

The County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 www.cccta.org

BOARD OF DIRECTORS

MEETING AGENDA

Thursday, April 21, 2011
9:00 a.m.

CCCTA Paratransit Facility Board Room
2477 Arnold Industrial Way
Concord, California

The CCCTA 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 – Mini Short-Range Transit Plan, FY2010-11 through FY2019-20
5. Consent Calendar
 - a. Approval of Minutes of Regular Meeting of March 17, 2011*
6. Report of Chair
7. Report of General Manager
 - a. Report on APTA 2011 Legislative Conference
 - b. Federal and State Budget Updates

*Enclosure

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Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

8. Report of Standing Committees

a. Administration & Finance Committee
(Committee Chair: Director Dessayer)

- (1) FY2012 Draft Budget and FY2011 Estimated Actual*
Resolution No. 2011-012*
(The Resolution authorizes filing applications with MTC for allocation of Transportation Development Act, State Transit Assistance, and RM2 funds for FY2012.)

b. Marketing, Planning & Legislative Committee
(Committee Chair: Director Simmons)

- (1) Mini Short-Range Transit Plan, FY2010-11 to FY2019-20*
(The MP&L Committee recommends that the Board approve the mini SRTP.)
- (2) MTC Transit Sustainability Project Update*
(The MP&L Committee wants to review this information with the Board.)
- (3) Legislative Update*
(This is an informational item for the Board's review.)

c. Operations & Scheduling Committee
(Committee Chair: Director Horn)

- (1) Contract Extension with First Transit, Inc. for LINK Paratransit Services in FY2011-2012*
Resolution No. 2011-013*
(The Resolution authorizes extension of the professional services agreement for ADA paratransit services, BART ADA service, and Gael Rail shuttle with First Transit, Inc.)

9. Report from the Advisory Committee

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

General Information

Public Comment: Each person wishing to address the CCCTA 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.CCCTA.org.

Accessible Public Meetings: Upon request, CCCTA 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 CCCTA at least 48 hours before the meeting convenes. Requests should be sent to the Board Clerk, Janet Madrigal, at 2477 Arnold Industrial Way, Concord, CA 94520 or madrigal@cccta.org.

Shuttle Service: With 24-hour notice, a CCCTA LINK shuttle can be available at the North Concord BART station for individuals who want to attend the Board meetings. To arrange for the shuttle service, please call Mary Walker at 925/680-2068, no later than 24 hours prior to the start of the meeting.

Currently Scheduled Board and Committee Meetings

Board of Directors:	Thursday, May 19, 9:00 a.m., CCCTA Board Room
Administration & Finance:	Wednesday, May 4 3:00 p.m., Pleasant Hill City Offices
Advisory Committee:	Friday, May 13, 10:00 a.m., CCCTA Board Room
Marketing, Planning & Legislative:	Thursday, May 5, 8:30 a.m., Walnut Creek City Offices
Operations & Scheduling:	Friday, May 6, 9:00 a.m., Supervisor Uilkema's Lamorinda Office

The above meeting schedules are subject to change. Please check the CCCTA Website (www.CCCTA.org) or contact CCCTA staff at 925/676-1976 to verify date, time and location prior to attending a meeting.

This agenda is posted on CCCTA's Website (www.CCCTA.org) and at the CCCTA Administrative Offices, 2477 Arnold Industrial Way, Concord, California

The County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 www.cccta.org

Agenda Item No. 5.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

March 17, 2011

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Hudson called the meeting to order at 9:00 a.m. Board Members present were Directors Andersen, Dessayer, Horn, Manning, Simmons, Uilkema and Weir. Directors Hoffmeister and Schroder arrived after the meeting convened. Director Worth was absent.

Staff: Chun, Bowron, Casenave, Churchill, Madrigal, Mitchell, Muzzini and Woody

PUBLIC COMMUNICATION: There was no communication from the public.

CONSENT CALENDAR

MOTION: Director Dessayer moved approval of the Consent Calendar, consisting of (a) Approval of Minutes of Regular Meeting of February 17, 2011 and (b) CCCTA Investment Policy—Quarterly Reporting Requirement. Director Manning seconded the motion and it received the following vote of approval.

Aye: Directors Andersen, Dessayer, Horn, Hudson, Manning, Simmons, Uilkema and Weir
No: None
Abstain: None
Absent: Directors Hoffmeister, Schroder and Worth

REPORT OF CHAIR

Chair Hudson reported on events he attended at the APTA 2011 Legislative Conference and his visits with legislative representatives. He commented on the amount of the transit component in the reauthorization bill and pointed out that transit funding is interrelated with high-speed rail. He felt that the funding amount for transit in the reauthorization bill will be less than the current proposal.

(Directors Hoffmeister and Schroder arrived.)

REPORT OF GENERAL MANAGER

Scott Mitchell, Director of Maintenance, advised there is no report from the General Manager as he is returning to California from meetings he attended at the APTA 2011 Legislative Conference.

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ADVISORY COMMITTEE REPORTS

Citizens Advisory Committee

Appointment of Luke Lucas to the CAC Representing the City of Walnut Creek

MOTION: Director Simmons moved the appointment of Luke Lucas to the Citizens Advisory Committee representing the City of Walnut Creek. Director Horn seconded the motion and it was approved.

Aye: Directors Andersen, Dessayer, Hoffmeister, Horn, Hudson, Manning, Schroder, Simmons, Uilkema and Weir

No: None

Abstain: None

Absent: Director Worth

Accessible Services Committee: There was no report.

