

County Connection

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

MARKETING, PLANNING & LEGISLATIVE MEETING AGENDA

Thursday, February 4, 2021
8:30 a.m.

REVISED AGENDA: 2/1/2021

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:

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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

FY2020/2021 MP&L Committee

Amy Worth – Orinda, Candace Andersen – Contra Costa County, Kevin Wilk – Walnut Creek, 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 January 7, 2021*
4. Draft 2021 County Connection Federal Legislative Advocacy Program*
(Staff will present a draft of the 2021 County Connection Federal Legislative Advocacy Program and will also discuss how to approach our 2021 federal legislative advocacy work with the Committee.)
5. 2021 Service Plan Draft Recommendation*
(Staff will present the recommended service proposal and a summary of public comments.)
6. Committee Comments
7. Future Agenda Items
8. Next Meeting – March 4, 2021 (8:30am via teleconference)
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, February 18, 9:00 a.m., via teleconference
Administration & Finance:	Wednesday, February 3, 8:30 a.m., via teleconference
Advisory Committee:	Tuesday, March 9, 1:00 p.m., via teleconference
Marketing, Planning & Legislative:	Thursday, February 4, 8:30 a.m., via teleconference
Operations & Scheduling:	Friday, February 5, 8:15 a.m., via teleconference

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, January 7, 2021, 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, Candace Andersen, Kevin Wilk, Rob Schroder
Staff: Rick Ramacier, Bill Churchill, Ruby Horta, Melody Reeb, Madeline Chun
Public: Andy Smith

Call to Order: Meeting called to order at 8:34 a.m. by Director Worth.

1. Approval of Agenda

The Committee approved the agenda.

2. Public Communication

None

3. Approval of Minutes from December 3, 2020

The Committee approved the minutes.

4. 2021 Federal Legislative Program

Mr. Ramacier provided an overview of the issues that staff is planning to include in this year's federal advocacy program. The newest Coronavirus stimulus package includes about \$14 billion for public transit. However, many transit agencies, including County Connection, will not be receiving funds due to a clause in the bill that limits eligible recipients based on federally designated Urbanized Areas (UZAs). The remaining issues will mostly be carryovers from the previous years, including federal reauthorization and supporting alternative first- and last-mile solutions, as well as restoring the highway trust fund. Director Andersen suggested reaching out to East Bay delegation staff to make them aware of the concerns regarding the distribution of stimulus funds. Director Worth added that MTC staff is currently looking at the issue.

5. 2021 Service Proposals Public Hearings

Ms. Horta informed the Committee that staff has conducted the first two of the four public hearings scheduled on the proposed service scenarios. Attendance was low at the first public hearing, which focused on the north service area. The second one, which covered the core area, had about 12 attendees. However, there were no public comments made at either hearing. Director Worth asked whether service reductions would still be necessary given current financial projections, which have been showing an increase in sales tax revenue. Ms. Horta responded that Scenario 1 is similar to the

service levels that are currently being operated and that staff will be able to restore service if funding becomes available.

6. Blue Ribbon Task Force Update

Mr. Ramacier informed the Committee that the Blue Ribbon Task Force has created two new subgroups. One will be focused on developing the problem statement as it relates to the network manager concept, and the other will focus on developing the alternatives. The general managers of the transit agencies have also continued to meet regularly and have developed a slide deck to update to the various Boards on the Blue Ribbon Task Force. The Committee agreed that staff should present this to the Board.

7. Committee Comments

None

8. Future Agenda Items

None

9. Next Scheduled Meeting

The next meeting was scheduled for February 4th at 8:30 a.m. via teleconference.

10. Adjournment – The meeting was adjourned at 9:31 a.m.

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

TO: MP&L Committee

FROM: Rick Ramacier 
General Manager

DATE: January 29, 2021

SUBJ: Draft 2021 County Connection Federal Legislative Advocacy Program

Background

As we prepare our 2021 Federal Legislative Advocacy Program, we do so in a greatly changed world from this time last year or in previous years going quite a bit back. We have a new President with a different outlook on how the federal government should interact with public transit. This suggests that we should pivot somewhat from our advocacy approach. More importantly we are now into year two of the Covid-19 era, which will have a significant impact on how we engage our legislative delegation.

