

County Connection

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

MARKETING, PLANNING & LEGISLATIVE

MEETING AGENDA

Thursday, June 4, 2020

8:30 a.m.

DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A TELECONFERENCE PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-25-20 AND N-29-20, WHICH SUSPEND CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT.

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON.

Committee Directors, staff and the public may participate remotely by calling:

Join Zoom Meeting

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Meeting ID: 860 4519 4439

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Public comment may be submitted via email to: hill@cccta.org. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the committee Directors before or during the meeting. Comments submitted after the meeting is called to order will be included in correspondence that will be provided to the full Board.

The committee 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 committee.

*Enclosure

**To be mailed separately

FY2020/2021 MP&L Committee

Amy Worth – Orinda, Keith Haydon – Clayton, Laura Hoffmeister – Concord, Rob Schroder – Martinez

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

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

1. Approval of Agenda
2. Public Communication
3. Approval of Minutes from May 7, 2020*
4. HEROES Act – Information Only*
(Staff will inform the committee on the status of the HEROES Act.)
5. Fall bid planning update – Information Only*
(Staff will provide a service planning update for the Fall bid.)
6. Committee Comments
7. Future Agenda Items
8. Next Meeting – July 2, 2020 (8:30am at 3338 Mt. Diablo Blvd.)
9. Adjournment

General Information

Public Comment: If you wish to address the Committee, please follow the directions at the top of the agenda. If you have anything that you wish distributed to the Committee and included for the official record, please include it in your email. Comments that require a response may be deferred for staff reply.

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

Availability of Public Records: 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 and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be sent to the Assistant to the General Manager, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org. Requests made by mail must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

Currently Scheduled Board and Committee Meetings

Board of Directors:	Thursday, June 18, 9:00 a.m., County Connection Board Room
Administration & Finance:	TBA, 100 Gregory Ln, Pleasant Hill
Advisory Committee:	Tuesday, July 14, 1:00 p.m. County Connection Board Room
Marketing, Planning & Legislative:	Thursday, June 4, 8:30 a.m., 3338 Mt. Diablo Blvd, Lafayette
Operations & Scheduling:	TBA, 3338 Mt. Diablo Blvd, Lafayette

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

Summary Minutes
Marketing, Planning, and Legislative Committee
Thursday, May 7, 8:30 a.m.

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20.

Directors: Amy Worth, Keith Haydon, Rob Schroder

Staff: Rick Ramacier, Bill Churchill, Ruby Horta, Rashida Kamara, Melody Reebbs,
Madeline Chun, Erick Chung

Public: Andy Smith

Call to Order: Meeting called to order at 8:30 a.m. by Director Worth.

1. Approval of Agenda

The Committee approved the agenda.

2. Public Communication

None

3. Approval of Minutes from March 5, 2020

The Committee approved the minutes.

4. Status report on the three, free-fare transit bills

Mr. Ramacier informed the Committee that the three bills that were introduced in the state legislature earlier this year that would require free transit to select groups have been dropped from consideration this year. However, they will likely be reintroduced next year.

5. Status report on AB2057

Mr. Ramacier informed the Committee that AB2057 will also not be moving forward this year and will likely be reintroduced next year. Meanwhile, MTC has established a task force to consider some of the seamless issues and make recommendations on how to allocate the second tranche of CARES act funding.

6. COVID-19 Service Levels

Ms. Horta provided an update on current fixed-route service levels and safety measures that have been implemented in response to COVID-19. Staff is currently evaluating service level needs if social distancing requirements continue into the fall. Director Schroder asked how social distancing requirements are enforced on the vehicle. Ms. Horta replied that it is currently left to driver discretion. Staff is also updating vehicle headsigs so drivers can display a message when the bus is at capacity. Mr. Ramacier

added that staff will likely be bringing a formal policy to the Board for approval related to social distancing and vehicle capacity. Director Haydon noted that public outreach will be important to ensure riders are aware of capacity limitations. Director Worth asked whether staff has been involved with any efforts on the state level to coordinate on how schools reopen. Mr. Ramacier responded that this issue was recently brought up with California Transit Association staff. Staff has also reached out to all the school districts directly. Mr. Churchill noted that he has had discussions with three districts so far.

