

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

BOARD OF DIRECTORS MEETING AGENDA

**Thursday, June 20, 2019
9:00 a.m.**

**CCCTA Paratransit Facility
Gayle B. Uilkema Memorial Board Room
2477 Arnold Industrial Way
Concord, California**

The County Connection Board of Directors may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

1. Call to Order/Pledge of Allegiance
2. Roll Call/Confirm Quorum
3. Public Communication
4. Public Hearing: CCCTA FY2020 Operating and Capital Budget
5. Consent Calendar
 - a) Approval of Minutes of Regular Meeting of May 16, 2019*
 - b) Adjustment to Non-Represented Administrative Employees Compensation*
(The A & F Committee recommends the Board adopt Resolution No. 2019-027 which will authorize an increase of 3% to the Non-Represented Administrative and Management Employees compensation for the FY2019-2020 and a Merit Pool for select management employees not to exceed \$40,000.)
 - c) Adoption of Gann Appropriations Spending Limitation for FY 2019-2020*
(The A & F Committee recommends that the Board adopt Resolution No. 2019-026, which will approve the Gann appropriations spending limitation of \$78,313,902 for FY 2019.)
 - d) Approval of Resolution No. 2019-029, Declaring an Effective Date for Compensation Adjustment for the General Manager for FY 2019-2020*
6. Report of Chair
 - a) Appointment of Nominating Committee for Election of CCCTA Officers
7. Report of General Manager
 - a) Recognition of Employees of the 1st Quarter, 2019
 - b) Recognition of the 2018 General Manager's Award

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

- c) Status of the August 2019 County Connection Board of Directors Meeting
(The General Manager will inform the Board that there will be items that will require action on the August 2019 board agenda.)
- d) FASTER Bay Area
(The General Manager will inform the Board of an effort underway on a possible region wide initiative to raise \$110 billion in transportation funding.)

8. Report of Standing Committee

- a) Administration & Finance Committee
(Committee Chair: Al Dessayer)
 - 1) Revised Fiscal Year 2020 Budget and Ten Year Forecast*
(The A&F Committee recommends the Board approve Resolution No. 2019-028 and adopt the FY 2020 Budget.)
- b) Marketing, Planning & Legislative Committee
(Committee Chair: Amy Worth)
 - 1) Draft Transportation Expenditure Plan Project List*
(Staff will provide a summary of priority projects for consideration in the Transportation Expenditure Plan.)
- c) Operations & Scheduling Committee
(Committee Chair: Robert Storer)
 - 1) Update on Walnut Creek Transit Village*
(The O&S Committee and staff will present an update on various issues and challenges concerning the new transit Village at the Walnut Creek BART Station. Information Only.)

9. Report from the Advisory Committee

- a) Appointment of Matthew Horne to Advisory Committee Representing City of Pleasant Hill and Jason Sommers as the alternate member.
- b) Appointment of Marjorie McWee to Advisory Committee Representing Contra Costa County

10. Board Communication

Under this item, Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report (on any matter) be made at another meeting.

11. Adjournment

*Enclosure

**It will be available at the Board meeting.

General Information

Possible Action: The Board may act upon any item listed on the agenda.

Public Comment: Each person wishing to address the County Connection Board of Directors is requested to complete a Speakers Card for submittal to the Clerk of the Board before the meeting convenes or the applicable agenda item is discussed. Persons who address the Board are also asked to furnish a copy of any written statement to the Clerk.

Persons who wish to speak on matters set for Public Hearings will be heard when the Chair calls for comments from the public. After individuals have spoken, the Public Hearing is closed and the matter is subject to discussion and action by the Board.

A period of thirty (30) minutes has been allocated for public comments concerning items of interest within the subject matter jurisdiction of the Board. Each individual will be allotted three minutes, which may be extended at the discretion of the Board Chair.

Consent Items: All matters listed under the Consent Calendar are considered by the Board to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a Board Member or a member of the public prior to when the Board votes on the motion to adopt.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body, will be available for public inspection at 2477 Arnold Industrial Way, Concord, California, at the same time that the public records are distributed or made available to the legislative body. The agenda and enclosures for this meeting are posted also on our website at www.countyconnection.com.

Accessible Public Meetings: Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service so that it is received by County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Board Clerk, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org

Shuttle Service: With advance notice, a County Connection LINK shuttle can be available at the BART station nearest the meeting location for individuals who want to attend the meeting. To arrange for the shuttle service, please call (925) 938-7433 between 8:00 am and 5:00 pm at least one day before the meeting.

Currently Scheduled Board and Committee Meetings

| | |
|------------------------------------|---|
| Board of Directors: | Thursday, July 18, 9:00 a.m., County Connection Board Room |
| Administration & Finance: | Tuesday, July 2, 9:00 a.m., Hanson Bridgett, 1676 North California Blvd., Suite 620, Walnut Creek, California |
| Advisory Committee: | TBA. County Connection Board Room |
| Marketing, Planning & Legislative: | Thursday, July 11, 8:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA |
| Operations & Scheduling: | Friday, July 5, 8:15 a.m. Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA |

The above meeting schedules are subject to change. Please check the County Connection Website (www.countyconnection.com) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting. This agenda is posted on County Connection's Website (www.countyconnection.com) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

May 16, 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, Hudson, Schroder, Storer, Tatzin, Wilk and Worth. Director Hoffmeister arrived after the meeting was convened.

Staff: Ramacier, Sherman, Cheung, Churchill, Glenn, Hedgpeth, Hill, Horta, Kamara, Martinez, McCarthy, Mitchell, Patrick, Reeb, Rettig, Roosheen, Sambito, Stein and Taylor

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 April 18, 2019; (b) CCCTA Investment Policy-Quarterly Reporting Requirement; (c) 2019 BART Bridges, Resolution No. 2019-023. Director Storer seconded the motion and it received the following vote of approval:

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

REPORT OF CHAIR:

Recognition of the 2018 Board Chair's Award
Alex Sambito

REPORT OF GENERAL MANAGER:

Recognition of the 2018 Employees of the Year

Administration: Robbie Roosheen
Maintenance: Tia Heitz
Transportation: Luis Stein and Kevin Patrick

Recognition of the 2018 General Manager's Award

Ron Allison-Transit Operator, he was unable to attend so he will be recognized at the June Board Meeting. Director Hoffmeister arrived at 9:10 a.m.

Report on a meeting with the Bus Transit Coordinating Council and Contra Costa Transportation Authority, regarding possible countywide 2020 tax measure for transportation.

General Manager Rick Ramacier informed the Board that he attended a meeting with the Bus Transit Coordinating Council and Contra Costa Transportation Authority regarding a possible countywide 2020 tax measure for transportation. Some of the problems at hand are how to reduce congestion and issues related to BART. We will continue to meet and as new developments occur, he will keep the Board informed.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Fiscal Year 2020 Draft Budget and Ten Year Forecast

Director Dessayer stated that the Board has seen this budget a few times and there are only minor changes. The updated version for FY 2020 Budget proposes \$42,271,087 in operational and capital expenses. County Connection's main revenue source is TDA 4.0 funds from MTC; the budget proposes using \$18,478,064, which is \$2,431,304 less than MTC estimates we will receive next fiscal year of \$20,909,368. TDA reserves are estimated to end higher in FY 2020 with a balance of \$17,762,000. The net impact is an increase in expenses in FY 2020 and FY 2019 of \$7,500 and \$112,600, respectively.

Operations & Scheduling Committee

County Connection LINK Coordination with Choice in Aging Program

Director Storer introduced the item and turned the meeting over to Rashida Kamara, Manager of Accessible Services. In response to complaints from Mount Diablo Rehab regarding paratransit service, County Connection retained the Consulting Services of an ADA Paratransit expert, Douglas Cross of Douglas Cross Transportation Consulting, to investigate, summarize and recommend best practices to improve service.

As a result of the investigation, staff is proposing this Demonstration Project with Choice in Aging.

The cost of these trips during the Demonstration Project will be \$34 per trip, which is less than our projected cost of \$47 per trip under our new Paratransit Contract. Staff provided a chart showing the total maximum projected cost for 12 passengers annually under both the Demonstration Project and LINK with our new contractor. There is an estimated 27.6% reduction in overall cost for the 12 passengers.

MOTION: Director Storer moved approval of Resolution No. 2019-024, authorizing the General Manager to enter into an agreement with Choice in Aging for a period of one year to commence June 1, 2019. Director Tatzin seconded the motion and it received the following vote of approval:

| | |
|----------|--|
| Aye: | Directors Andersen, Dessayer, Haydon, Hoffmeister, Hudson, Noack, Schroder, Storer, Tatzin, Wilk and Worth |
| No: | None |
| Abstain: | None |
| Absent: | None |

BOARD COMMUNICATION: None

Closed Session:

Conference with Labor Negotiator (pursuant to Government Code Section 54957 and 54957.6)
Unrepresented Employee-Legal Counsel

Open Session:

Report of Action(s) Taken During Closed Session

Consideration of Proposed Legal Services Rate Adjustment, Resolution No. 2019-025

MOTION: Director Dessayer moved approval of Resolution No. 2019-025, as amended, authorizing adjustment to legal counsel rates. Director Wilk seconded the motion and it received the following vote of approval:

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

No: None

Abstain: None

Absent: None

ADJOURNMENT: Chair Noack adjourned the regular Board meeting at 10:07 a.m.

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

To: Board of Directors

Date: June 11, 2019

From: Lisa Rettig, Director of Human Resources

Reviewed by: *WC.*

SUBJECT: Adjustment to Non-Represented Administrative Employees Compensation

Summary of Issues: The non-represented employees consist of County Connection's administrative employees.

It looks reasonably certain that for FY 20 the Authority can prudently afford an increase for these non-represented employees.

The General Manager requests a 3% increase for all satisfactorily performing administrative employees effective July 1, 2019. This is the same percentage increase included in the MOUs for the represented employees.

In previous years, the General Manager has also requested a Merit Pool for Management employees. The General Manager requests a Merit Pool not to exceed \$40,000 for select management employees.

Financial Implications: The cost for the above increases will not exceed \$185,845; this amount is included in the FY20 Budget.

Committee Recommendation: The A&F Committee recommend adoption of Resolution 2019-027. The Committee also directed Staff to consider a bonus program for managers, in the future, based on achieving the Authority's goals, such as, increases in ridership.

Action Requested: Adoption of Resolution 2019-027.



| | | PROPOSED FY 2020 PAYSACLE | | | | STEPS | | | | |
|----------|--|---------------------------|--------|--------|--------|--------|--------|--------|--------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| GRADE | POSITION | (MIN) | | | | | | | | (MAX) |
| GRADE 13 | | | | | | | | | | |
| | ASSISTANT GENERAL MANAGER ADMINISTRATION | 153,831 | | | | | | | | 206,876 |
| | CHIEF OPERATING OFFICER | 153,831 | | | | | | | | 206,876 |
| | CHIEF FINANCIAL OFFICER | 153,831 | | | | | | | | 206,876 |
| GRADE 12 | | | | | | | | | | |
| | DIRECTOR OF TRANSPORTATION | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF HUMAN RESOURCES | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF PLANNING & MARKETING | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF MAINTENANCE | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF IT | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF INNOVATION & MOBILITY | 96,818 | | | | | | | | 187,291 |
| | DIRECTOR OF RECRUITMENT & EE DEV/DBE OFFICER | 96,818 | | | | | | | | 187,291 |
| GRADE 11 | | | | | | | | | | |
| | MGR. OF ACCOUNTING | 75,882 | | | | | | | | 148,515 |
| | MGR. TRAINING | 75,882 | | | | | | | | 148,515 |
| | MGR. ACC SERVICE | 75,882 | | | | | | | | 148,515 |
| | MGR. TRANSPORTATION | 75,882 | | | | | | | | 148,515 |
| | MGR. PLANNING | 75,882 | | | | | | | | 148,515 |
| | MGR. PURCHASING AND GRANTS | 75,882 | | | | | | | | 148,515 |
| | FACILITY SUPERINTENDENT | 75,882 | | | | | | | | 148,515 |
| GRADE 10 | | | | | | | | | | |
| | TRAINING COORDINATOR | 69,841 | | | | | | | | 94,942 |
| | ASST. TO THE GM/CFO & BOARD CLERK | 69,841 | | | | | | | | 94,942 |
| | ASST. MGR. CUST SERVICE | 69,841 | | | | | | | | 94,942 |
| | PLANNER/COMMUNITY LIASON | 69,841 | | | | | | | | 94,942 |
| | CHIEF SCHEDULER | 69,841 | | | | | | | | 94,942 |
| GRADE 9 | | | | | | | | | | |
| | ASST. FACILITIES SUPER. | 64,269 | 66,862 | 69,483 | 72,296 | 75,137 | 78,199 | 81,288 | 84,598 | |
| | BUYER | 64,269 | 66,862 | 69,483 | 72,296 | 75,137 | 78,199 | 81,288 | 84,598 | |
| | MAINTENANCE ASSISTANT | 64,269 | 66,862 | 69,483 | 72,296 | 75,137 | 78,199 | 81,288 | 84,598 | |
| GRADE 8 | | | | | | | | | | |
| | PAYROLL SUPERVISOR | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |
| | SERVICE SCHEDULER | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |
| | HELP DESK & USER SUPPORT | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |
| | HR SPECIALIST | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |
| | SR. ACCOUNTING ASSIST. | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |
| | FACILITY SPECIALIST | 58,366 | 60,683 | 63,138 | 65,593 | 68,269 | 71,000 | 73,868 | 76,765 | |



| | | PROPOSED FY 2020 Payscale | | | | | | | | |
|---------|-----------------------------|---------------------------|--------|--------|--------|--------|--------|--------|--------|------------|
| | | STEPS | | | | | | | | |
| GRADE | POSITION | 1 (MIN) | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 (MAX) |
| GRADE 7 | DATA ANALYST | 53,043 | 55,250 | 57,401 | 59,690 | 62,145 | 64,573 | 67,166 | 69,841 | |
| | ASST. SCHEDULER | 53,043 | 55,250 | 57,401 | 59,690 | 62,145 | 64,573 | 67,166 | 69,841 | |
| | PAYROLL SPECIALIST | 53,043 | 55,250 | 57,401 | 59,690 | 62,145 | 64,573 | 67,166 | 69,841 | |
| | ADMIN ASST. III | 53,043 | 55,250 | 57,401 | 59,690 | 62,145 | 64,573 | 67,166 | 69,841 | |
| | SENIOR CUSTOMER SERVICE REP | 53,043 | 55,250 | 57,401 | 59,690 | 62,145 | 64,573 | 67,166 | 69,841 | |
| | | | | | | | | | | |
| GRADE 6 | C.S REP. | 48,216 | 50,202 | 52,215 | 54,257 | 56,463 | 58,725 | 61,042 | 63,469 | |
| | ADA SPECIALIST | 48,216 | 50,202 | 52,215 | 54,257 | 56,463 | 58,725 | 61,042 | 63,469 | |
| | | | | | | | | | | |
| GRADE 5 | LEAD CUSTODIAN | 39,775 | 41,348 | 43,030 | 44,740 | 46,533 | 48,436 | 50,312 | 52,353 | |
| GRADE 4 | CUSTODIAN | 36,189 | 37,624 | 39,113 | 40,741 | 42,341 | 44,051 | 45,788 | 47,637 | |

RESOLUTION NO. 2019-027

**BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA**

* * *

**AUTHORIZING FY2020 ANNUAL ADJUSTMENT
TO ADMINISTRATIVE STAFF SALARIES**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter "Member Jurisdictions") have formed the Central Contra Costa Transit Authority ("CCCTA"), a joint exercise of powers agency created under California Government Code Section 6500 *et seq.*, for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions;

WHEREAS, the General Manager has recommended an adjustment to the non-represented administrative staff and management salary ranges to reflect a 3% increase to be effective July 1, 2019, as set forth in Exhibit A; and

WHEREAS, the Administration & Finance Committee recommends that the Board of Directors adopt the recommendations of the General Manager, as set forth in Exhibit A.

NOW, THEREFORE, BE IT RESOLVED that the CCCTA Board of Directors approves the adjustments to the salary ranges for administrative staff and management grades as set forth in the FY2020 Annual Pay Scale attached hereto and incorporated herein as Exhibit A, to be effective July 1, 2019.

Regularly passed and adopted this 20th day of June, 2019 by the following vote.

Ayes:

Noes:

Abstain:

Absent:

Sue Noack, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

INTER OFFICE MEMO

To: Board of Directors

Date: June 20, 2019

From: Erick Cheung, Chief Finance Officer

SUBJECT: Adoption of Gann Appropriations Spending Limitation for FY 2019-2020

Summary of Issues:

Pursuant to California Constitution Article XIII (B) (Proposition 4), public entities are required to conform to budgetary guidelines set forth in the Gann Initiative. The purpose of Article XIII (B) is to constrain fiscal growth in government by limiting the proceeds of taxes that may be appropriated each year. Each year's limit may be adjusted for increase in cost of living (*California per capita income*) and population. For special districts, if the district is located entirely within one county, the *county's population* change factor is to be used. That is the case with County Connection. The limit may also be changed in the event of a transfer of fiscal responsibility.

The California Revenue and Taxation Code, section 2227, mandates that the Department of Finance transmit an estimate of the percentage change in population to local governments. The Department of Finance also transmits the change in the cost of living, or price factor.

The formula for calculating the appropriations spending limit is:

1. Population percentage change x price increase/decrease factor=ratio of change
2. Ratio of change x 2018-19 spending limit = 2019-20 spending limit.

Based on the above formula, the spending limit for County Connection is:

1. Population percentage change x price increase/decrease factor=ratio of change
 $1.0070 \times 1.0385 = 1.0458$

2. Ratio of change x 2018-2019 spending limit =2019-2020 spending limit:
 $1.0458 \times \$74,884,205 = \$78,313,902$

Based on the above calculations, **the Gann appropriations spending limit for FY 2019-2020 is \$78,313,902** (Exhibit A). The actual County Connection non-federal appropriations budget for FY 2019-2020 is \$40,891,087, which is \$37,422,815 below the spending limitation.

Recommendation:

By State law, the County Connection Board of Directors must adopt an appropriations limitation. The staff and the A&F Committee recommend approval of Resolution 2019-026 to set the Gann appropriations spending limitation of \$78,313,902 for FY 2019-20 to the Board.

COMPUTATION OF GANN APPROPRIATIONS SPENDING LIMIT FOR FY 2020

| | | | |
|---|--------------|--------------|---------|
| Contra Costa County change in population | | 0.70 | |
| Converted to a ratio | 1.007 | | |
| Percentage change in per capita personal income | | 3.85 | |
| Converted to a ratio | 1.0385 | | |
| <i>Source: California Department of Finance</i> | | | |
| Ratio of change: | | | |
| 1.0070 x 1.0385 = | | 1.0458 | (1) |
| FY 2019 appropriations limit | | \$74,884,205 | (2) |
| FY 2020 appropriations limit | | \$78,313,902 | (1)*(2) |
| FY 2020 operating budget | \$41,582,087 | | |
| Less expenses paid by federal monies | -\$1,380,000 | | |
| | \$40,202,087 | | |
| FY 2020 capital budget | \$689,000 | | |
| Less expenses paid by federal monies | \$0 | | |
| | \$689,000 | | |
| Operating and capital appropriation | | \$40,891,087 | |
| Under limit | | \$37,422,815 | |

May 2019

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2019, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2019-20. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2019-20 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts

Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: <http://leginfo.legislature.ca.gov/faces/codes.xhtml>.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification

The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2019.**

Please Note: The prior year's city population estimates may be revised.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

KEELY BOSLER
Director
By:

Vivek Viswanathan
Chief Deputy Director

Attachment

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2019-20 appropriation limit is:

| Per Capita Personal Income | |
|----------------------------|--------------------------------------|
| Fiscal Year (FY) | Percentage change over prior year |
| 2019-20 | 3.85 |

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2019-20 appropriation limit.