Within the new administration, the region's own Nuria Fernandez taking on the role of FTA Administrator (deputy until confirmed) will provide additional avenues of federal support.

Unlike the previous administration that had a stronger emphasis on regulatory reform, the new administration is making signs that they will not be looking to regulatory reform. Rather, they will be looking to provide increases in federal transportation funding as well infrastructure generally.

Thus, our 2021 program and how we communicate it should reflect these new conditions that we find ourselves in.

Change in Program Presentation Format and Congressional Office Meeting Visits

It is likely that Covid-19 will be with us at levels throughout the first half of 2021 such that traveling and in-person meetings are ill advised. Moreover, the congressional offices have not been open for in-person meetings that are not of the highest importance. However, the legislative clock does stop. Legislation important to public transit will be considered throughout the next six months. We should plan to be in communication with our delegation sooner rather later regarding our 2021 interests.

So, staff proposes that we up a series of remote meetings with our delegation in late February or early March. It is these meetings that we would present our program. We can then follow up remotely as things progress throughout the legislative year. Once travel is safer and the congressional offices are actually open, we consider in-person visits.

To facilitate these meetings and to present our program, staff recommends that we depart from the brochure/pamphlet format to one that takes advantage of technology driven communication. The recommendation is that we move to three or four page power point that can be easily converted into a pamphlet at a later date. We will provide you with a draft program via email early next week. It will also be posted on our web page as a link to the MP&L Committee meeting agenda.

As for the content of this power point, we propose that we shift the background material away from ridership levels and more towards our innovative approaches to providing essential service during Covid-19. And, that we focus more on our role in providing equity and vital services and connections to our residents that might be considered disadvantaged.

With respect to the issues to be heart of our program, they will be displayed in the draft power point and they are briefly described below.

Priority Federal Issues

We have identified four main issues to focus on in 2021. They are: 1.) the next round of coronavirus relief/stimulus funding 2.) re-authorization of the federal transportation bill 3.) FY22 federal transit appropriations bill 4.) restoring the federal highway and transit trust funds.

Coronavirus Relief/Stimulus Funding

The Biden administration has proposed another round of coronavirus relief/stimulus, including \$20 billion for public transit. The American Public Transit Association (APTA) based on very recent surveying of its members, estimates that public transit will need another \$39.2 billion through FY23 to avoid further Covid-19 related service cuts, employee layoffs, or capital project cancellations.

Re-authorization of the Federal Transportation Bill

The Fixing America's Surface Transportation Act (FAST) has been due to expire last September. It has been extended through this September. Thus, during this legislative year, re-authorizing FAST will be a major priority. To that end, the House has already passed its version of re-authorization called the Invest in America Act. This bill increases the federal investment in public transit by 133% over FAST. However, it contains language that will make innovative first and last mile and micro transit-based solutions perhaps more difficult for federal funded public transit systems to pursue. Thus, we will want to advocate for changes to this when the Senate takes up its version of re-authorization shortly.

FY22 Federal Public Transit Appropriations

This will be driven in part by what happens with re-authorization. We will at least want to ensure an adequate transit appropriations – with or without re-authorization – that would be at least

equal to if not more than the FY21 appropriations. County Connection has a crucial 40 bus replacement project in the pipeline that will be very dependent on an adequate FY22 transit appropriations.

Restore the Federal Highway and Mass Transit Accounts

With the Federal Highway and Mass Transit Accounts nearly broke, more and more of the federal transit program is being funded through the General Fund as opposed to federal gas taxes. This is not sustainable long term and is politically vulnerable to the whims of congress. We need to restore the trust funds so that dedicated funding (like the gas tax) once again supports our federal transit funding programs.

MP&L Committee Review

Staff wishes to review the draft power point, the priority issues, and the recommended approach to our 2021 federal legislative advocacy at your meeting on Thursday, February 4th with you. We will seek your feedback and possible direction to forward a draft program to the full board.