7. Social Distancing on LINK

Ms. Kamara provided an update on safety measures being implemented on paratransit in response to COVID-19. Currently, vehicles are only transporting one passenger at a time. However, staff has been evaluating how to maintain social distancing once demand for service increases. Staff is also looking at alternative fare collection methods that would minimize contact. Director Haydon asked if passengers who have tested positive for the virus are being transported by the LINK system. Ms. Kamara responded that LINK has partnered with the County to help transport passengers who have tested positive. Drivers have received extensive training and PPE, and vehicles have been dedicated for those trips. Director Schroder asked if there are any state or federal funding subsidies to support the continued use of paratransit vehicles for community services, such as meal delivery. Ms. Kamara replied that funding from the CARES act can be used to pay contractors who are providing these services. Mr. Ramacier added that staff is working with the County on an MOU to provide some reimbursement.

8. Status of County Connection's Innovative Clean Transit (ICT) implementation plan

Ms. Horta informed the Committee that staff intends to work with the Center of Transportation and the Environment (CTE) to develop a Zero Emission Bus Rollout Plan using the remaining funds from a Low-No Grant that was originally awarded in 2016. Using these currently available funds means that staff will not need to seek out a different source of funding to fulfill this State requirement.

9. Website and Social Media Report

Ms. Reeb provided an overview of website and social media activity for January through March. She noted that staff had been working to increase engagement levels over the first two months. However, circumstances changed significantly in March, and staff has since focused the use of the website and social media for announcing service impacts, as well as distributing information from other community organizations. Director Haydon asked about the recent drop-off in activity on NextDoor. Ms. Reeb responded that staff has typically used NextDoor to promote community events, which have since all been cancelled. Director Haydon requested including NextDoor when posting service impacts, as it tends to be a very active platform particularly in communities like Clayton.

10. Committee Comments

None

11. Future Agenda Items

None

12. Next Scheduled Meeting

The next meeting was scheduled for June 4th at 8:30 a.m. at 3338 Mt. Diablo Blvd.

13. Adjournment – The meeting was adjourned at 9:39 a.m.

Minutes prepared and submitted by: Melody Reeb, Manager of Planning

INTER OFFICE MEMO

TO: MP&L Committee

FROM: Rick Ramacier
General Manager

DATE: May 29, 2020

SUBJ: Proposed HEROES Act

Background

The Congress continues to consider additional measures to address the significant economic issues that have emerged in the wake of the various stay-at-home orders that have been enacted throughout the country. To that end, the House of Representatives passed out their latest iteration called the HEROES Act. This \$3 trillion dollar bill contains \$15.75 billion for public transit. This funding would be for the same purposes as the public transit funding in the CARES Act. Thus, public transit could use it to cover operating costs related to COVID-19 mitigations and/or to make up for lost fare revenues or local/state tax subsidies resulting from the severe throttling of the economy.

The HEROES Act divides the transit funding into two programs. The first provides \$11.75 billion in formula grants to the 14 very large urbanized areas (UZA) - two are in California. The formula is made up 85% from the State-of-Good-Repair formula and 15% by the Urbanized Area formula. The San Francisco-Oakland UZA would receive significant funding from this program. However, the San Francisco-Oakland UZA only includes San Francisco, Oakland-Berkeley-Richmond up to Crockett, San Mateo county minus the coastal areas, and the 101 corridor of Marin county. The rest of the region – including County Connection's service area are not included in the UZA San Francisco-Oakland boundaries as federally defined.

The second tranche of funds provide \$4 billion through the federal Emergency Relief program. These funds would be made available through the Secretary of Transportation via grant application. Grant applicants would have to provide estimates of financial need, data on reduce ridership, and a spending plan for the funds. The bill directs the Secretary to give priority to public transit agencies with the largest revenue loss as a percentage of operating expenses.

The HEROES Act is now over in the Senate where action on it is uncertain at best. The Senate is talking crafting their own bill with a much lower dollar figure. What the Senate may do should become clearer over the first half of June.

Analysis

As drafted, the HEROES Act would be very beneficial to Bay Area transit as whole because the amount of funding that would go to the San Francisco-Oakland UZA. However, with County Connection inside the Concord UZA, it is unclear how any of that might benefit County Connection. The Metropolitan Transportation Commission (MTC) might have methods to move regional funding around to in effect allow the entire region to benefit from the HEROES Act as currently drafted. However, that is far from certain and prove unworkable.

County Connection could compete for a portion of the \$4 billion through Emergency Relief program. However, the great majority of transit operators in the country would be competing in that pot, including the ones from one of the 14 very large UZS that will receive formula funding.