2019-20:

Per Capita Cost of Living Change = 3.85 percent
Population Change = 0.47 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.85 + 100}{100} = 1.0385$

Population converted to a ratio: $\frac{0.47 + 100}{100} = 1.0047$

Calculation of factor for FY 2019-20: $1.0385 \times 1.0047 = 1.0434$

Fiscal Year 2019-20

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2018 to January 1, 2019 and Total Population, January 1, 2019

| County City | <u>Percent Change</u> | <u>--- Population Minus Exclusions ---</u> | | <u>Total Population</u> |
|------------------------|------------------------------|---|---------------|------------------------------------|
| | 2018-2019 | 1-1-18 | 1-1-19 | 1-1-2019 |
| Contra Costa | | | | |
| Antioch | 0.56 | 113,266 | 113,901 | 113,901 |
| Brentwood | 2.45 | 62,140 | 63,662 | 63,662 |
| Clayton | 0.19 | 11,631 | 11,653 | 11,653 |
| Concord | 0.31 | 129,493 | 129,889 | 129,889 |
| Danville | 0.37 | 45,103 | 45,270 | 45,270 |
| El Cerrito | 1.06 | 25,192 | 25,459 | 25,459 |
| Hercules | 1.00 | 25,964 | 26,224 | 26,224 |
| Lafayette | 0.96 | 26,077 | 26,327 | 26,327 |
| Martinez | 0.22 | 38,406 | 38,490 | 38,490 |
| Moraga | 0.31 | 16,886 | 16,939 | 16,939 |
| Oakley | 1.98 | 40,949 | 41,759 | 41,759 |
| Orinda | 0.74 | 19,331 | 19,475 | 19,475 |
| Pinole | 0.21 | 19,458 | 19,498 | 19,498 |
| Pittsburg | 0.74 | 72,006 | 72,541 | 72,541 |
| Pleasant Hill | 0.25 | 34,969 | 35,055 | 35,055 |
| Richmond | 0.28 | 110,128 | 110,436 | 110,436 |
| San Pablo | 0.25 | 31,737 | 31,817 | 31,817 |
| San Ramon | 0.94 | 83,179 | 83,957 | 83,957 |
| Walnut Creek | 0.90 | 69,498 | 70,121 | 70,121 |
| Unincorporated | 0.55 | 172,382 | 173,322 | 173,406 |
| County Total | 0.70 | 1,147,795 | 1,155,795 | 1,155,879 |

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

RESOLUTION NO. 2019-026

**BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA**

* * *

ADOPT AN APPROPRIATIONS LIMIT FOR FISCAL YEAR 2019-20

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter "Member Jurisdictions") have formed the Central Contra Costa Transit Authority ("CCCTA"), a joint exercise of powers agency created under California Government Code Section 6500 *et seq.*, for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions;

WHEREAS, Government Code Section 7910 requires the CCCTA to adopt an appropriations limit for each fiscal year;

WHEREAS, Government Code Section 7910 requires that, fifteen (15) days prior to adoption of the CCCTA appropriations limit, documentation used in determination of the limit, and other necessary determinations, shall be available to the public;

WHEREAS, CCCTA staff has prepared the appropriations limit documentation (attached hereto and marked Exhibit A) which has been made available to the public for review more than fifteen (15) days prior to the date this resolution was scheduled for consideration by the Board.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the CCCTA Board of Directors that pursuant to Article XIII B of the California State Constitution and SB 1352 (1980 Stats.), the appropriations limit for the Central Contra Costa Transit Authority shall be \$78,313,902, which shall be applicable to fiscal year 2019-20 as set forth in the attached appropriations limit documentation.

Regularly passed and adopted this 20st day of June, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sue Noack, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

RESOLUTION NO. 2019-029

**BOARD OF DIRECTORS CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA**

* * *

**DECLARES AN EFFECTIVE DATE FOR COMPENSATION ADJUSTMENT
FOR THE GENERAL MANAGER FOR FY 2019-2020**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter "Member Jurisdictions") have formed the Central Contra Costa Transit Authority ("CCCTA"), a joint exercise of powers agency created under California Government Code Section 6500 *et seq.*, for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions; and

WHEREAS, the Board of Directors is in the process of the annual review of the General Manager's performance and compensation, which may not be completed by July 1, 2019; and

WHEREAS, because the General Manager's annual performance review is currently underway, any modifications to the General Manager Employment Agreement, including adjustments to the General Manager's compensation package for Fiscal Year 2019-2020 are still uncertain and undetermined.

NOW, THEREFORE, BE IT RESOLVED that in consideration of the future services to be rendered by the General Manager, the Board of Directors hereby determines that any adjustments to the General Manager's compensation or other modifications to the General Manager Employment Agreement as may be subsequently approved by the Board shall be effective as of July 1, 2019; and

BE IT FURTHER RESOLVED that pending the completion of the annual review, all terms and conditions of the General Manager Employment Agreement dated August 20, 2015, as amended, shall remain in full force and effect.

Regularly passed and adopted this 20th day of June 2019, by the following vote.

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Sue Noack, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: June 20, 2019

From: Erick Cheung, Chief Finance Officer

SUBJECT: Fiscal Year 2020 Draft Budget and Ten Year Forecast

SUMMARY:

County Connection's Fiscal Year (FY) 2020 Draft Budget and Forecast are submitted to the Administration and Finance Committee (Committee) for review, discussion and approval to the Board. This was presented to the Committee in March, and approved by the Committee & Board in April so staff could submit a TDA claim to Metropolitan Transportation Commission (MTC). Staff provided an update last month and presented this month for review and approval. The Committee and staff recommend the Board of Directors adopt the FY 2020 Budget after a public hearing.

The FY 2020 Budget proposes \$42,271,087 in operational and capital expenses. County Connection's main revenue source is TDA 4.0 funds from MTC; the budget proposes using \$18,478,064, which is \$2,431,304 less than MTC estimates we will receive next fiscal year of \$20,909,368. TDA reserves are estimated to end higher in FY 2020 with a balance of \$17,518,000. The only amendment from the May draft is an updated expense for Paratransit purchased transportation for FY 2019 for \$244,000 offset by TDA revenue. This is due to paratransit revenue hours increasing 15.1% over the previous year. Staff did not amend the FY 2020 budget for purchased paratransit services because of efficiencies that will be implemented with the new Paratransit provider.

Overview of Fiscal Year 2019

Expenses

Estimated Operating Expenses (Page 2) for FY 2019 are expected to be \$39,432,061, which is below the adopted budget of \$39,474,896 by \$42,835 (0.1%). The following is an analysis of estimated expenses in comparison to budget:

| Category | Description | FY 2019 Estimated Amount (\$ in thousands) | FY 2019 Budget Amount (\$ in thousands) | Estimated Amount Over (Under) Budget (\$ in thousands) |
|--------------------------|--|---|--|---|
| FIXED ROUTE | | | | |
| Wages and benefits | Wages and benefits are over budget since the MOUs were renewed after budget adoption. The budget did assume a 3% COLA as in past MOUs, but provided 3 months earlier than in year 1 of the new MOUs. Also, sick pay for operators is unusually high this year. Finally, medical/cafeteria rates went up between 15%-20%. This is part of the reason we incorporated a larger contingency amount than past years. | \$ 25,987 | \$ 25,536 | \$ 451 |
| Services | Services are currently higher than budget because Clipper Fees have risen dramatically over the last couple of years. We have seen a switch from passes and cash to Clipper. Clipper FY18 expense - \$55K and estimated FY19 expense - \$90K. | \$ 2,249 | \$ 2,216 | \$ 33 |
| Materials and supplies | Diesel fuel costs are rising, but lower than budget by \$125K. | \$ 2,752 | \$ 2,910 | \$ (158) |
| Other Categories | | \$ 2,058 | \$ 2,130 | \$ (72) |
| Contingency | Contingency is reflected in FY19 estimate being higher for salaries and services. | \$ - | \$ 800 | \$ (800) |
| | Total Fixed Route | \$ 33,046 | \$ 33,592 | \$ (546) |
| PARATRANSIT | | | | |
| Wages and benefits | Wages and benefits are over budget with the hire of the ADA Manager through the staff reorganization. | \$ 261 | \$ 249 | \$ 12 |
| Purchased transportation | First Transit Services are currently over budget due to higher revenue hours with more passengers and transfers which has increased our costs. | \$ 6,032 | \$ 5,563 | \$ 469 |
| Other Categories | | \$ 93 | \$ 71 | \$ 22 |
| | Total Paratransit | \$ 6,386 | \$ 5,883 | \$ 503 |
| | Grand Total | \$ 39,432 | \$ 39,475 | \$ (43) |

Revenues

Estimated Operating Revenues for FY 2019 are equal with estimated expenses at \$39,432,061, since the majority of County Connection's revenue is on a grant/reimbursement basis. The following is an analysis of estimated revenues in comparison to budget:

| Category | Description | FY 2019 Estimated Amount (\$ in thousands) | FY 2019 Budget Amount (\$ in thousands) | Estimated Amount Over (Under) Budget (\$ in thousands) |
|---------------------------|---|---|--|---|
| FIXED ROUTE | | | | |
| Fare/Special Fare Revenue | Fare revenue is higher than budget as the Board approved fare Increases effective March 10th. Staff will be monitoring this over the next couple of months. | \$ 4,216 | \$ 4,091 | \$ 125 |
| Non-Operating Revenue | LAIF interest rates have nearly doubled over the previous year from Dec. 2017 of 1.2% to Dec. 2018 of 2.4% an additional \$87K. | \$ 296 | \$ 195 | \$ 101 |
| STA | MTC allocated clean up allocations of remaining STA revenue funds for \$785K after budget adoption. | \$ 5,722 | \$ 4,937 | \$ 785 |
| Measure J | Measure J overall is higher but lower than budget due to a swap for Paratransit Funds done after budget adoption. | \$ 4,596 | \$ 4,735 | \$ (139) |
| Other revenues | Advertising, LCTOP, Bart Express, and Lifeline. | \$ 2,356 | \$ 2,386 | \$ (30) |
| TDA 4.0 | TDA 4.0 is considered revenue of last resort, as estimated expenses are lower and revenues are higher than budgeted, the use of TDA 4.0 revenue is lowered. | \$ 15,860 | \$ 17,248 | \$ (1,388) |
| | Total Fixed Route | \$ 33,046 | \$ 33,592 | \$ (546) |
| Paratransit | | | | |
| Fare/Special Fare Revenue | Board approved fare increases but this can be more volatile and will monitor and maintain estimate for now. | \$ 507 | \$ 507 | \$ - |
| FTA Section 5307 | FTA fund allocation is normally not complete till June 2019 for the fiscal year we are currently in, but funding appears on track. | \$ 1,380 | \$ 1,380 | \$ - |
| Measure J | Measure J is higher due to swap for Paratransit Funds done after budget adoption. | \$ 1,939 | \$ 1,609 | \$ 330 |
| Other revenues | TDA 4.5, STA, and BARA ADA revenue | \$ 1,845 | \$ 1,650 | \$ 195 |
| TDA 4.0 | TDA 4.0 is considered revenue of last resort, as estimated expenses are lower and revenues are higher than budgeted, the use of TDA 4.0 revenue is lowered. | \$ 715 | \$ 737 | \$ (22) |
| | Total Paratransit | \$ 6,386 | \$ 5,883 | \$ 503 |
| | Grand Total | \$ 39,432 | \$ 39,475 | \$ (43) |

Overview of FY 2020 Proposed Budget

Expenses

The FY 2020 Proposed Operating Budget is \$41,582,087, which is \$2,150,026 or 5.5% more than the FY 2019 estimated amount (increase of \$2,107,191 or 5.3% of FY 2019 Budget). The budget includes an operating contingency of \$900,000. For budget purposes, the wages and fringe benefits incorporate the MOU's that were approved in FY 2019. The following highlights the proposed expenses and comparing them to the FY 2019 estimated and budget amount:

| Category for Fixed Route and Paratransit | Description | (\$ In Thousands) | | | | | | |
|--|--|--------------------------------|--------------------------|------------------------------|-------------------------|-----------------------|----------------------------|-----------------------|
| | | Proposed FY 2020 Budget Amount | Estimated FY 2019 Amount | Amount Over (Under) Estimate | % Over (Under) Estimate | Budget FY 2019 Amount | Amount Over (Under) Budget | % Over (Under) Budget |
| Wages/Fringe Benefits Paid Time Off | Includes increases of 3% based on current MOUs. Incorporates 8,500 hours reduction of fixed route service. Assumes that sick pay returns to normal and that FY 2019 was an anomaly. | \$ 17,919 | \$ 17,644 | \$ 275 | 1.5% | \$ 17,501 | \$ 418 | 2.3% |
| Fringe Benefits Other | FY 2020, includes higher pension costs related to higher employer rate and unfunded actuarial liability payment from \$211K to \$350K. Budget assumes fully staffed and higher medical premium increases of 6% which effect the cafeteria plan. | \$ 9,082 | \$ 8,604 | \$ 478 | 5.3% | \$ 8,284 | \$ 798 | 8.8% |
| Services | Services includes legal fees, service repair, IT agreements, and promotions. Services amount is higher since passengers will probably elect Clipper with the elimination of paper passes through the fare restructure. This means higher Clipper fees from an estimated \$90K to \$150K. | \$ 2,382 | \$ 2,308 | \$ 74 | 3.1% | \$ 2,254 | \$ 128 | 5.4% |
| Materials and supplies | Diesel fuel prices have risen, but the FY 2019 estimated amount is still lower than the FY 2019 Budget. The FY 2020 Budget assumes gas prices continue to rise but offset slightly by service restructure. | \$ 2,910 | \$ 2,756 | \$ 154 | 5.3% | \$ 2,914 | \$ (4) | -0.1% |
| Utilities | Reflects higher cellular telephone costs related to adding computerized scheduling pads to Paratransit fleet. | \$ 406 | \$ 375 | \$ 31 | 7.6% | \$ 381 | \$ 25 | 6.2% |
| Casualty and liability | Based on premiums for general liability and workers compensation. Property insurance will be known in first half of June. | \$ 981 | \$ 932 | \$ 49 | 5.0% | \$ 953 | \$ 28 | 2.9% |
| Other | Taxes, Leases & Rental, and Miscellaneous expense categories. | \$ 545 | \$ 500 | \$ 45 | 8.3% | \$ 540 | \$ 5 | 0.9% |
| Purchased transportation | FY 2020 based on agreement with Transdev. | \$ 6,457 | \$ 6,313 | \$ 144 | 2.2% | \$ 5,848 | \$ 609 | 9.4% |
| Contingency | Estimated contingency. | \$ 900 | \$ - | \$ 900 | 100.0% | \$ 800 | \$ 100 | 11.1% |
| Total | | \$ 41,582 | \$ 39,432 | \$ 2,150 | 5.6% | \$ 39,475 | \$ 2,107 | 5.1% |

Service Restructure

In December 2018, the Board approved a service restructure plan to increase productivity by aligning service with demand. This service restructure reduced annual overall revenue hours in the budget by approximately 8,500 hours and our full-time operator head count from 130 to 124. This provides an estimated costs reduction of approximately \$501 thousand in salaries and benefits and \$94 thousand in services and supplies (mainly diesel fuel). These are preliminary and will take time to understand the actual information once the new service and fare changes are fully implemented and operating.

Revenues

The Proposed Operating Revenues for FY 2020 are equal with expenses, since 85% of County Connection's revenues are on a grant/reimbursement basis.

TDA

As noted earlier, the budget proposes the use of \$18,478,064 in TDA 4.0 funds, which is \$2,431,304 less than MTC estimates we could receive next fiscal year. Based on MTC, our TDA 4.0 revenue for FY 2020 is estimated to increase \$848,147 from a revised \$20,061,221 to \$20,909,368 due to improved sales tax revenue. The estimated amount for FY 2019 and FY 2020 can be revised as additional sales tax information becomes available.

Over the last 10 years, sales tax revenue has increased 72% since the low in FY 2010. The table below shows the annual change in TDA revenue since the recession. For reference, over the 10-year period a 1% (+/-) change is equivalent to \$160,000 in sales tax revenue:

| Fiscal Year | \$ In Millions | | |
|--|----------------|-----------|---------|
| | TDA 4.0 | \$ Diff | % Diff |
| 2020 est (a) | \$ 20.91 | \$ 0.90 | 4.50% |
| 2019 rev est (a) | \$ 20.01 | \$ 1.70 | 9.28% |
| 2019 org est (a) | \$ 18.31 | | |
| | | | |
| 2019 est (a) | \$ 20.01 | \$ 2.78 | 11.79% |
| 2018 actual | \$ 17.90 | \$ 0.67 | 3.87% |
| 2017 actual | \$ 17.23 | \$ 0.53 | 3.18% |
| 2016 actual | \$ 16.70 | \$ 0.56 | 3.46% |
| 2015 actual | \$ 16.14 | \$ 0.58 | 3.70% |
| 2014 actual | \$ 15.57 | \$ 0.53 | 3.55% |
| 2013 actual | \$ 15.04 | \$ 1.23 | 8.87% |
| 2012 actual | \$ 13.81 | \$ 0.75 | 5.70% |
| 2011 actual | \$ 13.07 | \$ 0.89 | 7.30% |
| 2010 actual | \$ 12.18 | \$ (2.72) | -18.28% |
| 2009 actual | \$ 14.90 | | |
| (a) Information provided by MTC as of February 2019. | | | |

STA

STA revenue is expected to significantly increase in FY 2020 with the continuation of SB1 funding and higher gas prices. A reminder that there are changes in the allocation process of STA revenue which began last year. MTC converted the STA Population Based Funds (funds transit, small operators, paratransit and Lifeline) from a formula-based allocation to a County Block Program that will be allocated by the Congestion Management Agency (CMA) for each county. There were additions to the Block Program by adding guarantees for transit through the work of various transit operators in the Bay Area. For Contra Costa County, 60% of the block funds would be guaranteed to small operators (County Connection, ECCTA, and WestCAT). The remaining 40% would be determined by the CCTA (Contra Costa County's CMA) on the process to receive the funding. County Connection did receive what are now considered non-guarantee funds in the past through the Lifeline program (a

combination of federal and STA funds for transit programs/projects for low income communities) and Paratransit services which provided approximately \$700,000 to \$800,000 annually. These non-guarantee funds are important to County Connection to maintain at least similar levels to the past. In the previous year, CCTA allocated all STA funds based on the previous MTC population formula due to timing of this change. In May, CCTA staff recommended and their Board approved the allocation process to continue for at least the next 5 years.

MTC estimates that Contra Costa County will receive STA Population based funds of \$11,671,183 in FY 2020 compared to \$8,262,187 in FY 2019 an increase of 41.2%. Below is the amount the County will receive and County Connection's allocation based methodology used in FY 2019.

| | Contra Costa County | | County Connection's Portion of County | |
|-----------------------------|---------------------|--------------|---------------------------------------|-------------|
| | FY 2019 | FY 2020 | FY 2019 | FY 2020 |
| Guarantee Portion - 60% | \$4,957,312 | \$ 7,002,710 | \$2,853,503 | \$4,030,865 |
| Non Guarantee Portion - 40% | \$3,304,875 | \$ 4,668,473 | \$1,049,013 | \$1,481,837 |
| Total | \$8,262,187 | \$11,671,183 | \$3,902,516 | \$5,512,702 |

SB1 is providing funds for a separate category named State of Good Repair (SGR) Funds for eligible transit maintenance, rehabilitation and capital projects. The SGR funds come from the Transportation Improvement fee on vehicle registrations which took effect on January 1, 2018. County Connection's allocation was \$115,708 for FY 2019 and can be used similarly to the Transit Security Grant Program (TSGP). The TSGP ended during FY 2018 and provided approximately \$116,000 to support our ITS maintenance expense of \$245,000. The FY 2020 estimated amount for SGR is \$118,205. The SGR funds allow us to continue funding a portion of the expense with non-TDA revenue.

