works and where the service operates.
- Hate another app.
- I ride the regular routes. I don't ride dialaride.
- Live in rural county off Sly Park rd.
- The problem I have with on demand is the reserving a ride in advance. Often I need to do something within a shorter time frame. Such it is raining and I can't walk to the bus stop, or my disabilities stop me from walking to the stop, which happens quite often. I can't plan ahead.
- Is it available for non-disabled individuals?
- Don't need it at this point.



- Maybe one day.
- I use my car on weekends / for non-work trips.
- We live too remotely in Camino. I don't see the service coming this far out. If it did, and was convenient, we would consider it.
- Never needed until now.
- Do not believe offered in area.
- Covid.
- I do not live near a bus stop.
- Maybe if I get too old to drive.
- Costly program to implement for occasional transportation. I would rather see the EDCTC spend the funding for this program to increase the frequency and the number of routes to Sacramento.

Question 7: Please share any additional thoughts you have about this project.

Other Responses:

- The idea of transitioning to zero-emission buses is wonderful! Thanks for the leadership. I would hope that in the not too distant future the county vehicle fleet would be all electric. I have experienced the Sheriff Dept.'s electric motorcycles on the El Dorado Trail and they are a welcome addition also. I've suggested to the Sheriff that they explore electric patrol cars and trucks but received no feedback. Ford's new all electric F150 pickup should give them something to look forward to in 2022.
- Thank you for your efforts to help our world!
- <https://www.thegatewaypundit.com/2021/07/ca-agency-may-scrap-electric-bus-fleet-electric-buses-melt-california-sun-catch-fire-cost-much-fix/> Check with our neighbors to the south before purchasing...
- I wonder if this on demand service does apply to Georgetown, Garden Valley, Coloma-Lotus.
- Thank you for your good works with retard to the program.
- I'm disappointed that hydrogen fuel cell wasn't given more weight in relation to reducing life- cycle emissions.
- I hope there will be grants to have zero emission public transportation in the whole Lake Tahoe basin for air quality issues. Also air quality changes can be measured as almost certainly 99% or more of the pollution here is generated at the lake. This can be used as a benchmark on the effect of zero emission public transit to be evaluated by other areas.
- Make sure bike racks are large enough and can take bicycles with 29" tire size. That was always a challenge. It's ok to contact me for additional input or questions.
- I'm all for it. Even though I'm outside your general routes, I did appreciate the Sacramento Commuter route for many, many years.
- Until we figure out how to recycle batteries and solar panels I do not support battery operated vehicles. We MUST be able to safely recycle these items.



- I am already in the lists. Keep up the good work. Thank you.
- Seems like a great idea.
- On demand transit makes more sense- Look at ridership numbers than make a decision.
- I do ride EDT buses when it makes sense, occasionally locally and occasionally to Sac. I love that we're investing in electric buses. I have resigned myself, however, to the fact that most of our county residents could care less about public transportation and that in the rural parts of the county it's not likely to serve much purpose. Thank you.
- I think it has excellent potential since El Dorado County is so spread out, it's hard to just blanket cover the entire county. Instead, on-demand transit could give clues to where new useful routes might be implemented.
- Excited for the new buses!
- The failure of local entities, agencies, non-profits, and businesses to include transit in directions to their locations, and to adapt their schedules to transit schedules is a barrier to access. Poor pedestrian access to transit concerns me.
- Thumbs up!
- As our county elderly population continues to increase, we need to provide transportation for those who do not have access to cars. We want a transit system easily accessible to all so that they are not house bound. Otherwise, we force non-driving elderly to move out of the county due to lack of transportation for even basic necessities such as food.
- On Demand Transit: Would be good to be able to schedule round trip or one way trip.
- Stop socialist programs.
- Completely agree with shift to zero emission vehicles and applaud the county for taking this step.
- Electric vehicles are not the wave of the future.
- If this is a mandate, please wait until the absolute last minute to make the expenditures. Perhaps place the first order at on December 31, 2025.
- Would be great To get a bus line out to Somerset even if it's just twice a day.
- I'm concerned for the disabled and elderly who cannot travel blocks to pick up a bus, and the increase in bus fares for the elderly and disadvantaged with low or limited income would also be a hardship.
- Improved transit in our community creates more opportunities and encourages new families to locate here, retired, seniors, and evens out house values in the county.
- Clean energy is good and I think it benefits the whole community.
- El Dorado Hills has tens of thousands of people and basically zero transit options.
- Great idea to reduce emissions!
- I support this project.
- Fantastic.

