

*The County Connection***Inter Office Memo**

TO: Board of Directors
FROM: Rick Ramacier
General Manager *Rick*
DATE: February 9, 2011
SUBJECT: Draft 2011 Federal Legislative Program

Summary

Attached is the draft 2011 Central Contra Costa Transit Authority (CCCTA) Federal Legislative Program. You will note that it is short, and focused on funding. This draft program calls for a healthy reauthorization of the transportation bill, transit funding to be included in any energy or clean air legislation, and for the return of federal transit operating assistance. The draft federal program argues that additional federal investment in transit will create and sustain jobs, work to make the country more energy independent, serve to help clean up the environment, and to reduce congestion and so forth.

All of the ideas in the program will be in play in the Congress this year. However, only the reauthorization of the federal transportation program will have a meaningful chance to be enacted.

The other issues in play offer public transit the opportunity to keep our great funding needs front and center within the Congress as these issues are deliberated. Thus, we should maintain our advocacy for transit within these policy areas.

MP&L Committee Review

The MP&L Committee reviewed the draft 2011 Federal Legislative Program and has sent it to you for approval.

Action Requested

The MP&L Committee and staff request that the Board of Director approve the draft 2011 Federal Legislative Program.

The County Connection

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

2011 Fact Sheet And Federal Legislative Program



2477 Arnold Industrial Way Concord, California 94520

Central Contra Costa Transit Authority (CCCTA) -A joint powers agency of 11 jurisdictions, including: the cities of Clayton, Concord, Lafayette, Martinez, Orinda, Pleasant Hill, San Ramon, Walnut Creek; the towns of Danville and Moraga; and the unincorporated areas of central Contra Costa County. Contra Costa County is one of the nine counties that make up California's San Francisco Bay Area.

CCCTA serves a dynamic and diverse modern suburban area that is geographically spread out. Serving such an area is both challenging and rewarding. CCCTA patrons are ethnically and economically diverse, and often transit dependent. Without CCCTA services, many central Contra Costa County residents would have no transportation available for work, school, medical appointments or to take advantage of recreational opportunities. For them CCCTA is a life sustaining service!

CCCTA is overseen by an 11-member Board of Directors, and provides both fixed-route and ADA paratransit services.

DEMOGRAPHIC SNAPSHOT

- **77% OF CCCTA RIDERS ARE TRANSIT DEPENDENT**
- **60% OF CCCTA RIDERS ARE MINORITIES**
- **48% OF CCCTA RIDERSHIP IS OF LOW INCOME EARNING \$25,000 OR LESS**
- **SERVICE AREA: 200 SQUARE MILES**
- **SERVICE AREA POPULATION: 482,400**
- **FY2011 OPERATING BUDGET :** FIXED ROUTE - \$25,677,206
PARATRANSIT - \$5,592,340
- **ANNUAL RIDERSHIP: 3.5 MILLION (FIXED-ROUTE & PARATRANSIT)**
- **FLEET SIZE: 131 FULLY ACCESSIBLE BUSES, ALL EQUIPPED WITH BICYCLE RACKS
63 PASSENGER VANS (PARATRANSIT)**

SERVICE CHARACTERISTICS

FARES:

- Fixed-route: Regular fare \$2.00, Express fare \$2.25 (Discounted fares available through various pass programs.)
- Paratransit: \$4.00 per trip

FIXED-ROUTE SERVICE

- Operates 23 weekday routes, 7 express routes, and 10 weekend routes
- Service frequency on most routes is between 30 and 90 minutes
- CCCTA fixed-route service is fully accessible

PARATRANSIT SERVICE

- January 1990 CCCTA assumed responsibility for public paratransit service in central Contra Costa
- Number of registered ADA clients as of January 2011 is 8,019

CONTRACT SERVICE

- Contract service for employees at Bishop Ranch Business Park in San Ramon, Chevron USA, Galaxy Office Park, Concord Airport Plaza, St. Mary's College in Moraga, and JFK University in Pleasant Hill
- Free Walnut Creek shuttle service connecting downtown shopping with business and BART
- Ace Shuttle operates between central county park & ride lots and the Pleasanton ACE train station

FEDERAL LEGISLATIVE PLATFORM

Position #1: County Connection calls for a doubling of the federal transit program in the reauthorization of SAFETEA-LU as well as the inclusion and adoption of the American Public Transportation Association (APTA) Recommendations.