The table below shows the STA funding over a 5-year period and the growth caused by SB1 and gas prices. Gas prices continue to be higher than the previous year even though crude oil prices saw a dip in the end of calendar 2019 and beginning of calendar 2020.

| MTC - STA | 2020 Budget (a) | 2019 Estimate | 2018 Actual (d) | 2017 Actual | 2016 Actual |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|
| STA Population | \$ 5,512,702 | \$ 3,902,516 | \$ 2,763,217 | \$ 1,475,391 | \$ 1,597,874 |
| STA Regional Paratransit (b) | \$ - | \$ 170,993 | \$ 441,938 | \$ 235,968 | \$ 255,592 |
| STA Revenue Based | \$ 848,487 | \$ 628,747 | \$ 567,667 | \$ 441,617 | \$ 484,822 |
| State of Good Repair (c) | \$ 118,205 | \$ 115,708 | \$ - | \$ - | \$ - |
| Lifeline (e) | \$ 230,000 | \$ 300,000 | \$ 503,798 | \$ 500,000 | \$ 535,000 |
| STA Total | \$ 6,709,394 | \$ 5,117,964 | \$ 4,276,620 | \$ 2,652,976 | \$ 2,873,288 |
| \$ Difference compared to Prior Year | \$ 1,591,430 | \$ 841,344 | \$ 1,623,644 | \$ (220,312) | |
| % Difference compared to Prior Year | 31% | 20% | 61% | -8% | |
| Oil Crude Prices (f) | - | \$ 48.52 | \$ 61.73 | \$ 53.99 | \$ 40.99 |
| Gas Prices (f) | - | \$ 3.37 | \$ 3.10 | \$ 2.65 | \$ 2.60 |

(a) Based upon preliminary amounts from MTC as of February 2019. Staff has estimated based on current population formula and assumes same allocation process in FY 2018 and FY 2019.

(b) Under MTC's proposed block grant process, the Regional Paratransit Funds which are funded by STA Population funds are no longer a separate category after FY 2019.

(c) State of Good Repair funds are new through SB1, which can be used similar to Transit Security Grant Program which ended in FY 2018.

(d) SB1 was effective on November 1, 2017 and started receiving tax revenues in 2018 but were not allocated until FY 2019. County Connection received an allocation for \$995K in FY 2019 which represents the amount from FY 2018.

(e) Lifeline funds are a combination of federal and STA population funding through a grant award. Lifeline had a remaining Cycle 5 which has been allocated and will end next fiscal year. The funds are now part of STA Non-Guarantee portion.

(f) Oil Crude Prices - <https://www.oilprice.com>, Gas Prices - <https://www.gasbuddy.com> as of January for respective years.

Measure J

Measure J (formerly Measure C) is a ½ cent sales tax in Contra Costa County administered by CCTA for transportation planning, projects, and programs. Measure J provides funding for fixed route and paratransit services to County Connection. In FY 2020, the proposed amount is \$4,960,085 for fixed route and \$1,814,243 for paratransit services. This amount is based on information provided by CCTA staff.

LCTOP

Low Carbon Transit Operations Program (LCTOP) funds began in FY 2014 and was originally estimated by MTC for County Connection to receive \$20 million over 25 years. The funding has improved from state auctions and County Connection will receive \$1,133,206 in FY 2020 compared to \$750,755 in FY 2019 (in FY 2015 was \$185,881). The original guidelines for LCTOP funds required the funds to be spent in a Disadvantaged Communities (DAC) or zero-emission transit buses and infrastructure. New guidelines under Senate Bill 1119 has provided flexibility to allow funding subsidies to low-income communities. The Board approved the continuance of funding for the Martinez/Amtrak to BART Route for \$375,378 which is within a DAC. Also, approved a fare subsidy program to subsidize Routes 11, 14, and 16 for \$757,828 for a one-year pilot which is reflected in the fare revenue amounts. These routes center around Downtown Concord and Monument Corridor and serve a low-income community.

Federal

FTA 5307 revenue is estimated on a continuing basis for \$1.19 million annually based on the latest information. County Connection still has some carryover federal funds from the previous year and budgeted \$1.38 million for FY 2020. Federal funds have doubled since FY 2013, when we received approximately \$670 thousand annually. The budget assumes that the federal government continues to fund transit at its current level.

Fares

Passenger fares revenues in the proposed budget for FY 2020 is \$3.07 million which is an increase of \$382 thousand increase from the estimated amount of \$2.68 million. The Board approved a fare increase beginning in March 2019 from \$2.00 to \$2.50 for general fares and will eliminate most paper pass revenues. At the same time, County Connection will be assisting riders to use the Clipper Card which has a daily accumulator rate of \$3.75 and provides similar or better advantages than the paper pass. In FY 2018, Clipper went from 30% to 36% of fare revenue collected and has continued to grow to 47% through December this year. Clipper improves efficiency and ease for riders which is important, but decreases the impact of the fare revenue change and the required fees paid to Clipper. Also, the Board approved a service restructure which provided efficiencies but reduced/eliminated certain routes while adding increased frequency to others. Finally, as mentioned earlier we will be providing free fares to Routes 11, 14, and 16 using LCTOP grant funds in the coming fiscal year. Budgeting fare revenue with all the moving variables is fairly difficult. The budget assumes the increase forecasted in the January Fare Proposal but adjusts for the pilot program fare subsidy. Staff will monitor fare impacts as there are multiple changes coming next year.

Capital Program

The FY 2020 Proposed Budget includes \$689,000 in capital purchases (see PP.7). The majority of the expenses are for non-revenue vehicles due for replacement.

Key Assumptions Used for the Ten-Year Financial Forecast

Operating Revenues

- Fixed route passenger fares peaked in FY 2013 and have continue to decline since then. As mentioned earlier, there are several events occurring from a fare increase, service restructure and subsidized routes in FY 2020. The proposed budget assumes an increase for FY 2020 of \$382 thousand to \$3.06 million. Staff assumes passenger fare revenue to be flat in future years to be conservative and wait to collect actual data on the impact of the changes.

| | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | actual | actual | actual | actual | actual | actual | estimate | budget | projection |
| Fare Revenue | 3,579,640 | 3,314,663 | 3,205,910 | 3,000,325 | 2,760,782 | 2,717,552 | 2,683,900 | 3,065,800 | 3,065,800 |
| \$ Change | | (264,977) | (108,753) | (205,585) | (239,543) | (43,230) | (33,652) | 381,900 | - |
| % Change | | -7.4% | -3.3% | -6.4% | -8.0% | -1.6% | -1.2% | 14.2% | 0.0% |

- STA revenue for FY 2020 is estimated by the State and assumes a 2% growth rate in the out years. As mentioned earlier, this is a major change with the passage of SB1 and rising fuel prices. This increases the funding from \$2.65 million in FY 2018 to \$6.70 million in FY 2020 (an increase of \$4.05 million). *It is key to note that the last time STA revenues were expected to increase and reserves on the rise was in the FY 2008 Budget. Obviously, we faced a recession and caused the State to balance its budget using a Fuel Tax Swap which took money designated for transportation to pay for State Transportation Debt Service.* In May, the CCTA Board approved the allocation process for the next 5 fiscal years similar to FY 2019.
- Measure J is expected to grow 0.7% in FY2020. In the past, we have used CCTA's growth rate as stated in the Measure J Strategic Plan which was last published in 2016. CCTA is currently updating their Strategic Plan which is estimated to be released in June, so we changed to a conservative growth assumption of 2.0%.
- LCTOP Funds improved from \$308,009 in FY 2017 to \$1,133,206 in FY 2020. This amount is assumed to increase annually by 1% since it is based on annual state auctions. The LCTOP guidelines now allow funds to be used in the DAC, low-income communities, or zero emission buses and infrastructure. In FY 2020, the funds are for the Martinez/Amtrak to Bart route and free subsidy on routes 11, 14 & 16. The forecast assumes approximately 30% or \$350,000 thousand will continued to be used for Martinez/Amtrak, another 30% or \$350,000 as part of a fare subsidy program similar to the one proposed this year, and 40% or \$444,000 for capital needs.
- Lifeline Funds was part of STA and federal contributions in the past, which is now part of non-guaranteed portion of STA funding. There was one last allocation for the next two years but the program will be done in FY 2021.

Operating Expenses

The forecast assumes that the service levels will remain the same and 3% wage increases per the approved MOUs continue into future years. A 2.85% growth rate in the out years has been used for fixed route nonwage expenses except as noted in the following bullets:

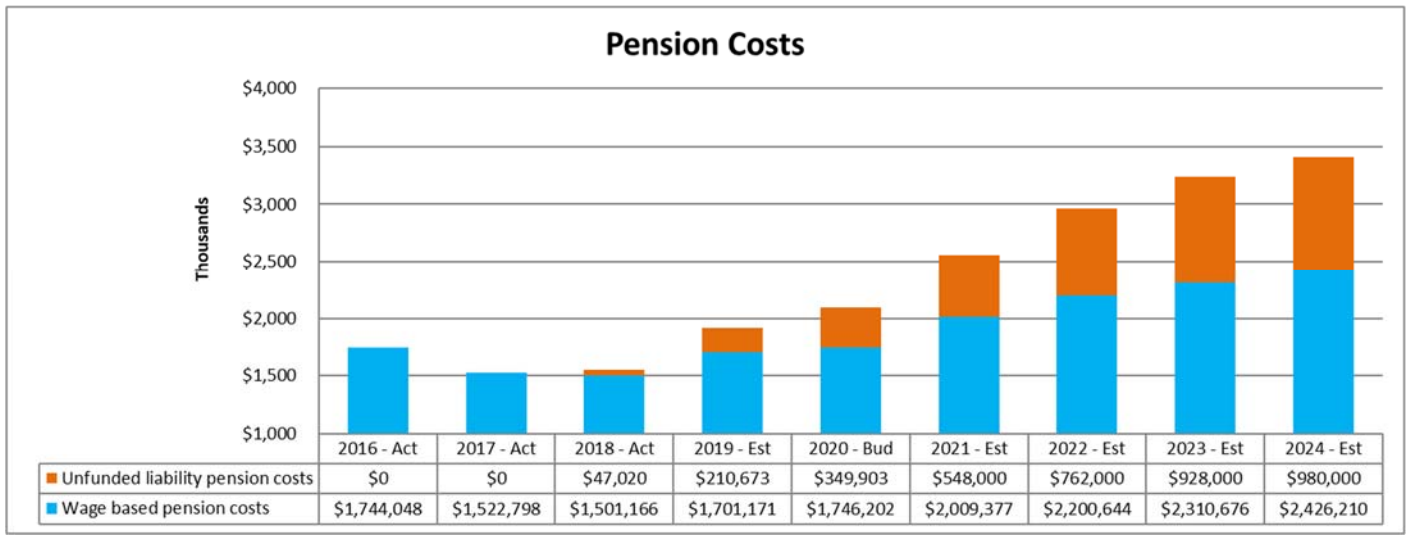
- Cafeteria plan expenses are assumed to increase at 6% per year.

- County Connection was able to absorb most of the financial issues with the Great Recession and our pension plan was 99.9% funded in FY 2017, because the pension benefits here were not enhanced in the early 2000's like many other agencies and is **currently 91.5% funded**. The CalPERS Board reduced the discount rate from 7.5% to 7.0% in December 2016. There is an 8-year phase in of the new discount rate that began in FY 2019, which is why the employer rate is increasing from 7.471% in FY 2018 to 8.313% in FY 2020. The employer rate will continue to rise to 8.9% in FY 2021 and would remain level assuming no further changes by CalPERS. Also, as the discount rate is being reduced and phasing in investment losses in previous fiscal years, the Unfunded Actuarial Liability (UAL) payments will rise from \$47,020 in FY 2018 to \$980,000 by FY 2024.

The pension cost while high and continue to represent a challenge has improved over the previous year. CalPERS recent actuarial valuation showed an investment return of 11.2% for FY 2017. The impact of the higher than expected return results in lower employer rates in future years from 9.4% to 8.9% and reduced Future UAL payments that will save \$895 thousand compared to previous year forecast through FY 2024. This assumes that CalPERS will reach its target for investment return in future years and no other assumption changes. The following tables is a summary of the changes:

| PERS FORECAST | | | | | | | | | |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|-------------|-------------|
| Employer Contribution Rate | 8.997% | 7.553% | 7.471% | 8.114% | 8.313% | 8.900% | 8.900% | 8.900% | 8.900% |
| Funded Status (a) | 95.1% | 99.9% | 95.8% | 88.9% | 91.5% | Not Available | | | |
| | Actual | | | Estimate | Budget | Forecast | | | |
| Description | 2016 - Act | 2017 - Act | 2018 - Act | 2019 - Est | 2020 - Bud | 2021 - Est | 2022 - Est | 2023 - Est | 2024 - Est |
| Wage based pension costs | \$1,744,048 | \$1,522,798 | \$1,501,166 | \$1,701,171 | \$1,746,202 | \$2,009,377 | \$2,200,644 | \$2,310,676 | \$2,426,210 |
| Unfunded liability pension costs | \$0 | \$0 | \$47,020 | \$210,673 | \$349,903 | \$548,000 | \$762,000 | \$928,000 | \$980,000 |
| Total costs | \$1,744,048 | \$1,522,798 | \$1,548,186 | \$1,911,844 | \$2,096,105 | \$2,557,377 | \$2,962,644 | \$3,238,676 | \$3,406,210 |

(a) Information from CalPERS Actuarial Valuations which are always three years prior to current fiscal year.



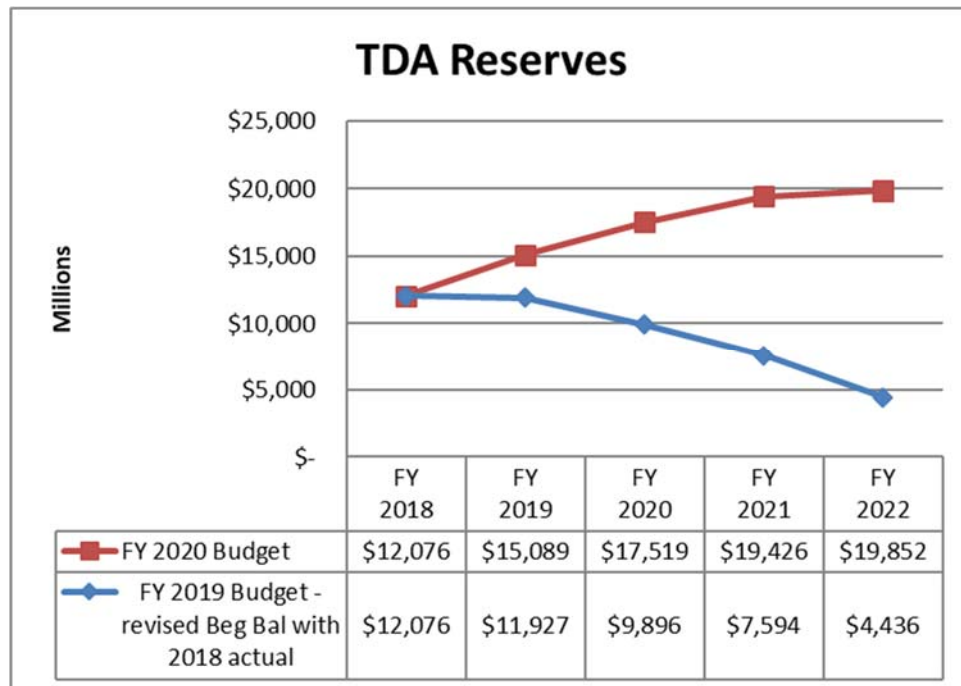
Capital Expenses

The forecast assumes capital expenses based on the 2016-2025 Short Range Transit Plan (SRTP) completed in March 2016. The SRTP was based on information at that time and assumed the continuation of a diesel capital fleet. The SRTP and the current forecast does not include costs related to replacement with electric buses and the required infrastructure necessary to operate that fleet. This also doesn't include the ongoing maintenance of those buses as we are only now entering the phase where our current electric buses are out of warranty.

TDA Reserve

As stated earlier, the reserves are estimated to be \$17.52 million by the end of FY 2020. This is a significant difference from the FY 2019 Budget where the reserves were estimated to be \$7.9 million in FY 2020. TDA can be volatile since it is based on sales tax and represents 45% of our total revenue. The major changes in the forecast are revised estimates for TDA and additional funding through STA as discussed earlier. This results in an additional \$4.83 million in comparison to the previous year forecast (TDA additional \$2.05 million and STA additional \$2.78 million) for FY 2020 and that increase continues annually in the forecast.

The following is a summary of the TDA reserves in the current and prior year forecasts:



RECOMMENDATION:

The A&F Committee and staff requests that the Board of Directors adopt FY 2020 Budget Resolution 2019-028 following a public hearing.