Action Requested

Review the draft program and approach, provide feedback, and consider forwarding it to the board for action.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Connecting our community by providing innovative transportation choices when and where you need it

2021 Federal Advocacy Program

COUNTY CONNECTION

2477 ARNOLD INDUSTRIAL WAY, CONCORD, CA 94520

(925) 676-1976

WWW.COUNTYCONNECTION.COM

County Connection

County Connection provides vital local transit service for communities in Central Contra Costa County.



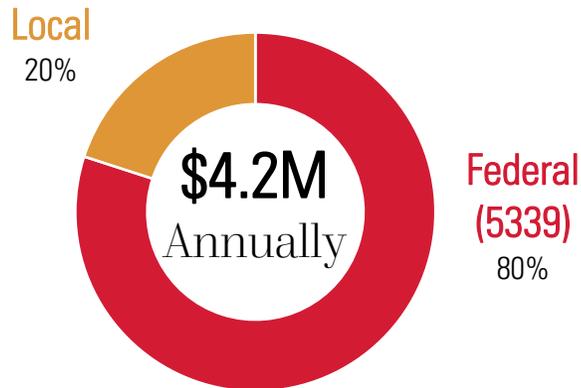
Our Riders

Compared to Central Contra Costa County residents, our riders are:

- 4.4X** more likely to have no car
- 3.8X** more likely to be in a 3+ worker household
- 3.0X** more likely to earn less than \$50,000/year
- 2.7X** more likely to be ages 18-24

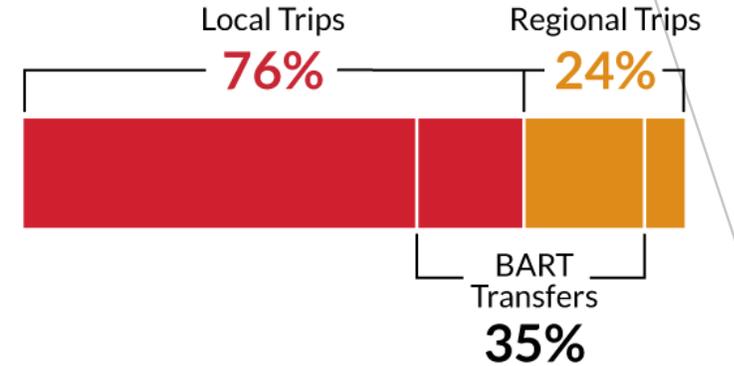
Capital Funding

Federal funding accounts for an estimated 80% on an annualized basis.



Local vs. Regional Trips

While the majority of routes serve a BART station, most of our riders (76%) are making local trips within Central Contra Costa.



Also, while 35% of our riders transfer between our buses and BART, roughly half of them stay within Central Contra Costa.





Federal Advocacy Program

County Connection relies on federal transit funding annually for necessities crucial to the Authority. Moreover, sufficient federal investments in public transit will be imperative to the impacts made by COVID-19. The new Administration has implied the plan for increases in federal transportation funding as well as infrastructure. As a result, County Connection supports the following:

Priority #1: COVID-19 Relief/Stimulus Funding

The Biden administration has proposed another round of coronavirus relief/stimulus, including \$20 billion for public transit. The American Public Transit Association (APTA) based on very recent surveying of its members, estimates that public transit will need another \$39.2 billion through FY23 to avoid further COVID-19 related service cuts, employee layoffs, or capital project cancellations.

County Connection anticipates having lost as much \$12 million in fare revenue through FY23 due to COVID-19 related ridership losses. We are likely going to experience additional losses of an unknown amount due to temporary decreases in local/state funding. County Connection has not experienced a major decrease in expenses in large part to the Centers for Disease Control & Prevention (CDC) and the Contra Costa Health Officer declaring public transit to be an Essential Service.

Priority #2: Re-authorization of the Federal Transportation Bill

The Fixing America's Surface Transportation Act (FAST) has been extended through this September. Historically, County Connection has received \$8 million dollars in federal support on an annualized basis. These funds are primarily used to replace aging buses for far cleaner and reliable buses. Thus, re-authorization of FAST is a top priority for County Connection.