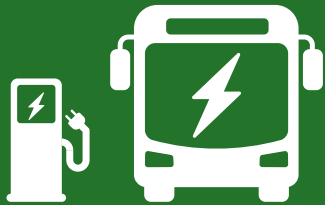


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- Most of my travel is to Placerville for dining, groceries, hardware, gasoline, propane bottles or hair cuts. Carrying larger amounts of groceries or hardware on a bus and walking .09 miles back uphill or in the dark is not my idea of fun.
- Think economically.
- I really like transit to downtown, but the new timings are not convenient. Please have a bus after 7:15.
- What about snow weather? Electric does not run well in cold weather. Seems like Biden propaganda.
- It's very important in light of climate change and increased fire Hazzard in the foothills.
- Because the Air Board requires this change is all the reason you need to make the switch. The health and environmental benefits associated with removing a handful of diesel or natural gas buses from the streets – as compared with emissions from the thousands of cars that are driven around El Dorado County each day (to say nothing of multitudinous other sources of emissions and pollution) – seem likely to be de minimus at best. There is probably no measurable impact to any category of supposed benefits that will result from switching to electric vehicles. But if EDT is required to make the switch, then it will make the switch. Whether it's a good idea or improves anything beyond the theoretical is immaterial.
- I like it.
- Its a great idea and will benefit the environment. ED buses are known for being one of the best transportations and this will just make it better.
- What are the costs? Maybe an infographic to help see that there's a savings otherwise. I did not watch the video, but maybe I would if it was posted to social media.
- Will the electricity be generated by El Dorado Transit or purchased 100% from renewable energy sources? Current statewide mix is only about 40% renewable.
- I hope the bus fares will still be affordable.
- What do you mean that the FCEBs don't match fleet? Match how?
- Would like to know total cost of fleet purchases and infrastructure. Will maintenance staff be reduced?
- I see this as a waste of limited County resources that should be used to increase the frequency and the number of routes to/in Sacramento to maximize the reduction of greenhouse gas emissions. I am unable to ride the bus more often due to the last bus leaving downtown at 5:45. I would like to see a later route added to the schedule.

Join us on the journey
to a cleaner, quieter ride...

NOW THROUGH
JULY 30



The Future of El Dorado Transit

● What exactly is a
zero-emission bus?

● What are the benefits
of this transition?

● How will this affect you
and your community?

The **El Dorado County Transportation Commission**, who you probably know as EDCTC, and **El Dorado Transit** are teaming up to reduce greenhouse gas emissions and improve air quality in the region by transitioning the public transit bus fleet to zero-emission buses.

www.EIDoradoZEB.com

Participate in a short virtual community workshop now through **July 30** to learn about this project and let us know your thoughts! We need to hear from you.



The California Air Resources Board has mandated that all transit agencies in the state must operate 100% zero-emission buses by 2040. As part of this mandate, small transit operators (that's us!) must submit a Zero-Emission Bus (ZEB) Rollout Plan by July 2023.

Join us on the journey to a cleaner, quieter ride...

**Take a short online questionnaire
now through July 30**



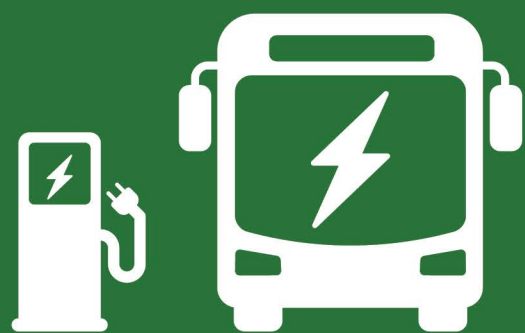
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