Many medium and large transit operators outside of 14 very large UZAs are not happy with the current drafting of the HEORES Act. Thus, there is a fair likelihood that if the Senate considers action on the HEORES Act or their own similar bill, that the public transit funding element is amended to ensure more transit operators receive some formula funding. If that happens, it is hard to determine at this time what that would ultimately mean for County Connection.

Local and State Considerations

To date, the states and the local jurisdictions have not received similar treatment in any of the previous Congressional COVID-19 relief/stimulus packages. It is worth noting that over the long term, public transit may be better off if Congress can provide meaningful relief to states and local governments so they in turn can continue to fund us down the road at the levels public transit has historically relied on.

Engaging the Contra Costa County Congressional Delegation

Since the start of the COVID-19 emergency, I have been regular communication with the staffs of Congressmen, Thompson, DeSaulnier, and Swalwell. And, I have had one Zoom meeting with Congressmen Swalwell and the other transit CEOs of the East Bay. All three remain very supportive of County Connection receiving our fair share relative to our needs with respect to any Congressional relief package that includes funding for public transit. They are all aware of the peculiar challenge presented to us in the HEROES Act with regard to how the San Francisco-Oakland UZA is designated. They are all working on that behind the scenes. I continue to discuss this with the staffers as well.

Action Requested

No specific action is requested at this time. Under existing Board policy, I have communicated our support for federal funding for transit in any COVID-19 relief package. I do not recommend that County Connection take a position on a particular piece of federal legislation regarding federal relief/stimulus funding. Instead, I recommend that we continue to advocate on the need for public transit funding to make up or severe revenue losses in broad terms when the opportunity arises.

To: Marketing, Planning & Legislative Committee

Date: 05/27/2020

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

Reviewed by: WC.

SUBJECT: Fall Bid Planning Update

Background

The Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, is a law meant to address the economic fallout of the COVID-19 pandemic in the United States. The Metropolitan Transportation Commission (MTC) is responsible for allocating approximately \$1.3 billion to the Bay Area transit agencies. The first tranche has been disbursed and will provide County Connection with \$7 million in funding. A second tranche is expected to be divided amongst the Bay Area operators with recommendations from MTC's Blue Ribbon Task Force (BRTF). The CARES funding will allow County Connection to continue to operate most of its current service with some service level adjustments to address health and safety protocols established by the County and the Center for Disease Control and Prevention (CDC).

Fall Bid

Given the uncertainties around the public transit patronage, planning staff has been preparing service changes based on needs surrounding essential service and its workers for the upcoming Fall bid. Additionally, we recognize service on our school trippers will likely require a certain level of flexibility. Therefore, the service package will revolve around coordinating service with BART to the best of our ability, maintaining appropriate service levels along essential service routes and adjusting service to school once that information is available. All these plans are subject to workforce availability. The maintenance and operations staff are doing their best to ensure driver and passenger safety.

Title VI

In normal times, the planning work for Fall bid would have been finalized in mid-May. Due to COVID-19, we are delaying final decisions as much as possible. Fortunately, the Federal Transit Administration (FTA) does provide some relief as it relates to Title VI. The frequently asked questions (FAQs) include the following, under Civil Rights:

CR2: Are Title VI equity analyses required for emergency service cuts and changes during COVID-19?

A: No. Under FTA's Title VI Circular 4702.1B, transit providers that operate 50-or-more fixed route vehicles in peak service and are located in an urbanized area (UZA) with a population of 200,000 or more, must perform a service equity analysis whenever they make a major service change. The service equity analysis evaluates the impacts of the proposed service changes on Title VI-protected populations and low-income populations. Temporary service changes in response to an emergency do not rise to the level of a major service change, so a service equity analysis is not required. Similarly, FTA exempts all temporary fare changes enacted as a result of an emergency from the fare equity analysis requirement. However, if a transit agency chooses to make permanent any changes made during an emergency, then the transit agency must perform a service or fare equity analysis.

FTA does expect that all transit agencies take reasonable measures to implement temporary service or fare changes equitably to prevent unintentional discrimination. FTA does not require a transit agency to document this process, get board approval prior to implementing changes, or share documentation on the changes with FTA, but FTA recommends that transit agencies document the rationale for specific service reductions, as well as steps taken to ensure equitable reductions in service, in the event someone files a complaint.

Any changes implemented due to COVID-19 will not be permanent until we can more adequately evaluate the impacts on transit ridership once the economy opens.

Financial Implications:

Any financial implications are yet to be determined, based on new levels of service. However, the CARES Act provides a certain level of financial stability.

Recommendation:

None, for information only.

Action Requested:

None, for information only.