The House passed the Invest in America Act to re-authorize FAST. This bill increases the federal investment in public transit by 133% over FAST. However, it contains language that will make innovative first and last mile and micro transit-based solutions perhaps more difficult for federal funded public transit systems to pursue. Because of the importance to County Connection – in partnership with the Contra Costa Transportation Authority (CCTA) – of finding and developing innovative public transportation solutions, we will want to advocate for changes to how innovative first and last mile and micro transit-based solutions are handled in re-authorization when the Senate takes up re-authorization shortly.

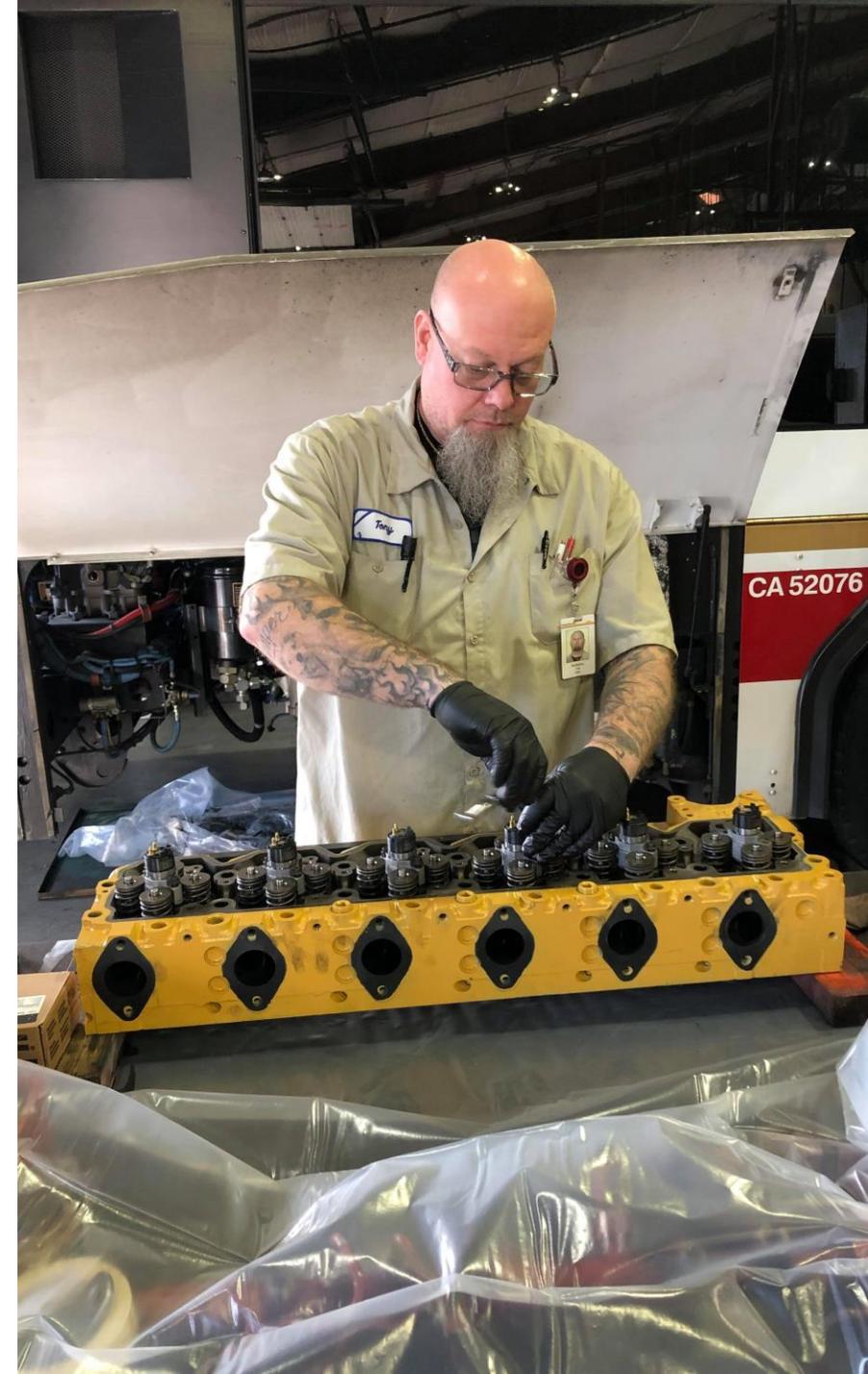
Federal Advocacy Program

Priority #3: FY22 Federal Public Transit Appropriations

County Connection relies on federal funds for the timely completion of capital projects and to support its services to folks with disabilities. In FY22, we have programmed federal funds to support the timely replacement of 40 buses. These 12-year-old diesel buses will be replaced by a mix of Zero Emission Buses or clean diesel buses (using renewable fuels) that will be much more reliable. To ensure that we receive this critical capital funding, the federal transit program must be fully funded at levels consistent with FAST. Otherwise, our expected federal funding for this project could be jeopardized.

Priority #4: Restore the Federal Highway and Mass Transit Accounts

With the Federal Highway and Mass Transit Accounts nearly broke, more and more of the federal transit program is being funded through the General Fund as opposed to federal gas taxes. This is not sustainable and is politically vulnerable to the whims of congress. The trust funds need to be restored so that dedicated funding (like the gas tax) once again supports our federal transit funding programs.





County Connection Innovation During COVID-19

- Transportation services as we know it know it has completely changed. Throughout COVID-19, County Connection has continued to work to identify how paratransit services could continue to be relevant to ensure the sustainability of the community.
 - In early April, transit agencies were called upon by the County's Emergency Services center to provide essential transportation for COVID-19 positive individuals who were homeless or in congregant facilities. These individuals were transported to hospitals or hotels as directed by the County Health Department. Through January 2021, **LINK Paratransit has transported over 459 COVID positive passengers.**
 - LINK Paratransit and the County Health Department maintain a long-standing partnership to provide specialized training and PPE to Operators in this voluntary program.
 - In May, the County Connection Board of Directors authorized an amendment to the Transdev paratransit LINK services contract to include COVID-19 mitigation efforts throughout our communities.