Background

SAFETEA-LU expired in 2009. Reauthorization of this legislation is critical to the success of public transit. The County Connection uses federal funding for the timely replacement of buses and paratransit vehicles, for other critical capital programs, and for preventive maintenance. County Connection relies on federal funding for the bulk of its capital needs in excess of \$5 million on an annual basis.

Justification

The transit needs in America are great. The National Surface Transportation Policy and Revenue Study Commission calls for a five-fold increase in federal transit investment to meet the transit needs of the nation. Public transit plays a significant role in reducing deadly greenhouse gases, promotes energy independence and conservation, allows low income people to fully participate in society as productive citizens, provides badly needed transportation to minors, provides congestion relief, and enhances safety.

A recent study by the Economic Research Development Group shows that for every \$1 billion dollars invested in public transit, 30,000 jobs are created. These jobs are often well paying blue-collar "green jobs". The jobs created and saved allow public transit to provide services that encourage commuters to get to and from work in a "green" manner.

Position #2: County Connection urges Congress to include transit as part of any legislation on global warming, reducing greenhouse gases, and/or pursuing energy independence, including allowing for transit to be eligible to receive related funding and or participate in cap and trade type programs.

Background

Congress is may consider legislation to reduce greenhouse gases and reverse global warming. Also, Congress may take up legislation to further American energy independence. These legislative efforts will offer the opportunity to help public transit provide services that will work to reduce greenhouse gases and create energy independence.

Justification

Increasing and improving public transit service is one of the best ways to reduce greenhouse gases and to increase energy independence. Improving public transit service increases the likelihood that individuals will drive less and take transit more. Greater transit usage will improve air quality, reduce greenhouse gases, and further energy independence through lower fuel usage. In order for transit to provide improved services, transit will need additional resources. Thus, it is very appropriate to provide those resources in legislation aimed at reducing greenhouse gases or increasing energy independence. Additionally, it is appropriate to allow transit to participate in local cap and trade programs.

Position #3: County Connection calls for the restoration of federal operating assistance.

Background

Public transit lacks the necessary funding to operate and maintain present and future levels of service in a quality timely manner. Thus, transit systems across the country have made, and continue to make massive cuts in transit service.

Justification

It is in the national interest to have reliable, efficient, and dependable transit service throughout the country. Having sufficient and reliable operating funds is crucial for transit to do all things that are needed. Local and state government cannot provide all the operating funds that transit needs. The federal government must be a full partner in funding public transit operations.

COUNTY CONNECTION GOES GREEN

- In 2006, County Connection was named Transit Facility of The Year by the California Water Environment Association for practices and programs that protect the watershed from pollutants that could enter the environment through storm drains.
- In 2010, County Connection introduced nine new hybrid diesel/electric vehicles to the fleet.
- In 2012, County Connection plans on purchasing more hybrid vehicles to replace old diesel vehicles.
- All County Connection buses are fueled with clean diesel and are equipped with modern particulate filtration devices, reducing emissions by 85% over older vehicles.
- All County Connection buses are manufactured with more recyclable materials. The aluminum body structure is 100% recyclable, and the stainless steel under structure combats corrosion so at the end of the service life, more of the structure is available for recycling.
- County Connection has transitioned from a physical to a virtual server network system, which has reduced our power consumption by over 60%.
- By switching to a satellite controlled irrigation system that monitors weather, water consumption is reduced by over half. Only drought resistant plants are used at the facility.