BOARD COMMUNICATION

Director Uilkema commented that Contra Costa County has several priority development areas (PDAs) that are relying heavily on transit. Funding may be available for housing but not for transit service in those areas. Under the sustainable program, there will be a number of county-wide meetings about the development of the PDAs. If components related to transit funding and jobs are missing in the development plans, she questioned whether good planning for transit is being done. Another component is where schools will be located in the PDAs. She felt this issue affects the counties, cities, CCCTA, MTC and others if we are trying to plan effectively for the future.

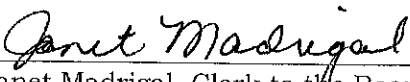
Director Hoffmeister advised one of the PDAs in this region is around the North Concord BART station. The cluster village plan for the Naval Weapons Base reuse area has more jobs than housing. The planners were looking at a communitywide jobs/housing balance. The funding issue for transit and housing continues to be problematic. The Mt. Diablo Unified School District recently closed two schools and may close four more schools over the next six years. They are relying on CCCTA to be the bus provider for students who are reassigned to open schools.

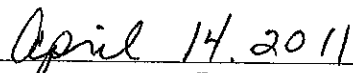
Director Simmons advised the MP&L Committee reviewed and approved the revised 2011 Legislative Program brochure. Chair Hudson felt the brochure was well done and he recommended highlighting the priorities in future brochures. Director Horn suggested placing a route map on the back page.

ADJOURNMENT

Chair Hudson adjourned the regular meeting at 9:30 a.m.

Minutes prepared by


Janet Madrigal, Clerk to the Board


Date

The County Connection



April 12, 2011

TO: BOARD OF DIRECTORS
FROM: KATHY CASENAVE, DIRECTOR OF FINANCE

REVIEWED: *PK*

SUBJECT: FY 2012 DRAFT BUDGET AND FY 2011 ESTIMATED ACTUAL

The attached draft of the FY 2012 budget is submitted for your review. This draft incorporates the following:

- Conversion of \$5.5 million for the FY 2011 bus purchase to preventive maintenance. Some of it will be used in FY 2011, but most will be consumed in FY 2012.
- STA revenue per MTC's estimates based on the Governor's budget. Final figures are not yet available.
- Estimated TDA revenue for FY 2011 and FY 2012 based on the CC Auditor Controller's estimate as reported to MTC. A more detailed discussion is presented later in this memo.
- CCCTA staff estimates for Measure J and some federal operating revenue; final figures are not yet available.
- Removal of RM2 funding for Express bus route due to unmet MTC productivity requirements
- A further reduction in Administrative staff, from a high of 36.5 in FY 2007 to 30 in FY 2012
- FY 2012 capital program revenues (state bonds and bridge toll) final figures not yet available.
- No additional service reductions

FY 2012 Draft Operating Budget-

The draft operating budget totals \$32,581,191, a 6.8% over the estimated actual FY 2011. Of this, fixed route is \$26,386,792 and Paratransit is \$5,594,399. The budget also includes a contingency line item of \$600,000.

- Fixed route expenses for FY 2012 are projected to be \$1,496,816 (5.96%) more than the estimated actual for FY 2011. Of this, \$840,000 is for projected increase in diesel fuel. If the \$600,000 contingency is included, then the increase is 8.3% over the FY 2011 estimated actual
- Paratransit expenses are estimated to be \$1,911 more than the estimated actual for FY 2011.

FY 2011 Estimated Actual

The Board authorized an operating budget of \$31,269,545 which included a contingency line item of \$313,000.

- Fixed route expenses for FY 2011 are estimated to be \$454,019 (1.8%) less than the budget.
- Paratransit expenses for FY 2011 are estimated to be on budget.
- The contingency will not be used.
- The total operating estimated actual is projected to be \$767,082 (2.4%) under budget.

List of Key Assumptions Used for Ten-Year Draft Financial Forecast and TDA Reserve-

Operating Revenues-

- Passenger fares are increased 2% annually for Fixed route and 3% for Paratransit. Fares increases are projected for FY 2013, 2016 and 2019.
- STA growth rate is 3%.
- TDA projected to grow 6.5% in FY 2013 & 6.2% in FY 2014 gradually reducing to 4.5% in the out years. By FY 2015 it is expected to be at the FY 2006 and 2007 amounts. (See below for CCCTA's historical revenue)

Operating Expenses-

The forecast assumes no increase or decrease in fixed route hours.

- The growth rate for expenses 2.8% for most of the out years.
- Retiree medical expense of \$234,000 has been included in all years.
- PERS ER pension rate is estimated to be 5.9% in FY 2013 and 8.3% in FY 2014 (PERS estimate). The 8.3% rate is based on a 7.75% investment return for this fiscal year (Jul 2010-Jun 2011); if the return is more, the ER rate will be less. The rate in the forecast is gradually increased to 10.4% in the out years.

TDA Revenue-

The latest FY 2011 TDA 4.0 revenue projection from the County Auditor's office has been increased by \$573,000. The new projection represents a 3.5% increase over the FY 2010 actual. The Auditor also projected a modest \$209,000 (1.7%) increase for FY 2012.

The question is when will the TDA revenue get back to "normal"- \$35 million for the County and around \$15 million for CCCTA? In the accompanying forecast (*Page 10, line 46*), staff projects that it will occur in FY 2015- a five year recovery period.