- County Connection continues to partner with the County in developing opportunities to assist with the COVID vaccines. This includes developing ride booking procedures for vaccination appointments and ways to convert buses to mobile vaccination units.
- County Connection's service and fare restructure has proven to be a great success. Prior to the impacts of COVID-19, ridership was experiencing double-digit (13%) growth.
- County Connection operates a total of eight battery electric inductively charged buses, primarily serving downtown Walnut Creek. This project was largely funded by two separate federal grants.

County Connection Provides These Important COVID-19 Related Transit Benefits

- The Centers for Disease Control & Prevention (CDC) and the Contra Costa Health Officer have declared public transit an essential service. As such, County Connection has continued to operate during the COVID-19 pandemic, providing service to many other essential workers and communities of concern which are transit dependent.
- In addition to the transportation of COVID positive individuals, County Connection's LINK Paratransit offered resources to the Meals on Wheels program, whose core set of drivers are volunteers over the age of 65. Through January 2021, LINK Paratransit has delivered over 21,301 meals to the vulnerable senior population who were affected by the Shelter in Place Order.
- At the success of the Meals on Wheels program, LINK Paratransit has partnered with other programs for food and meal delivery in the entire County, not just the County Connection service area. To date, the program has accomplished delivery of the following:
 - School Lunches: 7,239 lunches for at-risk youth
 - County and Food Banks: over 4,000 lbs. of food, including delivery boxes of non-perishable foods
 - City of San Ramon Citizens: 2,499 meals



To: Marketing, Planning & Legislative Committee

Date: 1/20/2021

From: Melody Reeb, Manager of Planning

Reviewed by: 

SUBJECT: 2021 Service Plan Draft Recommendation

Background:

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. In developing the proposals, staff sought to prioritize essential services and workers, as these riders have continued to rely on transit throughout the pandemic.

Since all three scenarios would be considered a major reduction in service, per Board policy, staff has conducted public outreach to gather input on the proposals and is now presenting a draft recommendation for Board feedback. Staff will then complete a Title VI equity analysis and present a final recommendation for potential Board approval in March. The earliest that staff could implement any major service reductions would be Summer 2021. However, depending on financial needs and service requirements as the COVID-19 pandemic evolves, implementation could be delayed until Fall or Winter 2021.