Attachments:

- A. FY 2020 Budget and Ten Year Forecast
- B. Budget Resolution 2019-028



County Connection

Operating and Capital Budget

Fiscal Year 2020

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Concord, California

County Connection

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Fiscal Year 2020

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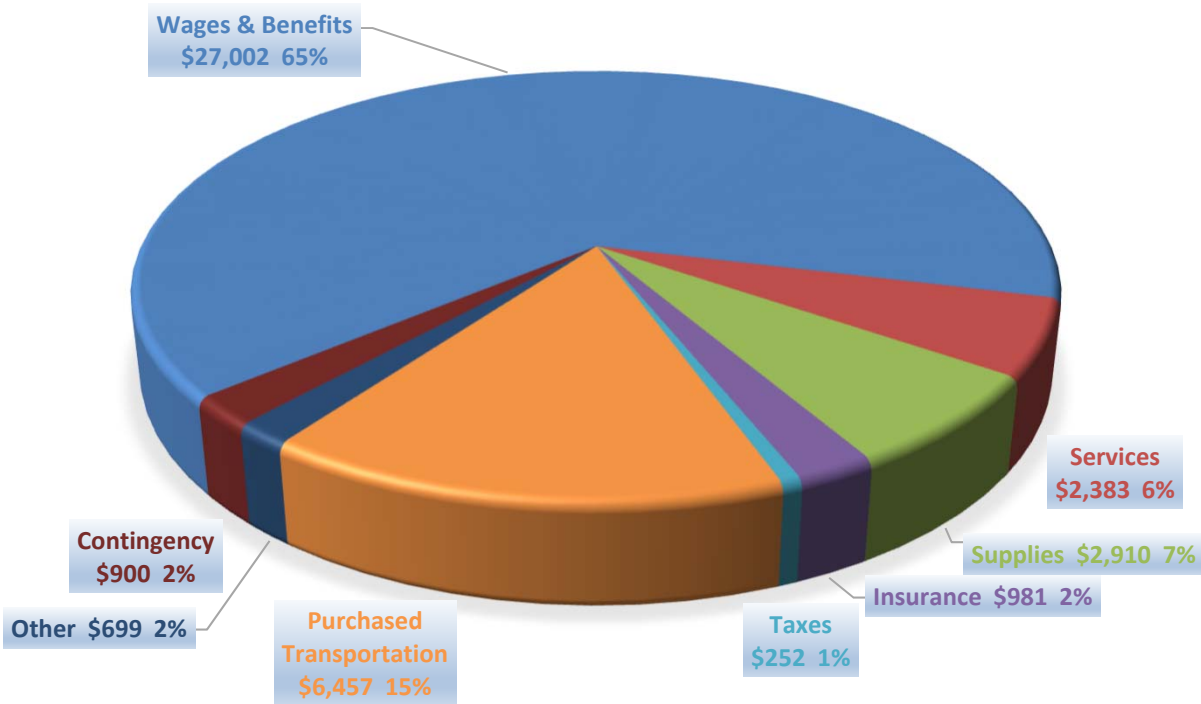
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County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2020 BUDGET SUMMARY

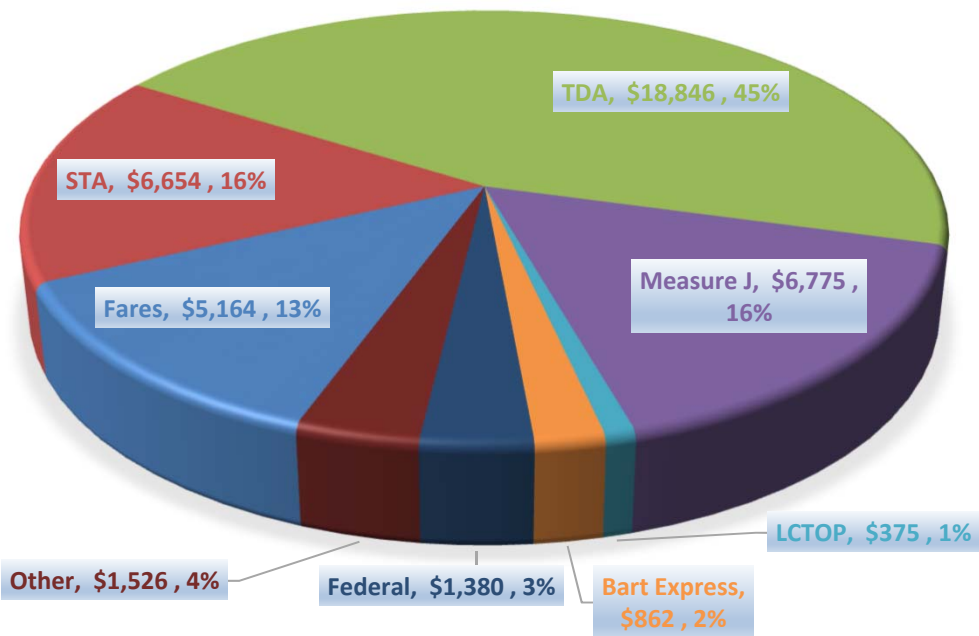
| | ESTIMATED FY 2019 | ADOPTED BUDGET FY 2019 | % VARIANCE | PROPOSED BUDGET FY 2020 | PROPOSED OVER/(UNDER) ESTIMATED |
|-------------|----------------------|------------------------------|---------------|-------------------------------|---------------------------------------|
| Operations | | | | | |
| Fixed Route | \$ 33,045,639 | \$ 33,591,843 | -1.6% | \$ 35,055,581 | 6.1% |
| Paratransit | \$ 6,386,422 | \$ 5,883,053 | 8.6% | \$ 6,526,506 | 2.2% |
| Subtotal | \$ 39,432,061 | \$ 39,474,896 | -0.1% | \$ 41,582,087 | 5.5% |
| Capital | | | | | |
| Fixed Route | \$ 1,049,000 | \$ 1,049,000 | 0.0% | \$ 689,000 | -34.3% |
| Paratransit | \$ 5,540,000 | \$ 5,540,000 | 0.0% | \$ - | -100.0% |
| Subtotal | \$ 6,589,000 | \$ 6,589,000 | 0.0% | \$ 689,000 | -89.5% |
| Grand Total | \$ 46,021,061 | \$ 46,063,896 | -0.1% | \$ 42,271,087 | -8.1% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2020 BUDGET SUMMARY OPERATING EXPENSE & REVENUE CHART
(\$ IN THOUSANDS)

FIXED ROUTE & PARATRANSIT OPERATIONS EXPENSE - \$41.6 MILLION



FIXED ROUTE & PARATRANSIT OPERATIONS REVENUES \$41.6 MILLION



County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2020 BUDGET- OPERATING EXPENDITURES

| Category | ACTUAL FY 2018 | ESTIMATED FY 2019 | ADOPTED FY 2019 | FY 2019 Estimate vs Budget Amount +/- % +/- | | PROPOSED FY 2020 | FY2020 vs 2019 Estimate Amount +/- % +/- | |
|---------------------------------|-------------------|----------------------|--------------------|--|---------|---------------------|---|--------|
| Fixed Route | | | | | | | | |
| Wages | \$ 14,179,918 | \$ 14,885,362 | \$ 14,927,082 | \$ (41,720) | -0.3% | \$ 15,313,717 | \$ 428,355 | 2.9% |
| Fringe benefits-paid time off | 2,299,318 | \$ 2,586,736 | 2,401,874 | 184,862 | 7.7% | 2,423,159 | (163,577) | -6.3% |
| Fringe benefits-other | 7,475,215 | \$ 8,515,531 | 8,207,313 | 308,218 | 3.8% | 8,990,700 | 475,169 | 5.6% |
| Total Wages and benefits | 23,954,451 | \$ 25,987,628 | 25,536,269 | 451,359 | 1.8% | 26,727,576 | 739,948 | 2.8% |
| Services | 1,706,344 | \$ 2,249,199 | 2,215,799 | 33,400 | 1.5% | 2,339,640 | 90,441 | 4.0% |
| Materials and supplies | 2,524,670 | \$ 2,752,348 | 2,910,125 | (157,777) | -5.4% | 2,908,341 | 155,993 | 5.7% |
| Utilities | 333,024 | \$ 347,363 | 352,550 | (5,187) | -1.5% | 358,150 | 10,787 | 3.1% |
| Casualty and liability | 722,556 | \$ 931,571 | 952,551 | (20,980) | -2.2% | 980,849 | 49,278 | 5.3% |
| Taxes | 226,116 | \$ 241,087 | 261,515 | (20,428) | -7.8% | 251,515 | 10,428 | 4.3% |
| Leases and rentals | 42,499 | \$ 52,000 | 52,775 | (775) | -1.5% | 53,500 | 1,500 | 2.9% |
| Miscellaneous | 202,454 | \$ 203,903 | 224,949 | (21,046) | -9.4% | 236,500 | 32,597 | 16.0% |
| Purchased transportation | 256,666 | \$ 280,540 | 285,310 | (4,770) | -1.7% | 299,510 | 18,970 | 6.8% |
| Total Other Expenses | 6,014,329 | \$ 7,058,011 | 7,255,574 | (197,563) | -2.7% | 7,428,005 | 369,994 | 5.2% |
| Subtotal | 29,968,780 | \$ 33,045,639 | 32,791,843 | 253,796 | 0.8% | 34,155,581 | 1,109,942 | 3.4% |
| Contingency | | | 800,000 | (800,000) | -100.0% | 900,000 | 900,000 | N/A |
| Subtotal | 29,968,780 | \$ 33,045,639 | 33,591,843 | (546,204) | -1.6% | 35,055,581 | 2,009,942 | 6.1% |
| Paratransit | | | | | | | | |
| Wages | 91,580 | \$ 172,000 | 172,525 | (525) | -0.3% | 182,218 | 10,218 | 5.9% |
| Fringe benefits | 55,055 | \$ 88,690 | 76,378 | 12,312 | 16.1% | 91,827 | 3,137 | 3.5% |
| Total Wages and benefits | 146,635 | \$ 260,690 | 248,903 | 11,787 | 4.7% | 274,045 | 13,355 | 5.1% |
| Services | 38,629 | \$ 59,132 | 38,600 | 20,532 | 53.2% | 42,600 | (16,532) | -28.0% |
| Materials and supplies | 4,378 | \$ 4,000 | 4,400 | (400) | -9.1% | 2,000 | (2,000) | -50.0% |
| Utilities | 23,127 | \$ 27,500 | 27,500 | - | 0.0% | 47,500 | 20,000 | 72.7% |
| Taxes | - | \$ 300 | 300 | - | 0.0% | 300 | - | 0.0% |
| Miscellaneous | 5 | \$ 2,800 | 850 | 1,950 | 229.4% | 3,500 | 700 | 25.0% |
| Purchased transportation | 5,304,590 | \$ 6,032,000 | 5,562,500 | 469,500 | 8.4% | 6,156,561 | 124,561 | 2.1% |
| Total Other Expenses | 5,370,729 | \$ 6,125,732 | 5,634,150 | 491,582 | 8.7% | 6,252,461 | 126,729 | 2.1% |
| Subtotal | 5,517,364 | 6,386,422 | 5,883,053 | 503,369 | 8.6% | 6,526,506 | 140,083 | 2.2% |
| Total Operating Expenses | \$ 35,486,144 | 39,432,061 | 39,474,896 | \$ (42,835) | -0.1% | \$ 41,582,087 | \$ 2,150,026 | 5.5% |
| GASBs 68 Pension & 75 OPEB | 1,582,589 | - | - | - | N/A | - | - | N/A |
| Total Expenses | \$ 37,068,733 | 39,432,061 | 39,474,896 | \$ (42,835) | -0.1% | \$ 41,582,087 | \$ 2,150,026 | 5.5% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2020 BUDGET- OPERATING REVENUES

| Category | ACTUAL FY 2018 | ESTIMATE FY 2019 | ADOPTED FY 2019 | ADOPTED Amount +/- % +/- | | PROPOSED FY 2020 | FY2020 vs 2019 Estimate Amount +/- % +/- | |
|-----------------------------|----------------------|----------------------|----------------------|-----------------------------|--------------|----------------------|---|-------------|
| Fixed Route | | | | | | | | |
| Fare revenue | \$ 2,717,552 | \$2,683,900 | \$2,559,459 | \$ 124,441 | 4.9% | \$ 3,065,628 | \$ 381,728 | 14.2% |
| Special service revenue | 1,635,867 | 1,532,310 | \$1,531,293 | 1,017 | 0.1% | 1,548,038 | 15,728 | 1.0% |
| | 4,353,419 | 4,216,210 | 4,090,752 | 125,458 | 3.1% | 4,613,666 | 397,456 | 8.6% |
| Advertising revenue | 589,711 | 592,500 | 594,540 | (2,040) | -0.3% | 592,500 | - | 0.0% |
| Non-Operating rev | 387,023 | 295,956 | 194,677 | 101,279 | 52.0% | 278,553 | (17,403) | -5.9% |
| Low Carbon Transit Ops Prog | 287,256 | 375,378 | 375,377 | 1 | 0.0% | 375,378 | - | 0.0% |
| Other State Grants | 93,534 | 115,322 | 119,162 | (3,840) | -3.2% | 118,205 | 2,883 | 2.5% |
| STA Population and Revenue | 1,612,760 | 5,722,193 | 4,937,229 | 784,964 | 15.9% | 5,688,148 | (34,045) | -0.6% |
| TDA 4.0 | 16,756,023 | 15,860,049 | 17,248,537 | (1,388,488) | -8.0% | 17,091,812 | 1,231,763 | 7.8% |
| Measure J | 4,408,343 | 4,596,568 | 4,735,106 | (138,538) | -2.9% | 4,960,085 | 363,517 | 7.91% |
| BART Express Funds | 807,314 | 826,124 | 826,124 | - | 0.0% | 861,895 | 35,771 | 4.3% |
| Dougherty Valley Dev Fees | - | - | 25,000 | (25,000) | -100.0% | 100,000 | 100,000 | N/A |
| Other Local Grants | 24,260 | - | - | - | 100.0% | - | - | N/A |
| RM 2/Other- Express | 145,339 | 145,339 | 145,339 | - | 0.0% | 145,339 | - | 0.0% |
| Lifeline | 503,798 | 300,000 | 300,000 | - | 0.0% | 230,000 | (70,000) | -23.3% |
| Subtotal | 29,968,780 | 33,045,639 | 33,591,843 | (546,204) | -1.6% | 35,055,581 | 2,009,942 | 6.1% |
| Paratransit | | | | | | | | |
| Fare revenue | 504,028 | \$507,500 | \$507,500 | - | 0.0% | 550,000 | 42,500 | 8.4% |
| Non-Operating revenue | - | - | 100 | (100) | -100.0% | - | - | N/A |
| FTA Section 5307 | 1,260,413 | 1,380,000 | 1,380,000 | - | 0.0% | 1,380,000 | - | 0.0% |
| FTA Preventive Maintenance | 19,299 | 5,635 | 12,800 | (7,165) | N/A | - | (5,635) | -100.0% |
| TDA 4.5 | 800,163 | 869,577 | 869,577 | - | 0.0% | 1,056,604 | 187,027 | 21.5% |
| TDA 4.0 | 199,321 | 715,346 | 736,842 | (21,496) | N/A | 697,252 | (18,094) | -2.5% |
| Measure J | 1,831,004 | 1,939,024 | 1,609,487 | 329,537 | 20.5% | 1,814,243 | (124,781) | -6.44% |
| STA Paratransit & Rev based | 766,799 | 799,740 | 628,747 | 170,993 | 27.2% | 848,487 | 48,747 | 6.1% |
| BART ADA Service/Other | 136,337 | 169,600 | 138,000 | 31,600 | 22.9% | 179,920 | 10,320 | 6.1% |
| Subtotal | 5,517,364 | 6,386,422 | 5,883,053 | 503,369 | 8.6% | 6,526,506 | 140,084 | 2.2% |
| Total | \$ 35,486,144 | \$ 39,432,061 | \$ 39,474,896 | \$ (42,835) | -0.2% | \$ 41,582,087 | \$ 2,150,026 | 5.5% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2020 Revenue Source Utilization

| | Anticipated Revenue | Anticipated Utilization | Difference |
|---|----------------------|-------------------------|---------------------|
| Fixed Route | | | |
| Fare revenue | \$ 3,065,628 | \$ 3,065,628 | \$ - |
| Special service revenue | 1,548,038 | 1,548,038 | - |
| Advertising revenue | 592,500 | 592,500 | - |
| Non-Operating revenue | 278,553 | 278,553 | - |
| Low Carbon Transit Operations Program (LCTOP) | 375,378 | 375,378 | - |
| Other State Grants | 118,205 | 118,205 | - |
| STA Population and Revenue Based | 5,688,148 | 5,688,148 | - |
| TDA 4.0 | 19,523,116 | 17,091,812 | 2,431,304 |
| Measure J | 4,960,085 | 4,960,085 | - |
| BART Express Funds | 861,895 | 861,895 | - |
| Dougherty Valley Development Fees | 100,000 | 100,000 | - |
| RM2- Express | 145,339 | 145,339 | - |
| Lifeline | 230,000 | 230,000 | - |
| Total Fixed Route Operating Revenue | \$ 37,486,885 | \$ 35,055,581 | \$ 2,431,304 |
| Paratransit | | | |
| Fare revenue | \$ 550,000 | \$ 550,000 | \$ - |
| Non-operating revenue | - | - | - |
| FTA Section 5307 | 1,380,000 | 1,380,000 | - |
| FTA Preventive Maintenance | - | - | - |
| TDA 4.5 | 1,056,604 | 1,056,604 | - |
| TDA 4.0 | 697,252 | 697,252 | - |
| Measure J | 1,814,243 | 1,814,243 | - |
| STA Paratransit | 848,487 | 848,487 | - |
| BART ADA Service/Other | 179,920 | 179,920 | - |
| Total Paratransit Operating Revenue | \$ 6,526,506 | \$ 6,526,506 | \$ - |
| Capital Program | | | |
| TDA 4.0 | \$ 689,000 | \$ 689,000 | \$ - |
| Increase (Decrease) to TDA reserve | | | \$ 2,431,304 |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STAFFING

| Position Type | | FY 2012 ACTUAL | FY 2013 ACTUAL | FY 2014 ACTUAL | FY 2015 ACTUAL | FY 2016 ACTUAL | FY 2017 ACTUAL | FY 2018 ACTUAL | FY 2019 BUDGET | FY 2019 ACTUAL | FY 2020 PROPOSED |
|-------------------------------|-----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Transportation | Transportation administration | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| | Training | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 (b) |
| | Transit Supervisor/Dispatcher | 10.0 | 10.0 | 11.0 | 12.0 | 12.0 | 12.0 | 11.0 | 12.0 | 12.0 | 12.0 |
| | | 15.0 | 16.0 | 17.0 | 18.0 | 18.0 | 18.0 | 16.0 | 18.0 | 17.0 | 18.0 |
| | Full-time runs | 125.0 | 127.0 | 128.0 | 128.0 | 122.0 | 122.0 | 119.0 | 130.0 | 124.0 | 124.0 (f) |
| | Part-time runs | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 12.0 |
| | Full-time stand-by (Protection) | 35.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 33.0 | 36.0 | 36.0 | 36.0 |
| | | 172.0 | 175.0 | 176.0 | 176.0 | 170.0 | 170.0 | 158.0 | 178.0 | 166.0 | 172.0 |
| | Total Transportation | 187.0 | 191.0 | 193.0 | 194.0 | 188.0 | 188.0 | 174.0 | 196.0 | 183.0 | 190.0 |
| Maintenance | Maintenance administration | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| | Facilities | 5.0 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| | | 10.0 | 10.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| | Mechanic, Level VI | | | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| | Mechanic, Level V | 5.0 | 5.0 | 5.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| | Mechanic, Level IV | 4.0 | 4.0 | 3.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| | Mechanic, Level III | 7.0 | 7.0 | 5.0 | 5.0 | 6.0 | 6.0 | 6.0 | 7.0 | 6.0 | 7.0 |
| | Mechanic, Level II | 2.0 | 2.0 | 3.0 | - | - | - | - | - | - | - |
| | Mechanic, Level I | 1.0 | 1.0 | 3.0 | - | - | - | - | - | - | - |
| | Bus service workers | 10.0 | 10.0 | 10.0 | 9.0 | 9.0 | 9.0 | 8.0 | 10.0 | 9.0 | 10.0 |
| | | 29.0 | 29.0 | 29.0 | 26.0 | 27.0 | 27.0 | 26.0 | 29.0 | 27.0 | 29.0 |
| | Total Maintenance | 39.0 | 39.0 | 40.0 | 37.0 | 38.0 | 38.0 | 37.0 | 40.0 | 38.0 | 40.0 |
| General Administration | General Administration | 4.0 | 3.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.0 | 4.0 (a) |
| | Stores & Procurement | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| | Stores workers | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | Finance | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| | Human Resources | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| | Marketing | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 1.0 (e) |
| | Customer service | 6.0 | 6.0 | 6.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 6.0 | 8.0 (c) |
| | IT | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 4.0 | 4.0 | 4.0 |
| | Planning/Scheduling | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 7.0 | 6.0 | 8.0 (d), (e) |
| | Subtotal in full time equivalents | 30.0 | 29.0 | 29.0 | 31.0 | 31.0 | 31.0 | 31.0 | 37.0 | 32.0 | 36.0 |
| Fixed Route Operations | | | | | | | | | | | |
| | Total | 256.0 | 259.0 | 262.0 | 262.0 | 257.0 | 257.0 | 242.0 | 273.0 | 253.0 | 266.0 |
| | Paratransit | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Total Operations | | 258.0 | 261.0 | 264.0 | 264.0 | 259.0 | 259.0 | 245.0 | 276.0 | 256.0 | 269.0 |

(a) General Administration position of Director of Innovation and Mobility duties has been allocated to Director of Planning and Planning Staff.

(b) Assistant Trainer Position is vacant and not budgeted.

(c) Customer Service has 2 vacant positions that are not budgeted.

(d) Planning/Scheduling has a vacant Assistant Scheduler that is not budgeted.