Contra Costa TDA

In Millions

Fiscal Year	% Inc (Dec)	CC County TDA	CCCTA share
2012 est	1.7%	\$30.4	\$12.8
2011 est	3.5%	\$29.9	\$12.6
2010	-21.5%	\$28.9	\$12.2
2009	0.3%	\$35.1	\$14.9
2008	-0.6%	\$35.0	\$14.9
2007	0.6%	\$35.2	\$15.1
2006	6.4%	\$35.0	\$15.0
2005	4.8%	\$32.9	\$14.3
2004	3.0%	\$31.4	\$13.8

Capital Program-

Capital Revenue-

No TDA revenue is shown as being used for capital projects after FY 2011. State Transportation bond money is shown as being used to supplement bus or van purchases and facility rehabilitation. If the bond money is not forthcoming in FY 2012, then the facility rehabilitation projects will not be started. The capital program shows a revenue line item listed as "To be determined" which basically represents a shortfall of capital revenues.

TDA Reserve-

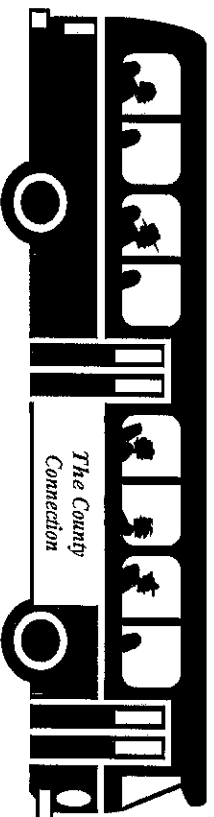
The TDA reserve is estimated to be very low by the end of FY 2014- \$374,000. If no additional revenue is forthcoming before that time, a further reduction in service would be needed by the beginning of FY 2014.

ACTION REQUESTED:

The A&F Committee recommends that the Board approve this draft budget for the purposes of filing a timely TDA claims. Staff will continue refining the draft for the committee's review in May and present a final budget in June.

DRAFT
Operating and Capital Budget

Fiscal Year 2012



CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Concord, California

April 12, 2012

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2012 Budget
Table of Contents

	Page
Budget Summary	1
Operating Expense	2
Operating Revenue	3
Pie Charts - Fixed Route	4
Revenue Source Utilization	5
Staffing	6
Capital Program-Budget Year	7
Ten Year Financial Forecast	8-9
TDA Reserve	10
Ten Year Capital Program	11
Operating Expense Detail	12-23

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2012 BUDGET SUMMARY**

	EST/ACTUAL	APPROVED BUDGET	% VARIANCE	PROPOSED BUDGET	FY 2012 BUD OVER/(UNDER) EST ACT
	FY 2011	FY 2011		FY 2012	

Operations

Fixed Route	\$ 24,909,974	\$ 25,677,205	-3.0%	\$ 26,986,792	8.3%
Paratransit	\$ 5,592,488	\$ 5,592,340	0.0%	\$ 5,594,399	0.0%
Subtotal	\$ 30,502,463	\$ 31,269,545	-2.5%	\$ 32,581,191	6.8%

Capital

Fixed Route Paratransit	\$ 303,919	\$ 303,919	0.0%	\$ 11,630,032	3726.7%
Subtotal	\$ 303,919	\$ 303,919	0.0%	\$ 12,342,032	100.0%
Grand Total	\$ 30,806,382	\$ 31,573,464	-2.4%	\$ 44,923,223	45.8%

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2012 BUDGET- OPERATING EXPENDITURES**

Category	ACTUAL		EST/ACT		APPROVED		EST/ACT over(under) Budget		PROPOSED	Variances over(under)	
	FY2010	FY 2011	FY 2011	BUDGET FY 2011	Amount	% Var	Amount	% Var		BUDGET FY 2012	FY2011 Estimated
					Amount +/-(-)	% +/-(-)	Amount	% +/-(-)		Amount +/-(-)	% +/-(-)
Fixed Route											
Wages	12,130,675	11,989,277		12,080,042	(90,765)	-0.8%	12,027,944		38,667	0.3%	
Fringe benefits	6,731,068	7,128,765		7,134,289	(5,524)	-0.1%	7,433,451		304,686	4.3%	
Total Wages and benefits	18,861,743	19,118,042		19,214,331	(96,289)	-0.5%	19,461,395		343,353	1.8%	
Services	1,480,720	1,749,195		1,913,140	(163,945)	-8.6%	1,949,200		200,005	11.4%	
Materials and supplies	2,558,586	2,912,616		3,041,100	(128,484)	-4.2%	3,864,480		951,864	32.7%	
Utilities	246,446	261,935		255,000	6,935	2.7%	273,000		11,065	4.2%	
Casualty and liability	402,634	393,385		423,523	(30,138)	-7.1%	379,366		(14,019)	-3.6%	
Taxes	276,051	286,066		317,700	(31,634)	-10.0%	264,000		(22,066)	-7.7%	
Leases and rentals	33,200	38,677		38,000	677	1.8%	38,000		(677)	-1.8%	
Miscellaneous	64,825	105,059		101,200	3,859	3.8%	110,100		5,041	4.8%	
Purchased transportation	247,329	45,000		60,000	(15,000)	-25.0%	47,250		2,250	5.0%	
Total Other Expenses	5,309,791	5,791,933		6,149,663	(357,730)	-5.8%	6,925,396		1,133,463	19.6%	
Subtotal	24,171,534	24,909,974		25,363,993	(454,019)	-1.8%	26,386,792		1,476,816	5.9%	
Contingency				313,212	(313,212)	-100.0%	600,000		600,000		
Subtotal	24,171,534	24,909,974		25,677,205	(767,231)	-3.0%	26,986,792		2,076,816	8.3%	
Paratransit											
Wages	102,876	89,006		84,863	4,143	4.9%	85,518		(3,487)	-3.9%	
Fringe benefits	51,234	38,410		42,698	(4,288)	-10.0%	42,749		4,340	11.3%	
Total Wages and benefits	154,110	127,415		127,561	(146)	-0.1%	128,268		853	0.7%	
Services	36,434	26,500		26,500	0	0.0%	27,030		530	2.0%	
Materials and supplies	4,417	2,794		2,500	294	11.8%	2,850		56	2.0%	
Utilities	20,360	22,000		22,000	0	0.0%	22,440		440	2.0%	
Taxes	414	500		500	0	0.0%	510		10	2.0%	
Miscellaneous	1,517	1,100		1,100	0	0.0%	1,122		22	2.0%	
Purchased transportation	4,932,025	5,412,179		5,412,179	0	0.0%	5,412,179		0	0.0%	
Total Other Expenses	4,995,167	5,465,073		5,464,779	294	0.0%	5,466,131		1,058	0.0%	
Subtotal	5,149,277	5,592,488		5,592,340	148	0.0%	5,594,399		1,911	0.0%	
Total	\$ 29,320,811	\$ 30,502,463		\$ 31,269,545	\$ (767,082)	-2.4%	\$ 32,581,191		\$ 2,078,728	6.8%	