Public Comment:

Staff conducted an initial webinar on December 1, 2020 to provide the public with a high-level overview of the three service scenarios and gather some preliminary feedback. This was followed by a series of four virtual public hearings, which were held on January 5th and 8th. Each public hearing focused on a different part of County Connection's service area and provided an opportunity for the public to provide formal comments on the proposals. The public was also able to provide comments via phone, mail, email, and online.

No public comments were received during the public hearings. However, a total of 12 written comments were received by email and online that were directly related to the proposal. These comments are included in Attachment A. Below is a summary of the comments:

- Opposition to the elimination of Routes 95X and/or 96X under Scenario 3 (5 comments)

- Concern about reducing service frequency on Route 98X under Scenarios 2 and 3, particularly regarding potential impacts on connections to Amtrak and/or BART (2 comments)
- Opposition to the elimination of the Orinda Community Center loop on Route 6 under all three scenarios (2 comments)
- Concern about reducing service frequency on Route 99X under Scenarios 2 and 3 (1 comment submitted)
- Concern about reducing service frequency on Route 35, particularly on the Windemere loop (1 comment)
- Support for Scenario 1 over the other two scenarios (1 comment)

Proposed Service Plan:

Given current financial projections, staff is recommending the implementation of Scenario 1, which is very similar to the service levels currently being operated. However, based on public feedback, staff is proposing a revision to the initial Scenario 1 service plan to retain service on Route 6 to the Orinda Community Center.

The proposed service plan would be about a 13% reduction in service hours compared to pre-COVID service levels. Service frequency would be reduced on Routes 4, 5, 6, 7, 27, 35, 92X, 95X, and 96X. There would also be two alignment changes—extending Route 28 to Concord BART and simplifying the routing through Bishop Ranch on Route 92X to remove stops at BR 15 and Bishop/Sunset. All of these proposed changes have been in place on a temporary basis since October 2020. A summary of Scenario 1 is included as Attachment B.

All 600-series school service will be retained at the service levels that County Connection typically operates during a normal school year.

Future Service Restoration:

There is still a large degree of uncertainty as it relates to COVID-19, including its potential long-term impacts on the economy and travel patterns. In addition, circumstances that affect ridership demand can change relatively quickly, such as schools reopening or workers returning to offices, and County Connection needs to be prepared to restore and/or modify service in response to these changes in demand. If the proposed service plan is approved, staff will still be closely monitoring ridership trends and financial projections to determine whether additional service is needed.

As schools, businesses, recreational facilities, and other non-essential services return to normal operations, staff will need to respond quickly to augment service based on the community's needs and the agency's financial capacity. Any restoration of service will be implemented as a

temporary adjustment and made permanent once the pandemic is behind us. A similar public outreach process and Title VI analysis will be conducted once staff is comfortable making the changes permanent.

Financial Implications:

Based on initial estimates, this service plan could reduce operating costs by approximately \$3 million annually. This is an initial projection and will be finalized once the schedules are complete.

Recommendation:

Staff recommends that the MP&L Committee review the comments received, discuss the proposed service plan and provide feedback to staff. Additionally, the proposal should be forwarded to the Board for further review and direction. Based on feedback received, staff may adjust the proposal and return to the Committee in March for approval.

Action Requested:

Staff requests that the MP&L Committee forward the proposed service plan to the Board for review and discussion. No action will be requested at this time. Formal Board action is expected at the March 2021 Board meeting.

Attachments:

Attachment A – Public Comments Received

Attachment B – Scenario 1 Summary

Attachment A:

Summary of Public Comments

As of January 22, 2021

All comments are presented as submitted; no revisions were made.