(e) Marketing reclassified the position from a Manager of Marketing & Customer Service to a Senior Planner/Community Liaison position.

(f) Service reduction adopted by Board in December 2019 results in 6 fewer full time operators.

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY2020 CAPITAL PROGRAM-BUDGET YEAR
(\$ in thousands)

| | Funding Source | | | | | | |
|--|----------------|----------------------|----------------------|-------|--------------|--------|--------|
| | Federal | State | State | State | State | MTC | |
| | | Prop 1B - PTMISEA | Prop 1B - PTMISEA | | | | |
| Capital Category | 5307 | Rolling Stock | Facility Rehab | LCTOP | Bridge Tolls | TDA | Total |
| Non Revenue Fleet | - | - | - | - | - | 369 | 369 |
| Revenue Fleet | - | - | - | - | - | - | - |
| Facility Maintenance and Modernization | - | - | - | - | - | 100 | 100 |
| Street Amenities | - | - | - | - | - | - | - |
| Information Technology | - | - | - | - | - | 85 | 85 |
| Maintenance Equipment & Tools | - | - | - | - | - | 65 | 65 |
| Office Furniture and Equipment | - | - | - | - | - | 70 | 70 |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 689 | \$ 689 |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
TEN YEAR CAPITAL PROGRAM
\$ In Thousands

| Capital Program: | FY2019 | FY2020 | FY2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | Total |
|--------------------------------------|-----------------|---------------|---------------|-----------------|------------------|-----------------|---------------|---------------|------------------|---------------|------------------|
| Non Revenue Fleet | \$ 78 | \$ 369 | \$ 227 | \$ - | \$ 99 | \$ 126 | \$ 109 | \$ - | \$ 70 | \$ 70 | \$ 1,148 |
| Revenue Fleet | 5,916 | - | - | 1,189 | 24,688 | - | - | - | 22,047 | - | 53,840 |
| Facility Maintenance & Modernization | 100 | 100 | 100 | 100 | 100 | 2,400 | - | - | 225 | 100 | 3,225 |
| Street Amenities | 200 | - | - | 50 | - | - | - | 50 | 50 | - | 350 |
| Information Technology | 195 | 85 | 180 | 300 | 80 | 90 | 85 | 100 | 150 | 100 | 1,365 |
| Maintenance Equipment & Tools | 100 | 65 | 50 | 50 | 50 | 250 | 50 | 50 | - | 50 | 715 |
| Office Furniture and Equipment | - | 70 | 80 | 80 | 80 | 100 | 100 | 80 | 25 | 50 | 665 |
| Total Capital Program | \$ 6,589 | \$ 689 | \$ 637 | \$ 1,769 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 | \$ 61,308 |

Capital Program by Service:

| | | | | | | | | | | | |
|---|-----------------|---------------|---------------|-----------------|------------------|-----------------|---------------|---------------|------------------|---------------|------------------|
| Fixed-Route | \$ 1,049 | \$ 689 | \$ 637 | \$ 580 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 | \$ 54,579 |
| Paratransit | 5,540 | - | - | 1,189 | - | - | - | - | - | - | 6,729 |
| Total Capital Program by Service | \$ 6,589 | \$ 689 | \$ 637 | \$ 1,769 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 | \$ 61,308 |

| Capital Funding by Source | FY2019 | FY2020 | FY2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | Total |
|--|-----------------|---------------|---------------|-----------------|------------------|-----------------|---------------|---------------|------------------|---------------|------------------|
| Federal 5307 | \$ 4,435 | \$ - | \$ - | \$ 989 | \$ 19,969 | \$ - | \$ - | \$ - | \$ 17,833 | \$ - | \$ 43,226 |
| State Prop 1B PTMISEA - Rolling Stock | 1,005 | - | - | - | - | - | - | - | - | - | 1,005 |
| State - LCTOP | 375 | - | 300 | 300 | 300 | 300 | - | - | 900 | - | 2,475 |
| MTC TPI Funds - Stop Access & IT | 200 | - | - | - | - | - | - | - | - | - | 200 |
| Bridge Toll Revenue | 100 | - | - | 80 | 1,000 | 29 | - | - | 850 | - | 2,059 |
| Transportation Development Act | 474 | 689 | 337 | 400 | 828 | 1,637 | 344 | 280 | 2,984 | 370 | 8,343 |
| To Be Determined | - | - | - | - | 3,000 | 1,000 | - | - | - | - | 4,000 |
| Total Capital Funding by Source | \$ 6,589 | \$ 689 | \$ 637 | \$ 1,769 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 | \$ 61,308 |

| Revenue Fleet Replacements | FY2019 | FY2020 | FY2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | Total |
|--|-----------|----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|------------|
| # Fixed Route Vehicles | - | - | - | - | 40 | - | - | - | 40 | - | 80 |
| # Paratransit Vehicles | 42 | - | - | 21 | - | - | - | - | - | - | 63 |
| Total Revenue Fleet Replacement | 42 | - | - | 21 | 40 | - | - | - | 40 | - | 143 |

County Connection

CENTRAL CONTRA COSTA TRANSIT AUTHORITY TEN YEAR FINANCIAL FORECAST \$ In Thousands

| | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Revenue Hours | 228,293 | 228,293 | 219,793 | 219,793 | 219,793 | 219,793 | 219,793 | 219,793 | 219,793 | 219,793 | 219,793 |
| 1 Passenger Fares | 2,718 | 2,684 | 3,066 | 3,066 | 3,066 | 3,066 | 3,066 | 3,066 | 3,066 | 3,066 | 3,066 |
| 2 Special Fares | 1,636 | 1,532 | 1,548 | 1,579 | 1,611 | 1,643 | 1,676 | 1,710 | 1,744 | 1,779 | 1,815 |
| 3 Advertising | 590 | 593 | 592 | 595 | 601 | 613 | 625 | 638 | 650 | 663 | 677 |
| 4 Non-Operating Revenue | 387 | 297 | 279 | 282 | 285 | 288 | 291 | 294 | 297 | 300 | 303 |
| 5 Low Carbon Transit Operations Program | 287 | 375 | 375 | 350 | 354 | 357 | 361 | 364 | 368 | 372 | 375 |
| 6 Other State Grants | 94 | - | - | - | - | - | - | - | - | - | - |
| 7 Other State Grants - SB1 State of Good Repair | - | 115 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| 8 STA Population & Revenue Based Guarantee | 1,613 | 4,681 | 4,218 | 4,123 | 4,206 | 4,290 | 4,376 | 4,463 | 4,552 | 4,643 | 4,736 |
| 9 STA Population & Revenue Based - Non Guarantee | - | 1,041 | 1,470 | 1,500 | 1,530 | 1,560 | 1,592 | 1,623 | 1,656 | 1,689 | 1,723 |
| 10 TDA 4.0 | 16,756 | 15,860 | 17,093 | 17,839 | 19,316 | 20,485 | 21,512 | 22,620 | 23,763 | 24,956 | 26,200 |
| 11 Measure J | 4,408 | 4,597 | 4,960 | 4,865 | 4,962 | 5,061 | 5,162 | 5,265 | 5,370 | 5,477 | 5,587 |
| 12 BART Express Funds | 807 | 826 | 862 | 879 | 897 | 915 | 933 | 952 | 971 | 990 | 1,010 |
| 13 Dougherty Valley Dev Fees | - | - | 100 | 100 | 65 | - | - | - | - | - | - |
| 14 Other Local Grants | 24 | - | - | - | - | - | - | - | - | - | - |
| 15 RM2/Other - Express | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 | 145 |
| 16 Lifeline | 504 | 300 | 230 | 237 | - | - | - | - | - | - | - |
| 17 Total Fixed Route Operating Revenue | 29,969 | 33,046 | 35,056 | 35,678 | 37,156 | 38,541 | 39,857 | 41,258 | 42,700 | 44,198 | 45,755 |
| Operating Expenses w/o contingency and GASB 68 | 29,922 | 32,835 | 33,806 | 35,130 | 36,394 | 37,613 | 38,877 | 40,186 | 41,542 | 42,948 | 44,405 |
| 18 CalPERS Unfunded Accrued Liability Expense | 47 | 211 | 350 | 548 | 762 | 928 | 980 | 1,072 | 1,158 | 1,250 | 1,350 |
| 19 % increase in expenses | 2.7% | 10.3% | 3.4% | 4.5% | 4.1% | 3.7% | 3.4% | 3.5% | 3.5% | 3.5% | 3.5% |
| 20 GASB 68 Pension & GASB 75 OPEB adjus | 1,583 | - | - | - | - | - | - | - | - | - | - |
| 21 Operating expense contingency | - | - | 900 | - | - | - | - | - | - | - | - |
| 22 Total Fixed Route Operating Expenses | 31,552 | 33,046 | 35,056 | 35,678 | 37,156 | 38,541 | 39,857 | 41,258 | 42,700 | 44,198 | 45,755 |
| Revenue Hours | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 | 74,394 |
| 23 Passenger Fares | 504 | 508 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 | 550 |
| 24 FTA Section 5307 | 1,261 | 1,380 | 1,380 | 1,380 | 1,380 | 1,380 | 1,380 | 1,380 | 1,385 | 1,385 | 1,385 |
| 25 FTA Preventative Maintenance | 19 | 6 | - | - | - | - | - | - | - | - | - |
| 26 TDA 4.5 | 800 | 869 | 1,057 | 1,004 | 1,034 | 1,065 | 1,097 | 1,130 | 1,164 | 1,199 | 1,235 |
| 27 TDA 4.0 | 199 | 714 | 697 | 1,140 | 1,399 | 1,538 | 1,681 | 1,829 | 1,976 | 2,135 | 2,298 |
| 28 Measure J | 1,831 | 1,939 | 1,814 | 1,734 | 1,769 | 1,804 | 1,840 | 1,877 | 1,915 | 1,953 | 1,992 |
| 29 STA Paratransit & Revenue Based | 767 | 800 | 848 | 857 | 866 | 874 | 883 | 892 | 901 | 910 | 919 |
| 30 Bart ADA service | 136 | 170 | 180 | 180 | 182 | 184 | 186 | 188 | 190 | 192 | 194 |
| 31 Total Paratransit Operating Revenue | 5,517 | 6,386 | 6,526 | 6,845 | 7,180 | 7,395 | 7,617 | 7,846 | 8,081 | 8,324 | 8,573 |
| 32 Total Paratransit Operating Expenses | 5,517 | 6,386 | 6,527 | 6,845 | 7,180 | 7,395 | 7,617 | 7,846 | 8,081 | 8,324 | 8,573 |
| 33 % increase in expenses | 5.7% | 15.8% | 2.2% | 4.9% | 4.9% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| Total CCCTA Operating Budget | \$ 37,069 | \$ 39,432 | \$ 41,583 | \$ 42,523 | \$ 44,336 | \$ 45,936 | \$ 47,474 | \$ 49,104 | \$ 50,781 | \$ 52,522 | \$ 54,328 |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
TEN YEAR FORECAST In \$ Thousands

| | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 |
|--|---------------|-----------------|---------------|---------------|-----------------|------------------|-----------------|---------------|---------------|------------------|---------------|
| 34 Capital Revenue | | | | | | | | | | | |
| 35 Federal 5307 | - | 4,435 | - | - | 989 | 19,969 | - | - | - | 17,833 | - |
| 36 State Prop 1B PTMISEA - Rolling Stock | - | 1,005 | - | - | - | - | - | - | - | - | - |
| 37 State Prop 1B PTMISEA - Facility Rehab | - | - | - | - | - | - | - | - | - | - | - |
| 38 State - LCTOP | - | 375 | - | 300 | 300 | 300 | 300 | - | - | 900 | - |
| 39 Lifeline - 1B Population based Bonds | - | - | - | - | - | - | - | - | - | - | - |
| 40 MTC TPI Funds - Stop Access & IT | 280 | 200 | - | - | - | - | - | - | - | - | - |
| 41 Bridge Toll Revenue | - | 100 | - | - | 80 | 1,000 | 29 | - | - | 850 | - |
| 42 Transportation Development Act | 651 | 474 | 689 | 337 | 400 | 828 | 1,637 | 344 | 280 | 2,984 | 370 |
| 43 To Be Determined | - | - | - | - | - | 3,000 | 1,000 | - | - | - | - |
| 44 Total Capital Revenue | \$ 931 | \$ 6,589 | \$ 689 | \$ 637 | \$ 1,769 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 |
| 45 Capital Projects | \$ 931 | \$ 6,589 | \$ 689 | \$ 637 | \$ 1,769 | \$ 25,097 | \$ 2,966 | \$ 344 | \$ 280 | \$ 22,567 | \$ 370 |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
TDA RESERVE \$ In Thousands

| | | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 |
|---|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|
| 46 | Beginning Balance | \$ 11,783 | \$ 12,076 | \$ 15,089 | \$ 17,519 | \$ 19,426 | \$ 19,852 | \$ 18,919 | \$ 16,391 | \$ 14,346 | \$ 11,530 | \$ 5,180 |
| 47 | Estimated TDA 4.0 Allocation | \$ 17,899 | \$ 20,061 | \$ 20,909 | \$ 21,223 | \$ 21,541 | \$ 21,918 | \$ 22,302 | \$ 22,748 | \$ 23,203 | \$ 23,725 | \$ 24,259 |
| | | 3.88% | 12.08% | 4.23% | 1.50% | 1.50% | 1.75% | 1.75% | 2.00% | 2.00% | 2.25% | 2.25% |
| TDA 4.0 Needed for Operations and Capital: | | | | | | | | | | | | |
| 48 | Used for Fixed route operations | (16,756) | (15,860) | (17,093) | (17,839) | (19,316) | (20,485) | (21,512) | (22,620) | (23,763) | (24,956) | (26,200) |
| 49 | Used for Paratransit operations | (199) | (714) | (697) | (1,140) | (1,399) | (1,538) | (1,681) | (1,829) | (1,976) | (2,135) | (2,298) |
| 50 | TDA Used for Operations | (16,955) | (16,574) | (17,790) | (18,979) | (20,715) | (22,023) | (23,193) | (24,449) | (25,739) | (27,091) | (28,498) |
| 51 | Used for Capital Program | (651) | (474) | (689) | (337) | (400) | (828) | (1,637) | (344) | (280) | (2,984) | (370) |
| 52 | Ending TDA Reserve | \$ 12,076 | \$ 15,089 | \$ 17,519 | \$ 19,426 | \$ 19,852 | \$ 18,919 | \$ 16,391 | \$ 14,346 | \$ 11,530 | \$ 5,180 | \$ 571 |
| 53 | Number Of Months of Operating Expenses in Reserve | 3.9 | 4.6 | 5.1 | 5.5 | 5.4 | 4.9 | 4.1 | 3.5 | 2.7 | 1.2 | 0.1 |
| 54 | Percentage of operating budget | 32.6% | 38.3% | 42.1% | 45.7% | 44.8% | 41.2% | 34.5% | 29.2% | 22.7% | 9.9% | 1.1% |
| 55 | Reserve Percentage of: | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 |
| | 12% | \$ 4,448 | \$ 4,732 | \$ 4,990 | \$ 5,103 | \$ 5,320 | \$ 5,512 | \$ 5,697 | \$ 5,892 | \$ 6,094 | \$ 6,303 | \$ 6,519 |
| 56 | Amount Above/(Below) Reserve Level | \$ 7,628 | \$ 10,357 | \$ 12,529 | \$ 14,323 | \$ 14,532 | \$ 13,407 | \$ 10,694 | \$ 8,454 | \$ 5,436 | \$ (1,123) | \$ (5,948) |
| 57 | 16% | \$ 5,931 | \$ 6,309 | \$ 6,653 | \$ 6,804 | \$ 7,094 | \$ 7,350 | \$ 7,596 | \$ 7,857 | \$ 8,125 | \$ 8,404 | \$ 8,692 |
| 58 | Amount Above/(Below) Reserve Level | \$ 6,145 | \$ 8,780 | \$ 10,866 | \$ 12,622 | \$ 12,758 | \$ 11,569 | \$ 8,795 | \$ 6,489 | \$ 3,405 | \$ (3,224) | \$ (8,121) |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|-----------------------------|-------------------|-------------------|-------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| FIXED ROUTE | | | | | | | |
| Wages, Operators | 8,205,085 | 8,564,997 | 8,435,000 | 129,997 | 8,580,000 | 15,003 | |
| Wages, Operator/trainer | 142,147 | 175,000 | 160,000 | 15,000 | 175,000 | - | |
| Wages, Trans Admin | 1,022,505 | 1,040,740 | 1,046,644 | (5,904) | 1,122,426 | 81,686 | |
| Wages, Scheduling | 75,509 | 77,125 | 68,671 | 8,454 | 71,672 | (5,453) | |
| Wages, Maint Admin | 538,779 | 513,000 | 510,335 | 2,665 | 535,061 | 22,061 | |
| Wages, Building Maint. | 323,198 | 330,000 | 347,541 | (17,541) | 361,091 | 31,091 | |
| Wages, Customer Service | 334,662 | 320,000 | 336,574 | (16,574) | 351,502 | 31,502 | |
| Wages, Promotion | 92,331 | 63,000 | 137,024 | (74,024) | 59,170 | (3,830) | |
| Wages, EE Services | 227,963 | 255,000 | 237,318 | 17,682 | 249,022 | (5,978) | |
| Wages, Finance | 406,494 | 420,000 | 416,494 | 3,506 | 437,212 | 17,212 | |
| Wages, Safety & Trng | 81,857 | 81,900 | 79,255 | 2,645 | 82,704 | 804 | |
| Wages, General Admin | 607,483 | 586,000 | 658,807 | (72,807) | 579,135 | (6,865) | |
| Performance based Comp Pool | - | - | - | - | 40,000 | 40,000 | |
| Wages, Board | 21,400 | 21,100 | 26,400 | (5,300) | 26,400 | 5,300 | |
| Wages, Planning | 679,244 | 875,000 | 786,246 | 88,754 | 910,149 | 35,149 | |
| Wages, Service Workers | 372,003 | 430,000 | 474,781 | (44,781) | 489,234 | 59,234 | |
| Wages, Serv Wrkr Bonus | 1,250 | 1,250 | 1,250 | - | 1,250 | - | |
| Wages, Mechanics | 1,039,830 | 1,120,000 | 1,193,492 | (73,492) | 1,231,439 | 111,439 | |
| Wages, Mechanic Bonus | 8,178 | 11,250 | 11,250 | - | 11,250 | - | |
| Total Wages | 14,179,918 | 14,885,362 | 14,927,082 | (41,720) | 15,313,717 | 428,355 | 3% |
| Sick, Operators | 312,858 | 395,000 | 325,000 | 70,000 | 340,000 | (55,000) | |
| Sick, Trans Admin | 34,271 | 68,000 | 44,630 | 23,370 | 32,769 | (35,231) | |
| Sick, Scheduling | 307 | 600 | 2,994 | (2,394) | 2,138 | 1,538 | |
| Sick, Maintenance Admin | 16,117 | 16,900 | 22,217 | (5,317) | 15,938 | (962) | |
| Sick, Building Maintenance. | 22,873 | 14,000 | 14,642 | (642) | 10,448 | (3,552) | |
| Sick, Customer Svc | 11,486 | 8,000 | 13,871 | (5,871) | 9,839 | 1,839 | |
| Sick, Promotion | 1,440 | 2,000 | 5,850 | (3,850) | 1,765 | (235) | |
| Sick, EE Services | 1,155 | 4,300 | 10,292 | (5,992) | 7,389 | 3,089 | |
| Sick, Finance | 12,079 | 13,000 | 17,848 | (4,848) | 12,894 | (106) | |
| Sick, Safety & Training | 2,090 | 2,500 | 3,455 | (955) | 2,467 | (33) | |
| Sick, General Admin | 15,867 | 17,600 | 28,440 | (10,840) | 17,069 | (531) | |
| Sick, Planning | 11,242 | 19,500 | 33,957 | (14,457) | 26,833 | 7,333 | |
| Sick, Service Workers | 23,169 | 58,000 | 6,598 | 51,402 | 6,766 | (51,234) | |
| Sick, Mechanics | 27,782 | 22,000 | 22,802 | (802) | 23,606 | 1,606 | |
| Total Sick Pay | 492,736 | 641,400 | 552,596 | 88,804 | 509,921 | (131,479) | -20% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|---------------------------------|------------------|-------------------|------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Holiday, Operators | 327,606 | 414,000 | 401,000 | 13,000 | 426,000 | 12,000 | |
| Holiday, Trans Admin | 47,988 | 60,000 | 56,529 | 3,471 | 59,858 | (142) | |
| Holiday, Scheduling | 3,680 | 4,100 | 3,792 | 308 | 3,906 | (194) | |
| Holiday, Maintenance Admin | 28,125 | 30,000 | 28,139 | 1,861 | 29,115 | (885) | |
| Holiday, Building Maintenance. | 16,638 | 20,000 | 18,545 | 1,455 | 19,086 | (914) | |
| Holiday, Customer Svc | 16,355 | 17,000 | 17,570 | (570) | 17,976 | 976 | |
| Holiday, Promotion | 4,127 | 4,000 | 7,409 | (3,409) | 3,224 | (776) | |
| Holiday, EE Services | 9,305 | 13,000 | 13,035 | (35) | 13,498 | 498 | |
| Holiday, Finance | 20,734 | 22,600 | 22,606 | (6) | 23,553 | 953 | |
| Holiday, Safety & Training | 4,204 | 4,300 | 4,376 | (76) | 4,507 | 207 | |
| Holiday, General Admin | 33,464 | 27,500 | 36,022 | (8,522) | 31,182 | 3,682 | |
| Holiday, Planning | 32,163 | 50,000 | 43,011 | 6,989 | 49,020 | (980) | |
| Holiday, Service Workers | 16,728 | 21,500 | 23,456 | (1,956) | 24,047 | 2,547 | |
| Holiday, Mechanics | 61,207 | 61,500 | 61,978 | (478) | 64,164 | 2,664 | |
| Total Holiday Pay | 622,324 | 749,500 | 737,468 | 12,032 | 769,136 | 19,636 | 3% |
| Vacation, Operators | 490,464 | 530,000 | 530,450 | (450) | 545,900 | 15,900 | |
| Vacation, Trans Admin | 93,057 | 92,690 | 85,612 | 7,078 | 90,492 | (2,198) | |
| Vacation, Scheduling | 5,812 | 6,320 | 6,320 | - | 6,510 | 190 | |
| Vacation, Maintenance Admin | 44,760 | 56,500 | 46,162 | 10,338 | 47,767 | (8,733) | |
| Vacation, Building Maintenance. | 22,344 | 24,500 | 24,579 | (79) | 25,112 | 612 | |
| Vacation, Customer Svc | 38,492 | 22,000 | 25,103 | (3,103) | 23,000 | 1,000 | |
| Vacation, Promotion | 32,394 | 5,300 | 9,496 | (4,196) | 5,374 | 74 | |
| Vacation, EE Services | 17,295 | 20,470 | 20,471 | (1) | 21,175 | 705 | |
| Vacation, Finance | 21,793 | 28,500 | 30,558 | (2,058) | 34,260 | 5,760 | |
| Vacation, Safety & Training | 6,547 | 7,300 | 7,294 | 6 | 7,512 | 212 | |
| Vacation, General Admin | 106,115 | 90,000 | 53,564 | 36,436 | 45,036 | (44,964) | |
| Vacation, Planning | 45,959 | 60,000 | 64,324 | (4,324) | 71,104 | 11,104 | |
| Vacation, Service Wrks | 26,686 | 28,000 | 32,290 | (4,290) | 30,272 | 2,272 | |
| Vacation, Mechanics | 144,139 | 150,000 | 87,996 | 62,004 | 94,544 | (55,456) | |
| Total Accrued Vacation | 1,095,857 | 1,121,580 | 1,024,219 | 97,361 | 1,048,058 | (73,522) | -7% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|--------------------------------|-------------------|-------------------|-------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Abs Pay, Operators | 54,620 | 59,600 | 61,200 | (1,600) | 64,000 | 4,400 | |
| Abs Pay, Trans Admin | - | 3,500 | 5,718 | (2,218) | 6,110 | 2,610 | |
| Abs Pay, Scheduling | - | 100 | 384 | (284) | 399 | 299 | |
| Abs Pay, Maintenance Admin | - | 1,000 | 2,846 | (1,846) | 2,970 | 1,970 | |
| Abs Pay, Building Maintenance. | - | 500 | 1,876 | (1,376) | 1,947 | 1,447 | |
| Abs Pay, Customer Svc | - | 1,000 | 1,777 | (777) | 1,834 | 834 | |
| Abs Pay, Promotion | - | 300 | 750 | (450) | 329 | 29 | |
| Abs Pay, EE Services | - | 400 | 1,319 | (919) | 1,378 | 978 | |
| Abs Pay, Finance | - | 500 | 2,287 | (1,787) | 2,404 | 1,904 | |
| Abs Pay, Safety & Training | - | 400 | 443 | (43) | 460 | 60 | |
| Abs Pay, General Admin | - | 500 | 3,645 | (3,145) | 3,183 | 2,683 | |
| Abs Pay, Planning | - | 500 | 4,351 | (3,851) | 5,002 | 4,502 | |
| Separation Pay/Benefits | 29,456 | 5,000 | - | 5,000 | 5,000 | - | |
| Abs Pay, Service Wrks | - | 456 | 456 | - | 470 | 14 | |
| Abs Pay, Mechanics | 4,325 | 500 | 539 | (39) | 558 | 58 | |
| Total Absence Pay | 88,401 | 74,256 | 87,591 | (13,335) | 96,044 | 21,788 | 29% |
| Total Paid Time Off | 2,299,318 | 2,586,736 | 2,401,874 | 184,862 | 2,423,159 | (163,577) | -6% |
| Total Compensation | 16,479,236 | 17,472,098 | 17,328,956 | 143,142 | 17,736,876 | 264,778 | 2% |
| FICA, Operators | 131,646 | 142,560 | 139,050 | 3,510 | 146,860 | 4,300 | |
| FICA, Trans Admin | 16,774 | 17,960 | 17,961 | (1) | 19,012 | 1,052 | |
| FICA, Scheduling | 1,098 | 1,260 | 1,191 | 69 | 1,227 | (33) | |
| FICA, Maintenance Admin | 2,815 | 4,100 | 4,195 | (95) | 4,363 | 263 | |
| FICA, Building Maintenance. | 5,460 | 5,850 | 5,902 | (52) | 6,055 | 205 | |
| FICA, Customer Service | 6,000 | 5,300 | 5,727 | (427) | 5,860 | 560 | |
| FICA, Promotion | 1,856 | 1,250 | 2,328 | (1,078) | 1,013 | (237) | |
| FICA, EE Services | 3,762 | 4,261 | 4,095 | 166 | 4,240 | (21) | |
| FICA, Finance | 6,685 | 7,230 | 7,102 | 128 | 7,399 | 169 | |
| FICA, Safety & Training | - | - | - | - | - | - | |
| FICA, General Admin | 10,830 | 8,350 | 11,424 | (3,074) | 10,486 | 2,136 | |
| FICA, Board Members | 1,637 | 1,500 | 2,020 | (520) | 2,020 | 520 | |
| FICA, Planning | 10,687 | 14,500 | 13,512 | 988 | 15,401 | 901 | |
| FICA, Service Workers | 5,625 | 6,800 | 7,087 | (287) | 7,258 | 458 | |
| FICA, Mechanics | 13,525 | 16,000 | 17,820 | (1,820) | 18,383 | 2,383 | |
| Total FICA/Medicare | 218,400 | 236,921 | 239,414 | (2,493) | 249,577 | 12,656 | 5% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|--------------------------------|------------------|-------------------|------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| PERS-RET, Operators | 787,145 | 960,339 | 1,034,959 | (74,620) | 1,051,072 | 90,733 | |
| PERS-RET, Trans Admin | 143,136 | 172,770 | 166,859 | 5,911 | 189,416 | 16,646 | |
| PERS-RET, Scheduling | 15,148 | 12,971 | 11,564 | 1,407 | 13,391 | 420 | |
| PERS-RET, Maintenance Admin | 82,404 | 108,645 | 100,506 | 8,139 | 112,348 | 3,703 | |
| PERS-RET, Bldg Maintenance. | 41,808 | 43,700 | 50,586 | (6,886) | 55,611 | 11,911 | |
| PERS-RET, Customer Svc | 49,749 | 47,133 | 50,082 | (2,949) | 49,337 | 2,204 | |
| PERS-RET, Promotion | 19,764 | 12,058 | 17,084 | (5,026) | 12,662 | 604 | |
| PERS-RET, EE Services | 29,982 | 43,014 | 41,692 | 1,322 | 46,409 | 3,395 | |
| PERS-RET, Finance | 60,105 | 75,502 | 67,949 | 7,553 | 77,351 | 1,849 | |
| PERS-RET, Sfty & Training | 22,226 | 18,044 | 17,281 | 763 | 19,922 | 1,878 | |
| PERS-RET, Gen Admin | 82,440 | 97,349 | 115,015 | (17,666) | 113,420 | 16,071 | |
| PERS-RET, Planning | 58,329 | 122,300 | 105,810 | 16,490 | 125,063 | 2,763 | |
| GM-457 Retirement | 18,000 | 18,000 | 18,540 | (540) | 18,540 | 540 | |
| PERS-RET, Service Wrkr | 41,255 | 52,409 | 57,317 | (4,908) | 59,137 | 6,728 | |
| PERS-RET, Mechanics | 114,694 | 145,610 | 151,411 | (5,801) | 170,966 | 25,356 | |
| Total Retirement | 1,566,185 | 1,929,844 | 2,006,655 | (76,811) | 2,114,645 | 184,801 | 10% |
| Medical, Operators | 633,969 | 765,924 | 708,894 | 57,030 | 782,191 | 16,267 | |
| Medical, Trans Admin | 94,651 | 126,882 | 135,279 | (8,397) | 140,721 | 13,839 | |
| Medical, Scheduling | 8,619 | 9,472 | 9,519 | (47) | 9,496 | 24 | |
| Medical, Maintenance Admin | 26,101 | 28,215 | 23,481 | 4,734 | 27,755 | (460) | |
| Medical, Building Maintenance. | 48,897 | 53,293 | 69,389 | (16,096) | 61,239 | 7,946 | |
| Medical, Customer Svc | 42,137 | 33,689 | 45,647 | (11,958) | 35,057 | 1,368 | |
| Medical, Promotion | 7,258 | 4,943 | 3,969 | 974 | 5,954 | 1,011 | |
| Medical, EE Services | (430) | 4,524 | - | 4,524 | 9,048 | 4,524 | |
| Medical, Finance | 18,259 | 17,485 | 13,180 | 4,305 | 18,989 | 1,504 | |
| Medical, Safety & Training | 5,028 | 5,674 | 5,968 | (294) | 5,424 | (250) | |
| Medical, General Admin | 67,242 | 69,801 | 30,130 | 39,671 | 72,276 | 2,475 | |
| Medical, Planning | 40,834 | 61,994 | 86,974 | (24,980) | 73,750 | 11,756 | |
| Medical, Service Workers | 190,673 | 249,743 | 217,730 | 32,013 | 264,933 | 15,190 | |
| Medical, Mechanics | 344,370 | 418,487 | 413,687 | 4,800 | 453,847 | 35,360 | |
| Medical Admin Charge | 10,751 | 11,300 | 11,300 | - | 11,300 | - | |
| Vision Plan, Admin | - | - | - | - | - | - | |
| Vision Plan, Operators | - | - | - | - | - | - | |
| Medical, Retirees | 186,175 | 193,000 | 186,430 | 6,570 | 202,650 | 9,650 | |
| OPEB benefits | 408,617 | 299,889 | 299,889 | - | 306,650 | 6,761 | |
| Total Medical | 2,133,151 | 2,354,315 | 2,261,466 | 92,849 | 2,481,280 | 126,965 | 5% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|-------------------------------|------------------|-------------------|------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Dental, Operators | 232,289 | 240,249 | 244,587 | (4,338) | 247,457 | 7,208 | |
| Dental, Trans Admin | 30,284 | 32,931 | 28,326 | 4,605 | 33,919 | 988 | |
| Dental, Scheduling | 1,985 | 2,289 | 2,819 | (531) | 2,357 | 69 | |
| Dental, Maintenance Admin | 5,877 | 5,946 | 6,100 | (154) | 6,124 | 178 | |
| Dental, Building Maintenance. | 10,490 | 10,075 | 11,589 | (1,514) | 10,377 | 302 | |
| Dental, Customer Svc | 17,545 | 16,656 | 18,371 | (1,716) | 17,155 | 500 | |
| Dental, Promotion | 1,670 | 1,421 | 1,732 | (311) | 1,464 | 43 | |
| Dental, EE Services | 3,060 | 3,084 | 3,175 | (91) | 3,176 | 92 | |
| Dental, Finance | 10,120 | 10,575 | 10,441 | 134 | 10,892 | 317 | |
| Dental, Safety & Training | 789 | 795 | 2,222 | (1,427) | 819 | 24 | |
| Dental, General Admin | 7,490 | 7,389 | 7,741 | (352) | 7,610 | 221 | |
| Dental, Planning | 11,405 | 13,544 | 13,044 | 500 | 13,950 | 406 | |
| Total Dental | 333,004 | 344,953 | 350,147 | (5,194) | 355,300 | 10,347 | 3% |
| WC, Operators | 796,378 | 819,726 | 693,089 | 126,637 | 763,218 | (56,508) | |
| WC, Trans Admin | 76,170 | 79,010 | 64,473 | 14,537 | 73,563 | (5,447) | |
| WC, Scheduling | 9,159 | 9,876 | 8,059 | 1,817 | 9,195 | (681) | |
| WC, Maintenance Admin | 25,796 | 24,691 | 20,148 | 4,543 | 22,989 | (1,702) | |
| WC, Building Maintenance. | 26,270 | 29,629 | 24,178 | 5,451 | 27,586 | (2,043) | |
| WC, Customer Svc | 38,327 | 39,505 | 32,237 | 7,268 | 36,782 | (2,723) | |
| WC, Promotion | 11,574 | 4,938 | 4,030 | 908 | 4,598 | (340) | |
| WC, EE Services | 11,574 | 14,814 | 12,089 | 2,725 | 13,793 | (1,021) | |
| WC, Finance | 25,796 | 24,691 | 20,148 | 4,543 | 22,989 | (1,702) | |
| WC, Safety & Training | 11,574 | 9,876 | 8,059 | 1,817 | 9,195 | (681) | |
| WC, General Admin | 33,989 | 28,123 | 26,857 | 1,266 | 26,184 | (1,939) | |
| WC, Planning | 28,685 | 60,763 | 36,266 | 24,497 | 56,575 | (4,188) | |
| WC, Service Workers | 49,660 | 49,381 | 40,296 | 9,085 | 45,977 | (3,404) | |
| WC, Mechanics | 106,574 | 93,824 | 76,562 | 17,262 | 87,356 | (6,468) | |
| Total Workers Comp | 1,251,526 | 1,288,847 | 1,066,491 | 222,356 | 1,200,000 | (88,847) | -7% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|-------------------------------|----------------|-------------------|----------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Life, Operators | 69,500 | 72,435 | 74,150 | (1,715) | 74,776 | 2,341 | |
| Life, Trans Admin | 6,518 | 6,500 | 7,776 | (1,276) | 6,695 | 195 | |
| Life, Scheduling | 660 | 690 | 952 | (262) | 742 | 52 | |
| Life, Maintenance Admin | 4,230 | 4,230 | 4,360 | (130) | 4,360 | 130 | |
| Life, Building Maintenance. | 3,376 | 3,066 | 3,560 | (494) | 3,250 | 184 | |
| Life, Customer Svc | 5,595 | 5,607 | 5,810 | (203) | 6,450 | 843 | |
| Life, Promotion | 844 | 542 | 1,500 | (958) | 560 | 18 | |
| Life, EE Services | 1,537 | 1,645 | 1,800 | (155) | 1,800 | 155 | |
| Life, Finance | 3,316 | 3,338 | 3,720 | (382) | 3,460 | 122 | |
| Life, Safety & Training | 728 | 728 | 750 | (22) | 750 | 22 | |
| Life, General Admin | 2,974 | 2,955 | 3,390 | (435) | 3,090 | 135 | |
| Life, Planning | 5,484 | 6,572 | 6,642 | (70) | 7,212 | 640 | |
| Total Life Insurance | 104,762 | 108,308 | 114,410 | (6,102) | 113,145 | 4,837 | 4% |
| SUI, Operators | 52,861 | 65,000 | 72,000 | (7,000) | 67,000 | 2,000 | |
| SUI, Trans Admin | 4,262 | 6,000 | 7,974 | (1,974) | 7,974 | 1,974 | |
| SUI, Scheduling | 273 | 400 | 443 | (43) | 443 | 43 | |
| SUI, Maintenance Admin | 1,911 | 2,000 | 2,215 | (215) | 2,215 | 215 | |
| SUI, Building Maintenance. | 1,751 | 2,000 | 2,658 | (658) | 3,101 | 1,101 | |
| SUI, Customer Svc | 1,638 | 2,600 | 3,101 | (501) | 3,101 | 501 | |
| SUI, Promotion | 273 | 430 | 886 | (456) | 443 | 13 | |
| SUI, Safety & Training | 273 | 413 | 443 | (30) | 443 | 30 | |
| SUI, General Admin | 1,661 | 1,800 | 3,544 | (1,744) | 3,544 | 1,744 | |
| SUI, EE Services | 819 | 900 | 1,329 | (429) | 1,329 | 429 | |
| SUI, Finance | 1,642 | 1,900 | 2,215 | (315) | 2,215 | 315 | |
| SUI, Planning | 2,734 | 3,800 | 3,987 | (187) | 4,430 | 630 | |
| SUI, Service Workers | 3,009 | 3,710 | 4,430 | (720) | 4,430 | 720 | |
| SUI, Mechanics | 5,284 | 7,875 | 8,417 | (542) | 8,417 | 542 | |
| Total SUI | 78,391 | 98,828 | 113,642 | (14,814) | 109,085 | 10,257 | 10% |
| Operator Uniforms | 45,862 | 50,000 | 50,000 | - | 50,000 | - | |
| Uniforms - Maintenance. Pers. | 19,883 | 17,173 | 17,000 | 173 | 17,500 | 327 | |
| Total Uniforms | 65,745 | 67,173 | 67,000 | 173 | 67,500 | 327 | 0% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|----------------------------------|-------------------|-------------------|-------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Operator Medical Exams | 16,215 | 15,785 | 17,000 | (1,215) | 17,000 | 1,215 | |
| Emp Assistance Prog. | 13,468 | 15,856 | 14,500 | 1,356 | 14,500 | (1,356) | |
| Cafeteria Plan- Admin | 440,517 | 508,275 | 539,772 | (31,497) | 598,689 | 90,414 | |
| Cafeteria Plan-ATU | 1,205,910 | 1,485,478 | 1,357,816 | 127,662 | 1,603,479 | 118,001 | |
| Mechanic Tool Allowance | 13,190 | 15,970 | 16,500 | (530) | 16,500 | 530 | |
| Wellness Program | 25,121 | 29,473 | 30,000 | (527) | 30,000 | 527 | |
| Substance Abuse Prog. | 9,630 | 15,505 | 10,000 | 5,505 | 20,000 | 4,495 | |
| Ergonomics/W/C Prog | - | - | 2,500 | (2,500) | - | - | |
| Total Other Benefits | 1,724,051 | 2,086,342 | 1,988,088 | 98,254 | 2,300,168 | 213,826 | 10% |
| Total Benefits | 9,774,533 | 11,102,267 | 10,609,187 | 493,080 | 11,413,859 | 311,592 | 3% |
| Total Wages and Benefits | 23,954,451 | 25,987,628 | 25,536,269 | 451,359 | 26,727,576 | 739,947 | 3% |
| Management Services | 54,049 | 35,000 | 35,000 | - | 35,000 | - | |
| Agency Fees | 50 | 150 | 150 | - | 150 | - | |
| In-Service Monitoring | - | 5,500 | 5,500 | - | 5,500 | - | |
| Mobility Services | 18,807 | 25,000 | 30,000 | (5,000) | 25,000 | - | |
| Schedules/Graphics | 38,521 | 114,432 | 115,000 | (568) | 115,000 | 568 | |
| Promotions | 101,135 | 149,397 | 150,000 | (603) | 150,000 | 603 | |
| Recruitment | 5,168 | 10,000 | 15,000 | (5,000) | 10,000 | - | |
| Hiring Costs | 13,795 | 14,935 | 15,000 | (65) | 15,000 | 65 | |
| Legal Fees | 164,714 | 375,000 | 375,000 | - | 335,000 | (40,000) | |
| Financial services | 12,200 | 6,000 | 7,500 | (1,500) | 15,000 | 9,000 | |
| Auditor Fees | 44,942 | 48,500 | 48,500 | - | 49,955 | 1,455 | |
| Freight In and Out | 4,808 | 5,525 | 7,000 | (1,475) | 6,000 | 475 | |
| Bid and Hearing Notices | 95 | 1,000 | 1,000 | - | 1,000 | - | |
| Service Development | 40,000 | 79,187 | 80,000 | (813) | 80,000 | 813 | |
| Trans. Printing/Reproduc. | 4,646 | 7,000 | 7,000 | - | 7,000 | - | |
| Payroll Services | 86,575 | 85,490 | 85,490 | - | 88,055 | 2,565 | |
| Bank service charge | 20,827 | 24,000 | 24,000 | - | 25,500 | 1,500 | |
| Commuter check process fee | 267 | 300 | 300 | - | 300 | - | |
| Pay PERS file upload | 2,387 | 2,650 | 2,730 | (80) | 2,730 | 80 | |
| Special Planning- reimb expenses | 24,900 | 31,840 | - | 31,840 | - | (31,840) | |
| Temporary Help-All depts | 66,410 | 25,075 | 25,000 | 75 | 25,000 | (75) | |
| Clipper Fees | 55,405 | 90,000 | 53,560 | 36,440 | 150,000 | 60,000 | |
| SVR-Differential/Radiator | - | 13,300 | 15,800 | (2,500) | 15,800 | 2,500 | |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|-----------------------------|------------------|-------------------|------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| SVR-Transmission | 15,101 | 14,595 | 34,400 | (19,805) | 24,000 | 9,405 | |
| SVR-Upholstery/Glass | 1,705 | 12,000 | 30,000 | (18,000) | 15,000 | 3,000 | |
| SVR-Towing | 6,503 | 12,220 | 16,000 | (3,780) | 16,000 | 3,780 | |
| SVR-Engine Repair | 28,278 | 41,685 | 40,720 | 965 | 41,000 | (685) | |
| SVR-Body Repair | 105,158 | 113,083 | 105,000 | 8,083 | 108,000 | (5,083) | |
| SVR-Electric Bus Repair | - | - | - | - | 50,000 | 50,000 | |
| Emission controls | 14,513 | 39,767 | 42,000 | (2,233) | 42,000 | 2,233 | |
| Support Vehicle maint | 13,617 | 13,170 | 13,500 | (330) | 13,500 | 330 | |
| IT Supplies/replacements | 13,075 | 10,843 | 12,000 | (1,157) | 12,000 | 1,157 | |
| Clever Devices/rideck maint | 206,190 | 239,350 | 239,349 | 1 | 251,350 | 12,000 | |
| Office Equipment Maint. | 7,904 | 20,000 | 20,000 | - | 20,000 | - | |
| Building Maint. Service | 77,387 | 85,810 | 87,000 | (1,190) | 87,000 | 1,190 | |
| Landscape Service | 73,289 | 88,963 | 89,400 | (437) | 89,400 | 437 | |
| IT Contracts | 137,370 | 148,564 | 150,000 | (1,436) | 150,000 | 1,436 | |
| Radio Maint. Service | 11,952 | 14,980 | 18,000 | (3,020) | 15,000 | 20 | |
| RED Support Expense | 3,030 | - | 4,000 | (4,000) | - | - | |
| Contract Cleaning Service | 3,340 | 3,340 | 2,600 | 740 | 3,600 | 260 | |
| Waste Removal | 16,610 | 18,837 | 19,800 | (963) | 19,800 | 963 | |
| Hazardous Waste | 114,205 | 123,012 | 95,000 | 28,012 | 125,000 | 1,988 | |
| Fire Monitoring | 2,863 | 3,756 | 4,000 | (244) | 4,000 | 244 | |
| Security Services | 87,178 | 88,943 | 89,000 | (57) | 89,000 | 57 | |
| Other Services | 7,375 | 7,000 | 5,500 | 1,500 | 7,000 | - | |
| Total Services | 1,706,344 | 2,249,199 | 2,215,799 | 33,400 | 2,339,640 | 90,441 | 4% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|---------------------------------------|------------------|-------------------|------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Diesel Fuel | 1,354,467 | 1,525,000 | 1,650,000 | (125,000) | 1,625,000 | 100,000 | |
| Oils and Lubricants | 75,649 | 81,486 | 90,000 | (8,514) | 85,000 | 3,514 | |
| Gasoline | 21,602 | 23,875 | 25,000 | (1,125) | 25,000 | 1,125 | |
| PG&E - WC Trolley | 22,296 | 50,408 | 85,000 | (34,592) | 85,000 | 34,592 | |
| Tires and Tubes | 238,156 | 243,197 | 231,000 | 12,197 | 247,216 | 4,019 | |
| Safety Supply | 363 | 5,500 | 5,500 | - | 10,000 | 4,500 | |
| Transportation Supplies | 19,414 | 14,000 | 14,000 | - | 14,000 | - | |
| BART Relief Tickets | 56,965 | 58,425 | 58,425 | - | 58,425 | - | |
| CSS-Soaps | 1,614 | 4,465 | 8,000 | (3,535) | 6,000 | 1,535 | |
| CSS-Cleaning | 10,629 | 9,622 | 9,000 | 622 | 9,000 | (622) | |
| CSS-Safety | 8,640 | 8,907 | 8,500 | 407 | 8,500 | (407) | |
| CSS-Antifreeze | 3,664 | 6,256 | 6,400 | (144) | 6,400 | 144 | |
| CSS-Gases | 6,655 | 5,316 | 4,000 | 1,316 | 4,500 | (816) | |
| Oil Analysis | 16,760 | 7,898 | 8,000 | (102) | 8,000 | 102 | |
| Equipment/Garage Exp. | 22,183 | 21,356 | 25,000 | (3,644) | 25,000 | 3,644 | |
| Coach Repair Parts | 551,129 | 494,536 | 495,000 | (464) | 515,000 | 20,464 | |
| Shelter/Bus Stop Supply | - | 13,066 | 15,000 | (1,934) | 15,000 | 1,934 | |
| Janitorial Supplies | 24,121 | 19,919 | 21,000 | (1,081) | 21,000 | 1,081 | |
| Lighting Supply | 1,832 | 6,125 | 5,000 | 1,125 | 5,000 | (1,125) | |
| Building Repair Supply | 37,580 | 44,376 | 45,000 | (624) | 45,000 | 624 | |
| Landscape Supply | - | 5,000 | 5,000 | - | 5,000 | - | |
| Tickets, Passes, Xfrs | 13,351 | 16,468 | 20,000 | (3,532) | 10,000 | (6,468) | |
| Supplies - Offsites | 968 | 2,286 | 2,300 | (14) | 2,300 | 14 | |
| Personnel Office Supply | 1,320 | 4,074 | 3,000 | 1,074 | 3,000 | (1,074) | |
| Computer Supplies | - | 163 | - | 163 | - | (163) | |
| Office Supplies-Administration | 18,672 | 16,500 | 17,500 | (1,000) | 17,500 | 1,000 | |
| Office Supplies-2nd Floor | 29 | - | - | - | - | - | |
| Office Supplies-Maint. | 1,436 | 3,433 | 3,500 | (67) | 3,500 | 67 | |
| Postage | 7,942 | 9,000 | 10,000 | (1,000) | 9,000 | - | |
| Safety Contingency Plans | 1,488 | 3,000 | 3,000 | - | 3,000 | - | |
| Training Supply | 1,637 | 5,000 | 5,000 | - | 5,000 | - | |
| Contracts & Grants Supply | - | 1,362 | 1,000 | 362 | 1,000 | (362) | |
| Supplies- IC | 4,108 | 5,628 | 6,000 | (372) | 6,000 | 372 | |
| Repair parts-grant exp | - | 25,000 | 25,000 | - | 25,000 | - | |
| Total Materials & Supplies | 2,524,670 | 2,752,348 | 2,910,125 | (157,777) | 2,908,341 | 155,993 | 6% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|-----------------------------|----------------|-------------------|----------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Telephone Svc - TC | | | | - | | - | |
| Pacific Gas and Electric | 164,641 | 185,000 | 190,550 | (5,550) | 190,550 | 5,550 | |
| Telephone Svc - Concord | 47,454 | 36,381 | 36,000 | 381 | 40,000 | 3,619 | |
| Contra Costa Water District | 32,294 | 26,000 | 26,000 | - | 27,600 | 1,600 | |
| Telephone-Cellular | 88,635 | 99,982 | 100,000 | (18) | 100,000 | 18 | |
| Total Utilities | 333,024 | 347,363 | 352,550 | (5,187) | 358,150 | 10,787 | 3% |
| Physical Damage | 98,473 | 125,000 | 147,500 | (22,500) | 125,000 | - | |
| Property Premiums | 44,592 | 48,271 | 48,271 | - | 49,719 | 1,448 | |
| Other Premiums | 21,483 | 28,300 | 26,780 | 1,520 | 31,130 | 2,830 | |
| Liability Premiums | 452,487 | 555,000 | 555,000 | - | 600,000 | 45,000 | |
| Insurance/Liability losses | 105,521 | 175,000 | 175,000 | - | 175,000 | - | |
| Total Insurance | 722,556 | 931,571 | 952,551 | (20,980) | 980,849 | 49,278 | 5% |
| Property Tax | 9,619 | 14,072 | 18,000 | (3,928) | 16,000 | 1,928 | |
| Licenses / Registrations | 1,726 | 2,015 | 2,015 | - | 2,015 | - | |
| Fuel Storage Tank Fees | 16,161 | 13,000 | 14,000 | (1,000) | 14,000 | 1,000 | |
| Use and Other Taxes | 8,081 | 7,000 | 7,500 | (500) | 7,500 | 500 | |
| Sales Tax | 190,529 | 205,000 | 220,000 | (15,000) | 212,000 | 7,000 | |
| Total Taxes | 226,116 | 241,087 | 261,515 | (20,428) | 251,515 | 10,428 | 4% |
| Radio Site Lease-Diablo | 42,035 | 43,000 | 43,775 | (775) | 44,500 | 1,500 | |
| Equipment Leases | 464 | 9,000 | 9,000 | - | 9,000 | - | |
| Total Leases | 42,499 | 52,000 | 52,775 | (775) | 53,500 | 1,500 | 3% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|---------------------------------------|-------------------|-------------------|-------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Business Expense- Tran | 10 | 500 | 500 | - | 500 | - | |
| Business Expense-admin | - | 400 | 400 | - | 400 | - | |
| Business Expense-Fin | 978 | 2,000 | 2,000 | - | 2,000 | - | |
| Board Travel | 17,955 | 20,428 | 25,000 | (4,572) | 25,000 | 4,572 | |
| Staff Travel | 74,484 | 60,000 | 60,000 | - | 61,500 | 1,500 | |
| CTA Dues | 14,948 | 15,396 | 15,399 | (3) | 15,860 | 464 | |
| APTA Dues | 35,029 | 35,500 | 36,650 | (1,150) | 36,650 | 1,150 | |
| Other Memberships | 3,000 | 3,000 | 3,000 | - | 3,090 | 90 | |
| Business Expense | 2,659 | 4,000 | 4,000 | - | 4,000 | - | |
| Training Program | 11,388 | 15,179 | 25,000 | (9,821) | 25,000 | 9,821 | |
| Training / Subs-Gm | 2,271 | 7,000 | 7,000 | - | 7,000 | - | |
| Misc exp | 241 | 1,000 | 1,000 | - | 1,000 | - | |
| Employee Functions | 34,467 | 30,000 | 35,000 | (5,000) | 44,500 | 14,500 | |
| Employee Awards | 2,011 | 5,000 | 5,000 | - | 5,000 | - | |
| Departing Emp gifts | 124 | 1,000 | 1,000 | - | 1,000 | - | |
| Paypal fees | 2,889 | 3,500 | 4,000 | (500) | 4,000 | 500 | |
| Total Miscellaneous | 202,454 | 203,903 | 224,949 | (21,046) | 236,500 | 32,597 | 16% |
| Alamo Creek Shuttle | 114,565 | 125,000 | 127,720 | (2,720) | 133,500 | 8,500 | |
| St Mary's Shuttle | 48,300 | 49,440 | 49,440 | - | 52,410 | 2,970 | |
| Cal State rte. 260 Shuttle | 93,801 | 106,100 | 108,150 | (2,050) | 113,600 | 7,500 | |
| Total Purchased Transportation | 256,666 | 280,540 | 285,310 | (4,770) | 299,510 | 18,970 | 7% |
| Total Other Operating Expense | 6,014,329 | 7,058,011 | 7,255,574 | (197,563) | 7,428,005 | 369,994 | 5% |
| Contingency | | | 800,000 | (800,000) | 900,000 | 900,000 | |
| TOTAL FIXED ROUTE EXPENSE | 29,968,780 | 33,045,639 | 33,591,843 | (546,204) | 35,055,581 | 2,009,942 | 6% |