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2012 BUDGET- OPERATING REVENUES**

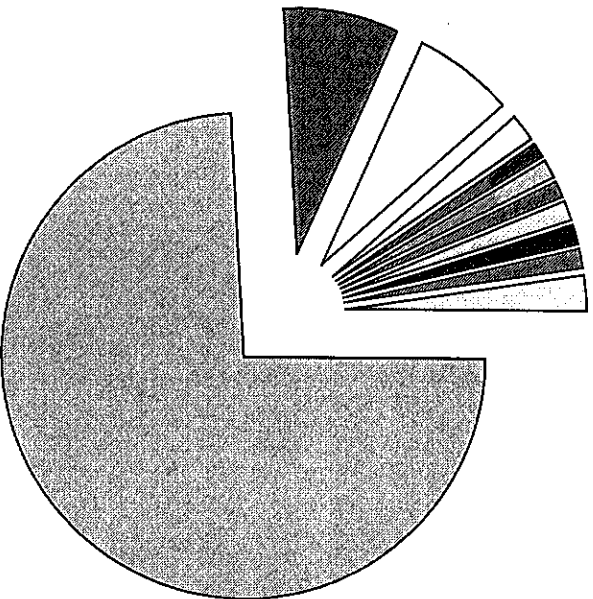
Category	ACTUAL		EST/ACT		APPROVED		EST/ACT over(under) Budget		PROPOSED	Variances over(under)	
	FY2010	FY 2011	BUDGET FY 2011	Amount	% Var	Amount	% Var	BUDGET FY 2012		FY 2011 Estimated	Actual
				Amount +/-(-)	% +/-(-)	Amount +/-(-)	% +/-(-)		Amount +/-(-)	% +/-(-)	
Fixed Route											
Fare revenue	3,310,669	3,291,154	3,399,503	(108,349)	-3.2%	3,366,829	75,676	2,696,885	139.4%	2.3%	
Special service revenue	865,163	770,372	749,620	20,752	2.8%	791,063	20,691	(807,311)	-100.0%	2.7%	
Advertising revenue	512,096	482,500	482,500	-	0.0%	530,000	47,500	(827,797)	-100.0%	9.8%	
Non-Operating rev	198,369	148,500	148,500	-	0.0%	148,500	-	(770,457)	-100.0%	0.0%	
FTA Section 5303	60,000	-	30,000	(30,000)	-100.0%	-	-	(365,311)	-16.5%		
FTA Preventive Maintenance	-	1,935,317	1,935,317	-	0.0%	4,632,202	2,696,885	(807,311)	-100.0%		
Federal Stimulus	-	807,311	1,107,398	(300,087)	-27.1%	-	(807,311)	(827,797)	-100.0%		
MTC Preventive Maintenance	3,862,285	827,797	827,797	-	0.0%	-	(770,457)	(770,457)	-100.0%		
STA Augmentation Fund	-	770,457	770,457	-	0.0%	-	(365,311)	(365,311)	-16.5%		
STA Pop	-	2,218,251	2,218,251	-	0.0%	1,852,940	(365,311)	(365,311)	-16.5%		
TDA 4.0	10,124,143	8,780,107	9,495,765	(715,658)	-7.5%	10,972,585	2,192,478	2,192,478	25.0%		
Measure C/J	3,277,336	3,245,322	2,994,109	251,213	8.4%	3,384,871	139,549	139,549	4.3%		
BART Express Funds	514,243	616,358	616,358	-	0.0%	556,311	(60,047)	(60,047)	-9.7%		
Dougherty Valley revenue	228,589	183,000	68,100	114,900	168.7%	225,000	42,000	42,000	23.0%		
Other Local Grants	80,451	20,000	20,000	-	0.0%	20,000	-	-	0.0%		
RM 2/Other- Express	559,429	559,429	559,429	-	0.0%	145,339	(414,090)	(414,090)	-74.0%		
Lifeline-CCTA (STA/VARC)	814,460	254,101	254,101	-	0.0%	361,152	107,051	107,051	42.1%		
Subtotal	24,407,233	24,909,975	25,677,205	(767,230)	-3.0%	26,986,792	2,076,817	2,076,817	8.3%		
Paratransit											
Fare revenue	579,981	573,594	590,802	(17,208)	-2.9%	573,594	-	-	0.0%		
Advertising revenue	3,372	1,000	-	1,000	0.0%	0	(1,000)	(1,000)	-100.0%		
Non-Operating revenue	143	300	300	-	0.0%	300	-	-	0.0%		
FTA Section 5307	997,258	732,526	732,526	-	0.0%	761,827	29,301	29,301	4.0%		
TDA 4.5	615,595	464,173	464,173	-	0.0%	655,865	191,692	191,692	41.3%		
TDA 4.0	1,847,543	1,846,692	1,922,586	(75,894)	-3.9%	1,770,250	(76,442)	(76,442)	-4.1%		
Measure C/J	904,450	922,475	830,224	92,251	11.1%	959,374	36,899	36,899	4.0%		
STA Paratransit & Rev based	-	881,728	881,728	-	0.0%	703,189	(178,539)	(178,539)	-20.2%		
Other Grants	-	-	-	-	-	-	-	-	-		
BART ADA Service/Other	200,935	170,000	170,000	-	0.0%	170,000	-	-	0.0%		
Subtotal	5,149,277	5,592,488	5,592,340	149	0.0%	5,594,399	1,911	1,911	0.0%		
Total	\$ 29,556,510	\$ 30,502,463	\$ 31,269,545	\$ (767,082)	-2.5%	\$ 32,581,191	\$ 2,078,727	\$ 2,078,727	6.8%		

