

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

February 21, 2019

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Noack called the regular meeting of the Board of Directors to order at 9:00 a.m. Board Members present were Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Schroder, Storer, Wilk and Worth. Director Candell was absent.

Staff: Ramacier, Chun, Sherman, Allison, Cheung, Churchill, Cuntapay, Duenas, Glenn, Gray, Griscti, Hedgpeth, Hill, Horta, Hurley, Kamara, Martinez, McCarthy, Mitchell, Quezon, Reeb, Rettig and Rooshan

Public Comment: None

CONSENT CALENDAR

MOTION: Director Haydon moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of January 17, 2019; (b) Update Reimbursement Policy for Directors and Staff, Resolution No. 2019-019; (c) Amendment to Bishop Ranch Agreement, Resolution No. 2019-018. Director Hoffmeister seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth
No: None
Abstain: None
Absent: Director Candell

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

Recognition of Employees of the 4th Quarter, 2018

Administration: Robbie Rooshan
Maintenance: Benito Cuntapay
Transportation: Ron Allison and Edgardo Aparicio

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Cap and Trade Grant (LCTOP) –FY2018-19 and Resolution No. 2019-017

Ruby Horta, Director of Planning and Scheduling, gave a brief history and explained that the Cap and Trade funding program for transit is titled Low Carbon Transit Operations Program (LCTOP). The initial three years of funding were available from FY 2014-15 to FY 2016-17 and funds were primarily used to operate the Martinez Shuttle – Route 3. Prior to FY 17-18, at least 50% of LCTOP funds had to be used **within ½ mile** of a disadvantaged community (DAC). The FY 17-18 guidelines stated that eligible projects must be “**within a DAC**”. Route 3 was ½ mile from the DAC, thus no longer eligible for these funds. Due to low productivity and lack of funding, Route 3 was eliminated in Fall 2018.

Route 99X was designed to meet the new guidelines, connecting the Martinez Amtrak Station to BART via Pacheco Blvd. and Morello Ave. Additionally, given the increased amount of funds, staff added three trips to the existing weekend route (316), also serving the DAC. These service changes were implemented in Fall 2018. Staff used the remaining 50% of the funds for the Low/No electric bus project – the second set electric buses.

In 2018, The California Legislature passed Senate Bill 1119 (SB 1119) that provides the flexibility needed to implement a fare subsidy project in the Monument Corridor. MTC has published an estimate for the region and County Connection is expected to receive \$1.1M. Staff proposes to use these funds to continue operating Route 99X and additional Route 316 trips (approximately \$375,000) and the remaining \$757,000 to pilot a fare subsidy project for the following weekday routes: 11, 14 and 16. All of these routes serve AB 1550 low-income communities and an MTC community of concern, which is centered around Downtown Concord and the Monument Corridor. Making these routes free will unleash a lot of latent demand and staff believes that using these funds is the best way to stimulate ridership in the corridor. Staff estimates that ridership will likely increase by at least 25%, which allows for full utilization of the FY 18-19 LCTOP allocation.

MOTION: Director Dessayer moved adoption of Resolution No. 2019-017, approving the proposed LCTOP project funding allocation. Director Wilk seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth
No: None
Abstain: None
Absent: Director Candell

Marketing, Planning & Legislative Committee

Draft 2019 Federal Legislative Program

Director Worth introduced the item and invited the Board members to give their feedback on the pamphlet that will be distributed at the APTA Legislative conference and at meetings that will be held with our Congressional Delegations. After some discussion about what pictures should be used and what transit positions should be highlighted in the brochure, Director Hoffmeister made a motion.

MOTION: Director Hoffmeister moved adoption of the 2019 Federal Legislative Program. Director Hudson seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth
No: None
Abstain: None
Absent: Director Candell

Operations & Scheduling Committee

Bishop Ranch Service Restructure

Director Storer explained that the existing service, Route 96X and 97X, provides express freeway running Bishop Ranch branded buses on I-680. The routing includes an all stops loop pattern for various stops within the ranch itself. The current alignment is rather confusing, with two different stop sequences, one for the morning trips and another for the evening trips. This was done to shorten travel times to BART for Chevron and Bishop Ranch 1 passengers. As part of the route and its travel times, the buses spend almost as much time making all stops inside Bishop Ranch as they do on the freeway from Walnut Creek BART.

Staff came up with an alternative service plan that improves travel times for most Bishop Ranch locations, while acknowledging that some of the benefits of the current routing must be balanced with new benefits of a streamlined system that would allow for more direct service to more locations as a whole. This service plan focuses on both routes 96X and 97X originating from Walnut Creek BART with service to the San Ramon Transit Center via Bishop Ranch stops. Route 97X would serve Bishop Ranch locations north of the transit center and Route 96X would serve the southern segment of the ranch.

The main benefit of the new service plan would be reducing the travel time to allow for more direct service. Staff acknowledges that this proposal will inconvenience some passengers who will now have to walk a few blocks further to access a bus stop, whereas now they have front door service. However, Bishop Ranch has implemented two local shuttles that travel between all Bishop Ranch locations and can help mitigate these inconveniences.

MOTION: Director Storer moved that the Board authorize staff to proceed with public hearing process on the proposed service restructure for BR routes 96X/97X. Director Wilk seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth

No: None

Abstain: None

Absent: Director Candell

BOARD COMMUNICATION: None

ADJOURNMENT: Chair Noack adjourned the regular Board meeting at 9:30 a.m.

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date