

County Connection

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

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

November 19, 2020

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

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

Staff: Ramacier, Chun, Cheung, Churchill, Hill, Horta, Kamara, Martinez, McCarthy, Mitchell, Reebbs and Rettig

Public Comment: None

Public Hearing: Clipper START and Youth Fare Proposals and Title VI Fare Equity Analysis

The Public Hearing opened at 9:05 a.m. Board Chair Haydon explained that the purpose of the Public Hearing is to receive public comment on the proposed implementation of a one-year pilot program offering an approximately 20% discount on single-ride Clipper fares for eligible low-income adults as part of the regional Clipper START program, and for youth ages 6-18.

Ruby Horta, Director of Scheduling and Planning explained that the proposed discounted programs will offer an approximately 20% discount to low-income adults, under the Clipper START program and youth, ages 6-18 under the youth fare. The discounts will only be available on Clipper and both require proof of eligibility. The Clipper START program will be administered by MTC and youth Clipper card applications must be accompanied by a copy of proof-of-age documentation. As of November 10, 6 comments were received relative to the proposed fare discount programs. 4 were in favor of the proposals, and 2 were partially in favor but opposed the discounts only being available on Clipper. Additionally, two online polls were conducted with participation from 230 respondents; 184 were in favor, 25 in opposition and 21 were unsure.

There were no public comment and the public hearing closed at 9:10 a.m.

CONSENT CALENDAR

MOTION: Director Anderson moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of October 15, 2020. Director Storer 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

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

County Connection/LAVTA Coordination

Rick Ramacier informed the Board that he has been in talks with Michael Tree with LAVTA, on drafting up scopes of focus on potential efforts to increase coordination between County Connection and LAVTA. Paratransit at LAVTA is also looking at their current contractor and they will look at our contractor, Transdev to see if we were to combine our paratransit services would it be cost effective for both agencies. As things develop, we will continue to inform the Board.

Update on the MTC Blue Ribbon Transit Recovery Task Force

Rick Ramacier explained that the Blue Ribbon Task Force met and adopted goals and objectives regarding its work for the next six to seven months. Topics include how operators can work together with or without funding, and exploring interest in merging agencies, in the hopes of a better product and lower labor costs.

Update on Fare Collection

Rick Ramacier informed the Board that County Connection started to collect fares again starting on November 1, 2020. Although ridership has decreased since we started to collect fares again, we realize that some of this is due to us having more free fares than we had previously. We will continue to track the ridership and compare our numbers and report back.

COVID-19 Update

Rick Ramacier informed the Board that we continue to tell the staff to be safe and thoughtful while at work and away from work. We continue to social distance and to date we still only have 4 confirmed cases and three out of the 4 employees were on vacation when they contracted COVID-19. He will continue to update the Board.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Clipper START and Youth Fare Proposals and Title VI Fare Equity Analysis and Resolution No. 2021-014

Director Dessayer introduced the item and turned it over to Ruby Horta. She gave a brief background: at the September 2020 meeting, the Board authorized staff to proceed with the public comment process and the Title VI Fare Equity Analysis for two proposed fare discount pilot programs. The Clipper START program would provide a 20% discount on the single-ride Clipper fare for eligible low-income adults, and the proposed youth fare would provide a similar discount to youth, ages 6-18, when using a Youth Clipper card. If approved, the programs would be implemented in early 2021, and the pilot period for both programs would be one year.

The impact analyses were conducted using onboard passenger survey data for the proposed Clipper START program and Census data for the proposed youth fare. The use of Census data for the youth fare analysis was due to the lack of reliable onboard survey data among youth riders, who are less likely to complete these types of surveys and/or provide accurate information such as household income. The attached Title VI Fare Equity Analysis did not find any disparate impact based on race or any disproportionate burden to low-income populations from either of the proposed fare discounts. For the Clipper START program, the analysis found that minority and low-income riders would be more likely to receive the discount by a margin of 5.2% and 37.6%, respectively. For the youth fare program, minority riders would also be more likely to receive the discount by a margin of 10.8%. Low-income riders would be slightly less likely to receive the discount by a margin of 0.5%. However, this is well within the 20% threshold set forth in County Connection's disproportionate burden policy. Additionally, the proposed program furthers the purpose of increasing transit accessibility for youth.

Staff has estimated that approximately 16% of riders would be eligible for the youth fare, and about 44% of riders are low-income adults that would be eligible for the Clipper START discount. A conservative average discount rate of 24% was used to estimate financial impacts in order to account for riders who may be switching from paying the higher cash fare. The estimated revenue loss from the proposed youth fare discount is \$120,000, and the estimated revenue loss from the proposed Clipper START discount is \$328,000. MTC is programmed to reimburse approximately \$140,000 for the Clipper START program, though reimbursement will be based on actual usage. This would result in a net loss of \$308,000 for both

programs combined. These projections assume pre-COVID-19 ridership levels. If ridership continues to trend at the current levels, actual fare revenue losses associated with these two programs would be significantly lower.