FY 2012 Fixed Route Budget

Rounded to the nearest \$10,000

Wages and Benefits	\$ 19,460,000	73.8%
Diesel Fuel	2,640,000	10.0%
Bus repairs/maintenance	1,630,000	6.2%
Insurance	380,000	1.4%
Utilities	270,000	1.0%
Building repairs/maintenance	76,000	0.3%
Purch transp (reimbursed)	50,000	0.2%
Taxes (sales, prop, fuel)	260,000	1.0%
Legal/audit/payroll service/armored	380,000	1.4%
Schedules/promotion	170,000	0.6%
Other	1,070,000	4.1%
	\$ 26,386,000	100.0%

Fixed Route Budget



- Wages and Benefits
- Diesel Fuel
- Bus repairs/maintenance
- Insurance
- Utilities
- Building repairs/maintenance
- Purch transp (reimbursed)
- Taxes (sales, prop, fuel)
- Legal/audit/payroll service/armored
- Schedules/promotion
- Other

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY2012 Revenue Source Utilization

	Anticipated Revenue	Anticipated Utilization	Difference
Fixed Route			
Fare revenue	\$ 3,366,829	\$ 3,366,829	0
Special service revenue	791,063	791,063	0
Advertising Revenue	530,000	530,000	0
Non-Operating revenue	148,500	148,500	0
FTA Section 5303	0	0	0
FTA Preventive Maintenance	4,632,202	4,632,202	0
Fed Stimulus/Preventive Maintenance	0	0	0
MTC Preventive Maintenance	0	-	0
STA Augmentation Fund	0	-	0
STA Pop	1,852,940	1,852,940	0
TDA 4.0	12,826,590	10,972,585	1,854,005
Measure J	3,384,871	3,384,871	0
BART Express Funds	556,311	556,311	0
Dougherty/ Valley grants	225,000	225,000	0
Other Local Grants	20,000	20,000	0
RM2- Express	145,339	145,339	0
Lifeline-CCTA	361,152	361,152	0
Total Fixed Route Operating Revenue	\$ 28,840,797	\$ 26,986,792	\$ 1,854,005
Paratransit			
Fare revenue	\$ 573,594	\$ 573,594	0
Advertising Revenue	-	-	0
Non-operating revenue	300	300	0
FTA Section 5307	761,827	761,827	0
TDA 4.5	655,865	655,865	0
TDA 4.0	-	1,770,250	(1,770,250)
Measure J	959,374	959,374	0
STA Paratransit	703,189	703,189	0
Other Grants	-	-	0
BART ADA Service/other	170,000	170,000	0
Total Paratransit Operating Revenue	\$ 3,824,149	\$ 5,594,399	\$ (1,770,250)
Capital Program			
TDA 4.0	0	0	0
Increase (Decrease) to TDA reserve		\$ 83,755	

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STAFFING**

Position Type	FY 06	FY 07	FY 08	FY 09	FY 2010	FY 2011	FY 2012
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET
Transportation							
Transportation administration	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Training	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Transit Supervisor/Dispatcher	12.0	12.0	12.0	10.0	10.0	10.0	10.0
Full-time runs	17.0	17.0	17.0	15.0	15.0	15.0	15.0
Part-time runs	140.0	143.0	152.0	128.0	128.0	125.0	125.0
Full-time stand-by (Protection)	18.0	19.0	16.0	12.0	12.0	12.0	12.0
Total Transportation	39.0	39.0	42.0	38.0	38.0	35.0	35.0
Total Transportation	197.0	201.0	210.0	178.0	178.0	172.0	172.0
Total Transportation	214.0	218.0	227.0	193.0	193.0	187.0	187.0
Maintenance							
Maintenance administration	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Mechanic, Level V	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Mechanic, Level IV	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Mechanic, Level III	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Mechanic, Level II	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Mechanic, Level I	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Bus service workers	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Maintenance	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Maintenance	29.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Maintenance	39.0	39.0	39.0	39.0	39.0	39.0	39.0
General Administration							
General Administration	4.5	4.5	5.5	5.5	5.5	4.5	4.0
Stores & Procurement	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
Finance	6.0	6.0	5.0	6.0	6.0	5.0	5.0
Human Resources	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Marketing	3.0	3.0	3.0	3.0	3.0	3.0	2.0
Customer service	10.0	10.0	8.5	6.5	6.5	6.5	6.0
Planning/Scheduling/MIS	7.0	7.0	8.0	7.0	6.0	7.0	8.0
Subtotal in full time equivalents	36.5	36.5	36.0	34.0	32.0	31.0	30.0
Fixed Route Ope Total	289.5	293.5	302.0	266.0	264.0	257.0	256.0
Paratransit	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Total Operations	292.5	296.5	305.0	268.0	266.0	259.0	258.0