1	<p>I take 2 buses in the morning (98X and 28). I commute from downtown Walnut Creek to Center Ave. in Martinez. I walk over a mile to the WC BART to catch the 98X. I start work at 8am. I have to take the 6:30am 98X bus and then wait 20 minutes for the 28 bus at Pacheco/Center that arrives at 7:03am. There's a 6:50am 98X bus but it doesn't connect with the 28 bus. If the 28 could be adjusted back to arriving at Pacheco/Center at 7:06am, that would be ideal.</p> <p>My commute home has turned into a 2 hour commute. I have to rush to catch the 28 bus after I get off work at 5pm. Once I get to Pacheco/Center, I have to wait 45 minutes to catch the 98X. So it's basically a hurry up and then wait... When I get to WC Bart, I catch the 4. So that's another 10-15 minute wait. I end up walking the mile home from the Bart station.</p> <p>If there are further reductions in service it will become more impossible to get to and from work. I've been relying more on Uber, which is not sustainable for me. Since I currently only commute into work 2x week now due to COVID, my input probably won't make any difference in considering service changes.</p>
2	<p>For Route 6, we are concerned about the proposed alignment change to eliminate the Orinda Community Center loop. That loop serves 2 senior housing complexes located near the Orinda Way/Irwin Way intersection. It also provide access to the Orinda Library and Community Center. We request County Connection not eliminate the Orinda Community Center loop.</p>
3	<p>If you must scenario 1 would be the best of all scenarios. I know it doesn't save as much as the others but it would have the least negative impact on the ridership</p>

<p>4</p>	<p>There are still essential workers that uses the Express buses going to San Ramon. Eliminating both the 95 and 96 buses is going to leave us stranded. Please consider keeping at least the 95x Where it will make the rounds essential workers work-Cosco area, Kaiser, Anabel,Bishop Ranch 8 which easier to walk to Bishop Ranch 6 for At&t workers We will greatly appreciate if you at least consider.</p> <p><i>[In Response to Another Comment]</i> For the essential workers who still comute from walnutcreek to San Ramon Bishop Ranch when you say the Rapid transit is faster is it the 21 that goes through town and very slow and like Lisa said it takes about 50 minutes and for for those of us who have to be at work 8AM and walk from the transit center to Anable Bishop Ranch 6 and 8 in the rain is going to be very difficult. Or are there going to be other buses .Or just have to one Express bus that runs 2times in the morning peak hours and one in the afternoon between 4and 6pm</p>
<p>5</p>	<p><i>[In Response to Another Comment]</i> I agree with Yayush, please do not eliminate all the express buses to San Ramon, the only other option is the 50mn 21 route and all those minutes add up during the week. Thank you</p>
<p>6</p>	<p>I was wondering if going bring 96 at 1:30pm from San Roman trasit center to. Walt creek Bart</p>
<p>7</p>	<p>I would like to see the Orinda Community Center loop on route 6 maintained. It appears that is only retained in scenario 2 and 3.</p> <p>It would be desired to maintain current service levels on route 6 as depicted in scenario 1, but if that is not possible then the Orinda loop would be a priority request and default then to scenario 2 or 3.</p>

8	<p>I have relied on County Connection bus service as my primary mode of local transportation since I moved to Central Contra Costa County in 2005. I currently live in Martinez on Pacheco Blvd. between Ace Truckbox Center and Morello Ave. I work at Muir Parkway Offices on Arnold Drive less than two miles from my home. The relatively short commute distance is necessary for me because I do not have a car and I deal with health conditions that make walking long distances difficult. The proposed reduction in service frequency for Route 99X under Scenarios Two and Three would affect me directly. My current work schedule is 8:30 AM to 5:00 PM. If the Route 99X service reduction is to take effect, I would respectfully request that the schedule reflect my need to take the morning run heading towards North Concord BART and arrive at Muir Parkway Offices by approximately 8:20. Likewise, I would greatly appreciate it if service heading towards Martinez Amtrak would be available for me to catch the bus at Morello and Arnold at approximately 5:15. Additionally, I periodically take Route 28 to Kaiser Permanente Martinez Medical Offices on Muir Road. The next bus stop along that route in the Concord BART direction is Muir and Glacier, which is a considerable stretch. I am requesting that a Route 28 bus stop be installed at Muir Road and Morello Ave. so that I could potentially travel between medical appointments at Kaiser and my workplace. I concede that your agency cannot be expected to specifically accommodate the needs of a single individual rider in your service planning. Even so, I figure that it is worth a shot to express my needs, and I am grateful for the opportunity to do so, as well for the service that everyone at your agency has provided me for the last 16 years. Thank you very much for your time and consideration.</p>
9	<p>This letter is in regards to the cancellation of services to Bishop Ranch. I myself commute from Cameron Park ,Ca to Toyota which is 111 miles from my home. Transit is essential as I drop my car in Dixon, take Blue Line to Walnut Creek and then catch Bishop Ranch 95X. Being an essential worker has allowed myself and many colleagues to continue working. Taking the 95X that goes to Bishop Ranch 8 is a huge advantage to those of us that work at Toyota and cost saving as well. Please consider keeping it at least peak hours in the morning and in the afternoon between 4:00pm – 6:30pm. At least 2 in the morning and 2 in the afternoon. Only stopping at the Transit Center with the 96X and having to be at work at 8:00am and walking in bad weather would make it a very unpleasant daily occurrence along with compromising our jobs at 8:00am in the morning. Please consider.</p>