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

| Account Desc | FY 2018 Actual | FY 2019 Estimated | FY 2019 Budget | Over (Under) FY 2019 Budget | Proposed FY 2020 Budget | Over (Under) FY 2019 Est/Actual | Over (Under) % FY 2019 Est/Actual |
|----------------------------|-------------------|-------------------|-------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|
| Paratransit | | | | | | | |
| Wages | 91,580 | 172,000 | 172,525 | (525) | 182,218 | 10,218 | |
| Sick Wages | 4,646 | 5,000 | 7,332 | (2,332) | 5,298 | 298 | |
| Holiday Pay | 5,605 | 7,500 | 9,687 | (2,187) | 10,080 | 2,580 | |
| Vacation Pay | 2,232 | 9,750 | 10,709 | (959) | 11,145 | 1,395 | |
| Absence pay | - | 500 | 940 | (440) | 988 | 488 | |
| Cafeteria Plan | 9,744 | 21,431 | 9,406 | 12,025 | 23,874 | 2,443 | |
| FICA | 1,481 | 2,500 | 2,917 | (417) | 3,041 | 541 | |
| PERS | 16,054 | 20,156 | 18,264 | 1,892 | 21,706 | 1,550 | |
| Medical | 12,351 | 15,948 | 9,630 | 6,318 | 9,606 | (6,342) | |
| Dental | 1,326 | 3,437 | 4,534 | (1,097) | 3,540 | 103 | |
| Life Insurance | 532 | 1,168 | 1,630 | (462) | 1,220 | 52 | |
| SUI | 1,084 | 1,300 | 1,329 | (29) | 1,329 | 29 | |
| Promotions | - | - | - | - | 3,500 | 3,500 | |
| Legal Fees | - | 18,884 | 15,000 | 3,884 | 15,000 | (3,884) | |
| Bank Service Charge | 419 | 500 | - | 500 | 500 | - | |
| Temporary Help | 6,840 | 4,299 | - | 4,299 | - | (4,299) | |
| Building Maint Services | 1,211 | 1,535 | 1,500 | 35 | 1,500 | (35) | |
| Radio Maint Services | 5,302 | 5,814 | 6,100 | (286) | 6,100 | 286 | |
| Community Van Maint | 24,557 | 16,000 | 16,000 | - | 16,000 | - | |
| Other services | 300 | 12,100 | - | 12,100 | - | (12,100) | |
| Office Supply, PTF | 4,378 | 4,000 | 4,400 | (400) | 2,000 | (2,000) | |
| Gas and Electric | 22,253 | 25,000 | 25,000 | - | 25,000 | - | |
| Cell Phone | 874 | 2,500 | 2,500 | - | 22,500 | 20,000 | |
| Sales Tax | - | 300 | 300 | - | 300 | - | |
| Purchased Trans-LINK | 5,167,020 | 5,862,000 | 5,407,500 | 454,500 | 5,977,200 | 115,200 | |
| Purchased Trans-BART | 137,570 | 170,000 | 154,500 | 15,500 | 178,080 | 8,080 | |
| Other Purch Trans | - | - | 500 | (500) | 1,281 | 1,281 | |
| Training / Subscriptions | - | 2,500 | 350 | 2,150 | 2,500 | - | |
| Other Misc Expenses | 5 | 300 | 500 | (200) | 1,000 | 700 | |
| Total Paratransit | 5,517,364 | 6,386,422 | 5,883,053 | 503,369 | 6,526,506 | 140,083 | 2% |
| TOTAL CCCTA | 35,486,144 | 39,432,061 | 39,474,896 | (42,835) | 41,582,087 | 2,150,026 | 5% |
| OPEB - GASB 75 Adjustments | (224,832) | | | | | | |
| PERS GASB 68 Adjustment | 1,807,421 | - | - | - | - | - | |
| TOTAL CCCTA GASBs | 1,582,589 | - | - | - | - | - | - |
| TOTAL CCCTA | 37,068,733 | 39,432,061 | 39,474,896 | (42,835) | 41,582,087 | 2,150,026 | 5% |

RESOLUTION NO. 2019-028
BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

ADOPTION OF FINAL FISCAL YEAR 2020 OPERATING AND CAPITAL BUDGET
IN THE AMOUNT OF \$42,271,087

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter "Member Jurisdictions") have formed the Central Contra Costa Transit Authority ("CCCTA"), a joint exercise of powers agency created under California Government Code Section 6500 et seq., for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions; and

WHEREAS, the adoption of an operating and capital budget is required by the Joint Exercise of Powers Agreement and Bylaws of CCCTA, and is necessary for obtaining both Federal and State funds to support the CCCTA's transit program; and

WHEREAS, the General Manager and the Chief Finance Officer have prepared and presented to the Board of Directors a proposed final Operating Budget for Fiscal Year 2020 in the amount of \$41,582,087, which sets forth projected revenues and expenses associated with CCCTA's operating and maintenance program; and

WHEREAS, the General Manager and Chief Finance Officer have prepared and presented a proposed final Capital Budget for Fiscal Year 2020 in the amount of \$689,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Central Contra Costa Transit Authority adopts the Operating and Capital Budget for Fiscal Year 2020, a copy of which is attached and incorporated by this reference; and

BE IT FURTHER RESOLVED that the General Manager is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practicable date.