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY2012 CAPITAL PROGRAM**

	Funding Source					Total
	Fed	State Bridge Tolls	State Bonds	Local		
Revenue Fleet (10 Fixed route buses, 8 Paratransit)	\$ 6,172,816	\$ 56,000	\$ 1,463,184		\$ 7,692,000	
Facility Maintenance and Modernization		244,000	3,508,367		\$ 3,752,367	
Intelligent Transit System	320,671		576,994		\$ 897,665	
Total	6,493,487	300,000	5,548,545	-	\$ 12,342,032	

Note: \$897,665 Intelligent Transit System of left over funding from prior years' projects.
The other projects depend upon the sale of state bonds, the bridge toll allocation process and the federal authorization.
If the revenue is not forthcoming than these projects will not move forward.

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

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Revenue Hours	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000
1 Passenger Fares	3,291	3,367	3,838	3,915	3,993	4,552	4,643	4,736	5,399	5,507	5,617
2 Special Fares	770	791	811	831	852	873	895	917	940	964	988
3 Advertising	483	530	550	570	584	599	614	629	645	661	678
4 Investment & Other	149	149	153	153	153	153	153	153	153	153	153
5 FTA Sec 8 Planning	-	-	-	-	-	-	-	-	-	-	-
6 FTA Preventive Maintenance	1,935	4,632	382	390	397	405	413	422	430	439	447
7 Federal Stimulus- Preventive Maintenance	807	-	-	-	-	-	-	-	-	-	-
8 MTC Preventive Maintenance Reserve	828	-	-	-	-	-	-	-	-	-	-
9 MTC STA Augmentation fund	770	-	-	-	-	-	-	-	-	-	-
10 STA Population	2,218	1,853	1,909	1,966	2,025	2,086	2,148	2,213	2,279	2,347	2,418
11 TDA 4.0	8,780	10,973	14,284	14,681	15,555	15,485	15,894	16,313	16,174	16,602	17,041
12 Measure J	3,245	3,385	3,527	3,675	3,830	3,983	4,142	4,308	4,480	4,659	4,846
13 BART Express Funds	616	556	573	590	608	626	645	664	684	705	726
14 Dougherty Valley dev fees/other	183	225	325	506	25	25	25	25	25	25	25
15 Other Local Grants	20	20	20	20	20	20	20	20	20	20	20
16 RM2/Meas J- Express	559	145	145	145	145	145	145	145	145	145	145
17 Lifeline-CC County	254	361	410	423	435	448	462	476	490	505	520
18 Total Fixed Route Operating Revenue	24,910	26,987	26,927	27,865	28,622	29,400	30,200	31,021	31,865	32,732	33,623
19 Operating Expenses w/o contingency	24,910	26,387	26,927	27,865	28,622	29,400	30,200	31,021	31,865	32,732	33,623
20 % Increase in expenses	3.1%	5.9%	2.0%	3.5%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%
21 Total Fixed Route Operating Expenses	\$ 24,910	\$ 26,987	26,927	27,865	28,622	29,400	30,200	31,021	31,865	32,732	33,623
Revenue Hours	84,000	84,000	84,000	84,000	84,000	84,000	84,000	84,000	84,000	84,000	84,000
22 Passenger Fares	574	574	631	650	669	736	758	781	859	885	912
23 Advertising revenue	1	-	-	-	-	-	-	-	-	-	-
24 FTA Section 5307	733	762	781	800	820	841	862	883	906	928	951
25 TDA 4.5	464	656	698	742	779	818	855	893	933	975	1,019
26 TDA 4.0	1,847	1,770	1,977	2,007	2,045	2,036	2,077	2,118	2,105	2,144	2,185
27 Measure J	922	959	998	1,038	1,079	1,122	1,167	1,214	1,262	1,313	1,365
28 STA Paratransit & Rev based	882	703	724	746	768	791	815	840	865	891	918
29 Bart ADA service	170	170	175	180	186	191	197	203	209	215	222
30 Total Paratransit Operating Revenue	5,592	5,594	5,984	6,163	6,347	6,536	6,731	6,932	7,139	7,352	7,572
31 Total Paratransit Operating Expenses	5,592	5,594	5,984	6,163	6,347	6,536	6,731	6,932	7,139	7,352	7,572
% increase in expenses	8.6%	0.0%	7.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
32 Total CCCTA Operating Budget	\$ 30,502	\$ 32,581	\$ 32,911	\$ 34,028	\$ 34,969	\$ 35,936	\$ 36,931	\$ 37,953	\$ 39,004	\$ 40,084	\$ 41,195