<p>10</p>	<p>Please keep the time of the 1st 98x bus and possibly the 2nd out of Martinez Amtrak. People transferring at Walnut Creek to the Bart train and to other buses need to ride the 1st 98x bus because many are commuting to cities to the south and the west and start work at 8:00 or before.</p> <p>In addition, people who commute by riding the 1st Capitol Corridor Amtrak out of Sacramento, transfer to the 1st 98x at the Martinez Amtrak station as a part of their daily commute to work in a variety of locations In the Bay Area.</p> <p>Please also keep the run of the last 98x bus out Walnut Creek Bart to Martinez Amtrak, for those who are returning from a commute that takes them some time to reach Walnut Creek at the end of the day.</p> <p>When the 1st run of line 16 out of Martinez Amtrak was eliminated, it left only the 98x operating at an early enough time out of Martinez.</p> <p>Bart trains are now not operating as frequently as they did precovid. So it is important for those riding the 98x to get to Walnut Creek as early as they can.</p>
<p>11</p>	<p>Firstly, thank you all for your service to our community and continuing to keep public transportation available during this challenging time.</p> <p>I am perhaps 10% of your current ridership on the 95x. I don't drive and commute to Berkeley (via WC BART) on the 95x every day. To be honest, most of the time I am the only person on the bus, so I totally understand if you need to cut it to cover (projected) budget deficits. It is unfortunate that ridership is unlikely to increase without the Covid situation comfortably behind us.</p> <p>Just in case the 95x gets axed, I beg that the 21's schedule be adjusted to better match the BART schedule during commuting hours. As far as I'm concerned the morning is okay, but in the evening if I catch a BART at MacArthur at 5:20-something, I'll arrive at WC BART at 5:42, then have to wait nearly 30 min for the next bus in the Danville/San Ramon direction. Thus, if the schedule could be pushed back by 5 minutes (so 5:45 departure from WC), it would be much appreciated. In case the 95x isn't cut entirely, it would also be nice if the 95x WC departures could be staggered with the 21. Right now they both leave at the same time which can be frustrating when you've missed them both by 2 minutes.</p> <p>I really am thankful for the CCCTA and hope your ridership increases in 2021!</p>
<p>12</p>	<p>I'm a regular rider of the bus 35 via Windermere route. Considering there are only a few schedules looping through this area, it'd be greatly appreciated if you do not cut any services in the upcoming planning.</p> <p>Thank you so much for your service to take care of people like me who depends on public transportation.</p>

Attachment B:

Scenario 1 Summary

Scenario 1 would largely continue current service levels (as of October 4, 2020).

Frequency Reductions:

Route	Pre-COVID (peak/off-peak)	Scenario 1 (peak/off-peak)
4	12 min	20 min
5	20/45 min	40 min
6	20/60 min	30/60 min
7	15/- min	20/- min
27	40/60 min	3 trips
35	15-20/30-60 min	30/60 min
92X	8 trips	4 trips
95X	20/- min	30/- min
96X	20/60 min	30/- min

Alignment Changes:

- ~~Route 6 – eliminate Community Center loop~~ (Service to be retained based on public feedback)
- Route 28 – extend to Concord BART, reroute from Arnold/Center to Muir Rd
- Route 92X – simplify routing through Bishop Ranch to remove stops at BR15 and Sunset/Bishop