Regularly passed and adopted this 20st day of June 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sue Noack, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: 5/29/2019

From: Ruby Horta, Director of Planning, Marketing & Innovation

Reviewed by: WC.

SUBJECT: Draft Transportation Expenditure Plan Project List

Background:

At its February 2019 the Contra Costa Transportation Authority (CCTA) Board meeting, the Authority authorized staff to begin exploring the development of a new Transportation Expenditure Plan (TEP), conduct public opinion research, propose guiding principles, and prepare a work plan, schedule and cost estimate for development of a new TEP. Subsequently, Authority staff presented the initial public opinion research, proposed guiding principles and work plan at the April 2019 Authority Board meeting. Finally, at the Authority Board meeting in May 2019, staff was authorized to proceed with the development of a new TEP for placement on the March 2020 ballot.

Draft Project List:

Given the relatively condensed timeline to finalize the TEP, transit agencies, cities and interested stakeholders have been preparing potential revisions to line items within the existing TEP. County Connection staff has prepared a list of priority projects, which based on the poll results, would generate voter support. Staff understands that no single project can be fully funded with revenues from the tax measure. However, these funds will give Contra Costa projects an advantage when it comes to applying for competitive grants at regional, state and federal levels.

This list of projects and cost estimates is an initial draft and will be adjusted based on feedback from the Board and other stakeholders. It is our understanding that the length of the tax has not yet been determine. Our estimates assume funding over a 25 year period.

Draft TEP Project List

| | Central | Southwest |
|---|----------------|----------------|
| Bus Transit | \$226.6 | \$133.9 |
| BART Corridors | \$175.5 | \$108.4 |
| Weekend Service | \$51.1 | \$25.5 |
| High Capacity Transit Along I-680 | \$5.0 | \$136.3 |
| I-680 Express Service | - | \$131.3 |
| I-680 Capital Improvements | \$5.0 | \$5.0 |
| Safe Transportation for Children | \$44.1 | \$42.5 |
| School Service | \$14.7 | \$27.8 |
| Youth Transit Pass | \$29.5 | \$14.7 |
| Innovative Transportation Technology | \$17.7 | \$8.9 |
| Fleet Electrification | \$7.7 | \$3.9 |
| On-Demand | \$10.0 | \$5.0 |
| Complete Streets | \$2.7 | \$1.3 |
| Bus Stop Improvements | \$2.7 | \$1.3 |
| TOTAL | \$296.1 | \$322.9 |

Financial Implications:

Pending, based on tax measure success.

Recommendation:

None at this time. This item is informational only.

To: Board of Directors

Date: 6/03/2019

From: William Churchill, Asst. General Manager of Admin. *WC.*

Reviewed by: *AK*

SUBJECT: Walnut Creek Transit Center Update

Background:

The Walnut Creek BART station has been designated by the Metropolitan Transportation Commission (MTC) as a regional transit hub. As a major transportation hub, County Connection, Livermore Amador Valley Transit Authority (LAVTA), Solano County Transit (SolTrans), and at least four separate private transportation entities use the facility. County Connection operates ten (10) local routes, four (4) express routes, two (2) school routes and paratransit services out of the facility.

The first stage of the new Transit Village has been completed which includes a parking garage for the general public and a host of bus bays for the previously mentioned transit operators. As County Connection began operating in the new garage staff discovered a number of problems to be resolved. The issues ranged from passenger confusion in locating their bus stops to the Wave inductive charging bays having been incorrectly constructed. The committee requested staff provide updates as issues are resolved or if others are discovered. This memo outlines the status of these various issues.

Current Status:

While confusion regarding bus stop locations still persist, the volume has dropped considerably with the efforts staff have made to communicate through signage and on ground interaction with the public. The developer has reconstructed the inductive charging vaults allowing the Wave system to be installed and are now functioning allowing the electric buses to operate on Routes 4 and 5.

Although County Connection staff was informed all bus bays within the facility would be 40' long, apparently there is variation among some of the bays. Two bays are only 36' long, one is 43' long and another while it is 40' long it is situated adjacent to a major support pier such that only 37' is usable. While the issue is not critical it has created a need to reshuffle some of the bus stop locations, primarily driven by SolTrans that was assigned a bay that is 36' long for their 42' long bus.

Shortly after the opening of the new parking garage buses were having difficulty entering the transit facility due to a large volume of cars entering the garage from Ygnacio Valley Road. Staff

contacted BART police for support and traffic control but was informed that the Walnut Creek police now have jurisdiction over the new garage and bus bays. This represents a significant departure in staff's understanding of how to manage potential issues at Walnut Creek BART. Staff will work with the Walnut Creek police department to manage enforcement within the facility for ongoing issues. An example of an ongoing issue at many BART stations are private cars, including UBER and Lyft drivers operating through the designated bus facility. This mixing of private vehicles, buses and pedestrians creates a challenging environment to operate in.

The overall concern at this point is gaining a complete perspective of who controls what components of the BART station, including the bus bays, and where to turn for support when significant issues arise. To that end, County Connection Legal Counsel is reviewing applicable documents related to what BART controls verses what the developer controls as it relates to County Connection's use of the bus bays. As staff receives more information, updates will be provided to the committee.

Financial Implications:

Unknown

Recommendation:

None at this time. This item is for information only.

To: Board of Directors

Date: 05/28/2019

From: Ruby Horta, Director of Planning, Marketing & Innovation **Reviewed by:** WC.

SUBJECT: Appointments to Advisory Committee Representing City of Pleasant Hill

Background:

On April 15, 2019, the Pleasant Hill City Council appointed Matthew Horne to serve on the County Connection's Advisory Committee as the primary member representing the City of Pleasant Hill. The alternate member representing the City of Pleasant Hill is Jason Sommers. These appointments will expire in April 2021.

Financial Implications:

None

Recommendation:

Approve the primary appointment of Matthew Horne as the representative for the City of Pleasant Hill and Jason Sommers as the alternate member for the City of Pleasant Hill on County Connection's Advisory Committee.

Attachment:

Primary Appointment notice – Matthew Horne
Alternate Appointment notice – Jason Sommers



City of Pleasant Hill

April 17, 2019

Mr. Sean Hedgpeth
Manager of Customer Service/Community Outreach
County Connection
2477 Arnold Industrial Way
Concord, CA 94520

Re: Pleasant Hill Appointment of Matthew Horne to CCCTA Advisory Committee

Dear Mr. Hedgpeth:

The Pleasant Hill City Council, at its meeting of April 15, 2019, approved the forwarding of a recommendation to the Central Contra Costa Transit Authority Board of Directors to nominate Matthew Horne for appointment as a primary member to the Central Contra Costa Transit Authority (CCCTA) Advisory Committee. The appointment term, if approved by the Board, will expire at the end of April, 2021.

Please provide confirmation of the Board's final appointment to:

City of Pleasant Hill
Attn: Juanita Davalos, Administrative Analyst
100 Gregory Lane
Pleasant Hill, CA 94523

If you have any questions, feel free to contact Juanita Davalos at 925-671-5283 or jdavalos@pleasanthillca.org.

Thank you for your attention to this matter.

Sincerely,



Kenneth Carlson
Mayor

KC: jmd

cc: Councilmember Sue Noack, Pleasant Hill Representative, CCCTA Board of Directors
Matthew Horne



City of Pleasant Hill

April 17, 2019

Mr. Sean Hedgpeth
Manager of Customer Service/Community Outreach
County Connection
2477 Arnold Industrial Way
Concord, CA 94520

Re: Pleasant Hill Appointment of Jason Sommers to CCCTA Advisory Committee

Dear Mr. Hedgpeth:

The Pleasant Hill City Council, at its meeting of April 15, 2019, approved the forwarding of a recommendation to the Central Contra Costa Transit Authority Board of Directors to nominate Jason Sommers for appointment as an alternate member to the Central Contra Costa Transit Authority (CCCTA) Advisory Committee. The reappointment term, if approved by the Board, will expire at the end of April, 2021.

Please provide confirmation of the Board's final appointment to:

City of Pleasant Hill
Attn: Juanita Davalos, Administrative Analyst
100 Gregory Lane
Pleasant Hill, CA 94523

If you have any questions, feel free to contact Juanita Davalos at 925-671-5283 or jdavalos@pleasanthillca.org.

Thank you for your attention to this matter.

Sincerely,



Kenneth Carlson
Mayor

KC: jmd

cc: Councilmember Sue Noack, Pleasant Hill Representative, CCCTA Board of Directors
Jason Sommers

To: Board of Directors

Date: 05/28/2019

From: Ruby Horta, Director of Planning, Marketing & Innovation **Reviewed by:** WC.

SUBJECT: Appointment to Advisory Committee Representing Contra Costa County

Background:

On May 21, 2019, the Contra Costa County Board of Supervisors appointed Marjorie McWee to serve on the County Connection's Advisory Committee as the primary member representing the Contra Costa County Board of Supervisors. This appointment will expire in June 2021.

Financial Implications:

None

Recommendation:

Approve the appointment of Marjorie McWee as the representative for the Contra Costa County Board of Supervisors on County Connection's Advisory Committee.

Attachment:

Boards, Committees, and Commissions Application – Marjorie McWee

**Contra
Costa
County**

Please return completed applications to:

Clerk of the Board of Supervisors

651 Pine St., Room 106

Martinez, CA 94553

or email to: ClerkofTheBoard@cob.cccounty.us

BOARDS, COMMITTEES, AND COMMISSIONS APPLICATION**First Name**

Marjorie

Last Name

Mc Wee

Home Address - Street

1908 Countrywood Ct

City

Walnut Creek

Zip Code

94598

Phone (best number to reach you)

415/350-3659

Email

m.mcwee@att.net

Resident of Supervisorial District:

IV

EDUCATION*Check appropriate box if you possess one of the following:*☒ High School Diploma ☐ CA High School Proficiency Certificate ☐ G.E.D. Certificate

| Colleges or Universities Attended | Course of Study/Major | Degree Awarded | |
|--|------------------------------------|---|--|
| Scripps College, Claremont CA | Managerial Psychology; Humanities | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| University of Southern California | Masters of Business Administration | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| University of California, Berkeley Extension | Project Management | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Other Training Completed:

Operations and Project Management (Six Sigma; Project Management Inst)

Board, Committee or Commission Name

County Connection Advisory Committee

Seat Name

Committee Member

Have you ever attended a meeting of the advisory board for which you are applying?☒ No☐ Yes

If yes, how many?

Please explain why you would like to serve on this particular board, committee, or commission.*Please see attached response "A"***Describe your qualifications for this appointment.** (NOTE: you may also include a copy of your resume with this application)*Please see attached response "B"***I am including my resume with this application:**

Please check one:

☐ Yes☒ No**I would like to be considered for appointment to other advisory bodies for which I may be qualified.**

Please check one:

☒ Yes☐ No

Are you currently or have you ever been appointed to a Contra Costa County advisory board?

Please check one: ☐ Yes ☒ No

List any volunteer and community experience, including any boards on which you have served.

Please see attached response "C"

Do you have a familial relationship with a member of the Board of Supervisors? (Please refer to the relationships listed below or Resolution no. 2011/55)

Please check one: ☐ Yes ☒ No

If Yes, please identify the nature of the relationship:

Do you have any financial relationships with the county, such as grants, contracts, or other economic relationships?

Please check one: ☐ Yes ☒ No

If Yes, please identify the nature of the relationship:

I CERTIFY that the statements made by me in this application are true, complete, and correct to the best of my knowledge and belief, and are made in good faith. I acknowledge and understand that all information in this application is publicly accessible. I understand and agree that misstatements and/or omissions of material fact may cause forfeiture of my rights to serve on a board, committee, or commission in Contra Costa County.

Signed:

Marjorie S. McWae

Date:

4/26/2019

Submit this application to:

Clerk of the Board of Supervisors
651 Pine St., Room 106
Martinez, CA 94553

Questions about this application? Contact the Clerk of the Board at (925) 335-1900 or by email at ClerkofTheBoard@cob.cccounty.us

Important Information

1. This application and any attachments you provide to it is a public document and is subject to the California Public Records Act (CA Government Code §6250-6270).
2. All members of appointed bodies are required to take the advisory body training provided by Contra Costa County.
3. Members of certain boards, commissions, and committees may be required to: 1) file a Statement of Economic Interest Form also known as a Form 700, and 2) complete the State Ethics Training Course as required by AB 1234.
4. Meetings may be held in various locations and some locations may not be accessible by public transportation.
5. Meeting dates and times are subject to change and may occur up to two (2) days per month.
6. Some boards, committees, or commissions may assign members to subcommittees or work groups which may require an additional commitment of time.
7. As indicated in Board Resolution 2011/55, a person will not be eligible for appointment if he/she is related to a Board of Supervisors member in any of the following relationships: mother, father, son, daughter, brother, sister, grandmother, grandfather, grandson, granddaughter, great-grandfather, great-grandmother, aunt, uncle, nephew, niece, great-grandson, great-granddaughter, first-cousin, husband, wife, father-in-law, mother-in-law, daughter-in-law, stepson, stepdaughter, sister-in-law, brother-in-law, spouse's grandmother, spouse's grandfather, spouse's granddaughter, and spouses' grandson, registered domestic partner, relatives of a registered domestic partner as listed above.
8. A person will not be eligible to serve if the person shares a financial interest as defined in Government Code §87103 with a Board of Supervisors Member.

CONTRA COSTA COUNTY BOARDS, COMMITTEES, AND COMMISSIONS APPLICATION--Continued

Committee Name: County Connection Advisory Committee

Applicant: Marjorie Mc Wee

- Response “A” to *Please explain why you would like to serve on this particular board, committee, or commission:*

In March of this year, I found myself suddenly and fully reliant on the CCCTD system. As a high-functioning, active wheelchair user, I am now becoming well-versed in the County Connection’s fixed route system while I travel around Contra Costa.

In these first 60 days, I have spent over 275 hours riding around our county with another 50+ hours spent determining best routes and/or waiting for buses. While riding on the system’s fixed routes to reach commercial centers and healthcare facilities, I have completed 80 trips across the county plus scores of BART trips, and 11 trips on other Bay Area transit systems.

Fortunately, I live near Contra Costa Centre. Typically, my termini have been to PH or WC BART; other times I’m headed to regional magnet areas—only to find some are better served by County Connections than others. I have ridden most of the system’s routes, with the most frequent being 1, 5, 7, 9, 11, 14, 15, 21, and 28. I’ve had the opportunity to see how other systems work while traveling on buses operated by AC Transit, Golden Gate Transit, SF Muni, and Tri-Delta.

My bus trips have been a blessing: can you imagine the Uber/Lyft fares I would have racked up otherwise?

Yet, I have also had to live into the tension of forgone productivity and participation in the community while awaiting infrequent bus transfers, or even worse when service stops for non-peak periods, evenings, and weekends.

During those long waits, I have had the opportunity to observe the general rhythm of the transit system’s operations. In effect, this idle time has become an operations planning, service management, and customer service case-study for me.

When I heard about the committee’s opening my first thought was, “By serving on this committee, I can really make a difference and help be a voice on behalf of the many types of riders/stakeholders with whom I experience the system each day! That would make my new travel mode so much more worthwhile and allow me to serve the community.”

With my professional business/operations background, it’s easy for me to understand the many aspects that go into deploy buses to serve the county each day for a myriad of stakeholders across an expansive geographic region.

As a stakeholder with a disability—I also see the system from the perspective of a frequent passenger who sits in a manual wheelchair. While riding in my wheelchair, I have always felt safe and respected by

the drivers despite the extra effort it takes for me to load and have my chair safely secured. The drivers set a caring tone, and that ripples across to the other passengers. This makes a difference, when I know full well everyone's trip has been momentarily delayed with the process!

Through my many rides, I have built a deep appreciation of the drivers' hard work and safe driving. I also know that there are just as many operations teams and supervisors who work behind the scenes to assure that the drivers are well-trained, the routes stay on time, and the buses are kept clean and running. The county's bus drivers are conscientious, and the buses are safe places: they are the best part of riding in the system. Frequently after enduring a hair-raising BART trip to Pleasant Hill, I have a sense of relief that the last leg of my trip will be on a high-quality County Connection bus. For this sense to be so palpable, I know this can only be achieved through effective labor and operations management.

My professional background also helps me realize and appreciate that there are many stakeholders, constituents, and factors involved at the planning and governance level where important decisions are made around strategy, policies, routes, the system's microeconomics, funding, budgets, and fare structures.

With years of budgeting experience, I recognize there are complex microeconomics and funding components that go with operating the system. Clearly current program design and route structure reflect this, along with a host of other factors that directly impact ridership.

Rider demand, alternative transportation options, the current route structure, fares rates, demographics, fleet capacity/utilization, location of commercial venues/healthcare facilities, and many external forces all impact the cost structure and investment in the fleet infrastructure, and logically would drive the financial sustainability of the system.

In the many hours I'm spending at bus stops, I also have had many opportunities to organically observe the lives of my fellow passengers who for whatever reason are equally as reliant on County Connections as I have become. By witnessing their dependency on the bus system, I'm gaining a broad sociological perspective into the stories being lived out each day on the buses.

Like me, my fellow riders depend on CCCTD to help function in our community, participate in our economy, access healthcare, feed themselves, as well as access the services they need to live out their daily lives with the hope that these destinations can be readily reached via the various fixed routes.

For underserved areas or folks with disabilities, there can be a real struggle to get the same level of access as non-transportation challenged peers-- especially when the buses aren't running or don't cover a major thoroughfare. This can be even more complicated when the paratransit system is not readily accessible.

Along with this sociological viewpoint, I have a better than average understanding of our region's growth and local expansion plans after participating in citizen-based planning efforts for the Contra Costa Centre area and Downtown Walnut Creek. Over the years, both endeavors imagined aggressive expansion of high-density, car-free living. This vision also assumed an effective and efficient transit

system to support the thousands of people who will reside therein without their own vehicles: i.e., increased use of fixed route buses to go along with rideshares and self-driving vehicles.

By bringing my strategic planning and budgeting background to the committee, I will be able to appreciate the efforts management must pursue as it sets policy aimed at how best to reconcile these plans with CCCTD's economic and financial capacity. There is currently a disconnect, the implications of which will pose increasing challenges to the people living here in the central county.

The policies and strategic vision of our county's urbanization means the enhance of our transit service cannot lag. It's common knowledge that populations living in successful and dynamic urban areas depend on transit—not only via inter-urban rail systems like BART, but also with effective connecting systems like CCCTD.

The necessity to plan for the practical side of all the region's future growth can only mount; without a systematic effort to assure that the county's transportation priorities and policies, the system will not remain viable. That would be very sad for the many stakeholders who are counting on it.

I would like to be a part of the advisory committee as it helps define how best to support County Connections' future.

- Response "B" to *Describe your qualifications for this appointment:*

I have outlined my qualifications from a disabled rider's perspective, but I also bring a wide-range of professional experience which I've applied as described in my statement above.

I am currently retired but will bring to the committee my well-rounded business background where I was a consultant and manager of operations, facilities management, strategic planning, business analysis, finance planning, budgeting, analysis; human resources/benefits, risk management, IT, program/project management, and business process improvement.

- Response "C" to *List any volunteer and community experience, including any boards on which you have served.*

Citizen Advisory Committee for city of Walnut Creek a downtown district's planning process; Walnut Creek Presbyterian Church (WCPC) Session (i.e. governing board) de facto member while on staff; de facto member on a foundation board of trustees for WCPC; co-chair of multiple operational committees for finance, buildings and grounds, human resources while on staff as Exec. Dir. of Administration for WCPC; Countrywood HOA Board Member; Vice President of Board for the Contra Costa County Guide Dogs Raisers; grass roots advocate with commuter group during the Pleasant Hill Bart transit village ideation process.