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

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
33 Capital Revenue											
34 Federal	\$ -	\$ 6,173	\$ 4,585	\$ 37,504	\$ 305	\$ 3,139	\$ -	\$ 206	\$ 670	\$ 707	\$ -
35 Prop 1B STA rev based	-	2,132	-	1,619	-	-	-	-	-	-	-
36 Prop 1B STA pop based	-	2,723	799	1,331	-	-	-	-	-	-	-
37 Lifeline- 1B pop based bonds	-	-	-	900	-	-	-	-	-	-	-
38 State Transportation- 1B security	117	117	117	117	117	117	117	117	117	117	117
39 Bridge Toll revenues	-	300	344	2,790	23	245	-	17	52	54	-
40 Prior yr leftover funding	-	898	1,982	-	-	-	-	-	-	-	-
41 TDA 4.0	187	-	-	-	-	-	-	-	-	-	-
42 To be Determined	-	-	2,780	3,097	1,409	1,785	986	1,176	1,572	807	322
43 Total Capital Revenue	304	12,342	10,607	47,358	1,854	5,285	1,103	1,516	2,411	1,684	439
44 Capital	\$ 304	\$ 12,342	\$ 10,607	\$ 47,358	\$ 1,854	\$ 5,285	\$ 1,103	\$ 1,516	\$ 2,411	\$ 1,684	\$ 439

*This forecast includes:
Removal of FY 2011 fixed route bus purchase and convert the \$5,468,748 fed to preventive maint for 2011 and 2012
Unfunded capital projects from FY 2013-2021*

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
TDA RESERVE

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY 2018	FY 2019	FY 2020	FY 2021
TDA RESERVE											
45 Beginning Balance	\$ 3,267	\$ 5,071	\$ 5,156	\$ 2,555	\$ 374	\$ (1,990)	\$ (3,514)	\$ (4,768)	\$ (5,731)	\$ (5,756)	\$ (5,426)
46 Estimated TDA 4.0 Allocation	\$ 12,618	\$ 12,827	\$ 13,660	\$ 14,507	\$ 15,236	\$ 15,996	\$ 16,716	\$ 17,468	\$ 18,254	\$ 19,076	\$ 19,934
	3.6%	1.7%	6.5%	6.2%	5.0%	5.0%	4.5%	4.5%	4.5%	4.5%	4.5%
TDA 4.0 Needed for Operations and Capital:											
47 Used for Fixed route operations	(8,780)	(10,973)	(14,284)	(14,681)	(15,555)	(15,485)	(15,894)	(16,313)	(16,174)	(16,602)	(17,040)
48 Used for Paratransit operations	(1,847)	(1,770)	(1,977)	(2,007)	(2,045)	(2,036)	(2,077)	(2,118)	(2,105)	(2,144)	(2,185)
49 TDA used for Operations	(10,627)	(12,743)	(16,261)	(16,688)	(17,599)	(17,521)	(17,971)	(18,431)	(18,278)	(18,746)	(19,225)
50 Used for capital program	(187)	-	-	-	-	-	-	-	-	-	-

51 Ending TDA Reserve	\$ 5,071	\$ 5,156	\$ 2,555	\$ 374	\$ (1,990)	\$ (3,514)	\$ (4,768)	\$ (5,731)	\$ (5,756)	\$ (5,426)	\$ (4,717)
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CENTRAL CONTRA COSTA TRANSIT AUTHORITY
TEN YEAR CAPITAL PROGRAM
In \$Thousands

Programs	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Non Revenue Fleet	\$ 57	\$ -	\$ 206	\$ 111	\$ -	\$ 104	\$ 182	\$ 70	\$ -	\$ 294	\$ -	\$ 1,025
Revenue Fleet	-	7,692	5,728	46,496	388	4,076	-	276	863	893	-	66,412
Facility Maintenance & Modernization	117	3,752	503	286	1,191	696	726	744	1,263	242	254	9,772
Pacheco Transit Hub	-	-	3,500	-	-	-	-	-	-	-	-	3,500
Information Technology	100	898	155	121	70	209	80	202	85	85	55	2,060
Maintenance Equipment & Tools	30	-	425	235	155	85	65	100	150	100	50	1,395
Office Furniture and Equipment	-	-	90	109	50	116	50	123	50	70	80	738
Total Capital Program	304	12,342	10,607	47,358	1,854	5,285	1,103	1,516	2,411	1,684	439	84,902
Total Fixed-Route	304	11,630	9,630	47,358	1,466	1,209	1,103	1,239	1,548	791	439	76,718
Total Paratransit	-	712	976	-	388	4,076	-	276	863	893	-	8,185
	\$ 304	\$ 12,342	\$ 10,607	\$ 47,358	\$ 1,854	\$ 5,285	\$ 1,103	\$ 1,516	\$ 2,411	\$ 1,684	\$ 439	\$ 84,902

Funding Source	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Fed 5307	-	6,173	4,585	37,504	305	3,139	-	206	670	707	-	53,287
Fed CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
Other Fed	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Development Act	187	-	-	-	-	-	-	-	-	-	-	187
State Transportation- 1B rev based	-	2,132	-	1,619	-	-	-	-	-	-	-	3,751
State Transportation- 1B pop based	-	2,723	799	1,331	-	-	-	-	-	-	-	4,853
Lifeline- 1B pop based bonds	-	-	-	900	-	-	-	-	-	-	-	900
State Transportation- 1B security	117	117	117	117	117	117	117	117	117	117	117	1,286
Bridge Toll Revenue	-	300	344	2,790	23	245	-	17	52	54	-	3,823
Prior Yr Pacheco funding	-	-	1,982	-	-	-	-	-	-	-	-	1,982
Left over funds- fed/state bond	-	898	2,780	3,097	1,409	1,785	986	1,176	1,572	807	322	13,935
To be Determined	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Revenue	304	12,342	10,607	47,358	1,854	5,285	1,103	1,516	2,411	1,684	439	84,902