MOTION: Director Hoffmeister moved adoption of Resolution No. 2021-014, Approving and Implementing the Clipper START and Youth Fare pilot programs, and Approving the Title VI Fare Equity Analysis. Director Worth seconded the motion, and it received the following vote of approval:

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

Marketing, Planning & Legislative Committee

2020 State Legislative Review & 2021 State Legislative Preview

Rick Ramacier told the Board that three bills AB1350 – Gonzalez (would have mandated free fares for minors across the state), AB2012 – Chu (would have mandated free fares for all seniors across the state), and AB2176 – Holden (would have mandated free fares for University of California and California State Universities students across the state). All three bills were opposed by County Connection and many other public transit operators. Nonetheless, all three had a good chance of passing the legislature. However, when COVID19 hit in March, the state legislature paired back the number of bills they heard by two-thirds. Thus, all three of the free fare bills were pulled from further consideration. Another bill that suffered the same fate was AB2057 – Chiu. This was the bill that would have created a Bay Area Commission to examine and make recommendations on Bay Area transit governance, planning, funding and service delivery. While COVID-19 was a primary reason why this bill did not progress, Assembly Member Chiu cited the seating of the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (BRTF) as another reason for backing off his bill for now. The BRTF is expected to look at many of the issues that Assembly Member Chiu wants to include in a bill like AB2057. While AB2057 was going through a number of iterations, County Connection had expressed concerns with it.

Four bills were enacted in part because of the COVID-19 pandemic that will impact public transit. Three of these bills are beneficial and one is not. All four emerged late in the session. That combined with a multitude of pandemic items soaking up our attention meant that County Connection did not get around to discussing these bills at any length.

We should expect to see Assembly Member Chiu introduce another bill similar to AB2057. Such a bill would likely stand a fair chance of enactment and would likely impact County Connection in very significant ways. Therefore, County Connection should consider undertaking activities to educate and inform its state legislative delegation about the possibility of a new version of AB2057 being introduced and its potential meaning for County Connection and the people we serve.

Proposed Service Changes Tentative Public Outreach Timeline

Melody Reeb, Manager of Planning, gave a brief background and stated that at the October meeting, the Board authorized staff to proceed with the public comment process on three proposed service scenarios for implementation in mid to late-2021. These scenarios were developed in anticipation of reduced revenues due to COVID-19 and would result in service cuts totaling approximately \$3, \$5, and \$7 million annually. Since all three scenarios would be considered a major reduction in service, per Board policy, staff will be conducting public outreach to gather input on the proposals and will be completing a Title VI equity analysis. Based on public input and updated revenue projections, staff will subsequently present a final recommendation and Title VI analysis to the Board for final approval. The earliest that staff could implement any major service reductions would be Summer 2021.

Staff plans to conduct an initial virtual town hall to provide the public with a high-level overview of the three service scenarios and gather some preliminary feedback. This will be followed by a series of virtual public hearings, which will focus on different parts of County Connection's service area and allow the public to provide formal comments on the proposals. The public will also be able to provide comments by phone, mail, email, and online. Staff will publish legal notices in the local newspaper, per Board policy, and post notices on fixed route and paratransit vehicles notifying the public about the proposals and upcoming meetings. Information will be available on County Connection's website and promoted through a series of social media posts. Staff will also be working with various community partners, including city staff, community-based organizations, and 511 Contra Costa, to help further get the information.

Operating & Scheduling Committee

Public Transportation Agency Safety Plan (PTASP) and Resolution No. 2021-013

Director Storer introduced the item and turned the meeting over to Scott Mitchell. He gave a brief background and stated that in 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The purpose of the PTASP is to make working on and managing the bus transit system inseparable from delivering safe and "accident-free" service. This covers all the operations on property, onboard our buses, at our bus stops, and everywhere the County Connection operates. To fulfill this purpose, the plan establishes safety programs and practices that prevent accidents, injuries and illnesses; provides guidance on how to prepare for an accident or emergency and provides guidance on how to respond to hazards and incidents

MOTION: Director Storer moved adoption of Resolution No. 2021-013, Approving County Connection's Public Transportation Agency Safety Plan, which authorizes the General Manager to take any actions necessary to implement the Plan. Director Worth seconded the motion, and it received the following vote of approval:

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

BOARD COMMUNICATION: None

ADJOURNMENT: Chair Haydon adjourned the regular Board meeting at 10:16 a.m.

Minutes prepared by



Lathina Hill
Assistant to the General Manager

Date: December 8, 2020