Revenue Fleet replacements	# Fixed Route vehicles	# Paratransit vehicles
	10	7
	8	10
		64
		3
		42
		4
		8
		6
		81

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
FIXED ROUTE						
Wages, Operators	7,179,059	7,174,446	7,218,334	(43,888)	7,174,446	-
Wages, Operator/trainer	13,978	25,000	25,000	-	25,000	-
Wages, Trans Admin	887,738	874,331	842,013	32,318	875,687	1,356
Wages, Scheduling	106,129	106,000	104,238	1,762	107,504	1,504
Wages, Maint Admin	377,261	369,000	368,088	912	374,203	5,203
Wages, Building Maint.	244,756	250,000	239,529	10,471	250,195	195
Wages, Customer Service	332,951	330,000	323,777	6,223	313,896	(16,104)
Wages, Promotion	184,741	165,000	183,796	(18,796)	125,790	(39,210)
Wages, EE Services	128,592	128,000	128,241	(241)	128,038	38
Wages, Finance	341,663	315,000	311,660	3,340	318,291	3,291
Wages, Safety & Trng	129,029	130,000	130,211	(211)	128,913	(1,087)
Wages, General Admin	552,614	465,000	465,412	(412)	440,095	(24,905)
Wages, Admin Bonus	1,250	1,250	-	1,250	-	(1,250)
Wages, Board	22,600	23,600	26,400	(2,800)	26,400	2,800
Wages, Planning	355,814	326,000	299,940	26,060	389,855	63,855
Wages, Service Workers	339,815	370,000	400,407	(30,407)	381,665	11,665
Wages, Serv Wkr Bonus	800	4,000	-	4,000	4,000	-
Wages, Mechanics	927,235	928,000	1,012,996	(84,996)	959,316	31,316
Wages, Mechanic Bonus	4,650	4,650	-	4,650	4,650	-
Total Wages	12,130,675	11,989,277	12,080,042	(90,765)	12,027,944	38,667
						0%
Sick, Operators	270,355	276,080	263,794	12,286	273,038	(3,042)
Sick, Trans Admin	38,725	33,500	26,845	6,655	35,590	2,090
Sick, Scheduling	2,718	2,000	3,708	(1,708)	2,515	515
Sick, Maint Admin	5,513	5,000	8,593	(3,593)	5,622	622
Sick, Building Maint.	5,040	5,000	7,201	(2,201)	5,495	495
Sick, Customer Svc	9,454	9,200	18,538	(9,338)	8,655	(545)
Sick, Promotion	5,644	4,500	6,441	(1,941)	5,946	1,446
Sick, EE Services	8,043	3,000	4,500	(1,500)	6,077	3,077
Sick, Finance	8,990	9,500	10,956	(1,456)	9,269	(231)
Sick, Safety & Trng	4,809	4,600	4,632	(32)	6,176	1,576
Sick, General Admin	16,556	13,000	10,846	2,154	14,998	1,998
Sick, Planning	8,347	12,000	10,408	1,592	11,065	(935)

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Sick, Service Workers	13,766	3,000	5,418	(2,418)	5,253	2,253
Sick, Mechanics	19,630	20,000	23,336	(3,336)	23,372	3,372
Total Sick Pay	417,590	400,380	405,216	(4,836)	413,071	12,691
						3%
Holiday, Operators	353,996	319,250	345,600	(26,350)	319,250	-
Holiday, Trans Admin	41,480	42,000	41,117	883	40,873	(1,127)
Holiday, Scheduling	5,713	6,000	5,705	295	5,804	(196)
Holiday, Maint Admin	17,170	21,000	19,831	1,169	19,960	(1,040)
Holiday, Building Maint.	10,146	12,000	12,309	(309)	12,681	681
Holiday, Customer Svc	10,242	11,070	12,155	(1,085)	11,781	711
Holiday, Promotion	10,675	8,600	8,686	(86)	5,587	(3,013)
Holiday, EE Services	5,728	6,000	6,908	(908)	6,997	997
Holiday, Finance	20,739	15,000	16,680	(1,680)	16,934	1,934
Holiday, Safety & Trng	9,444	7,000	7,126	(126)	7,126	126
Holiday, General Admin	30,235	25,000	23,562	1,438	23,562	(1,438)
Holiday, Planning	16,450	17,000	15,966	1,034	20,371	3,371
Holiday, Service Workers	16,532	17,000	19,236	(2,236)	18,649	1,649
Holiday, Mechanics	47,746	50,000	51,287	(1,287)	51,368	1,368
Total Holiday Pay	596,296	556,920	586,168	(29,248)	560,943	4,023
						1%
Vacation, Operators	447,533	510,000	526,006	(16,006)	508,638	(1,362)
Vacation, Trans Admin	58,359	65,000	65,638	(638)	65,809	809
Vacation, Scheduling	8,559	10,000	9,508	492	9,673	(327)
Vacation, Maint Admin	28,287	31,824	31,604	220	31,820	(4)
Vacation, Building Maint.	16,250	18,824	19,689	(865)	18,827	3
Vacation, Customer Svc	16,856	20,000	22,739	(2,739)	20,145	145
Vacation, Promotion	13,414	15,000	15,009	(9)	11,026	(3,974)
Vacation, EE Services	8,816	10,000	9,814	186	10,519	519
Vacation, Finance	23,064	24,700	24,603	97	25,526	826
Vacation, Safety & Trng	10,667	11,856	11,877	(21)	11,877	21
Vacation, General Admin	33,047	35,005	38,586	(3,581)	36,992	1,987
Vacation, Planning	17,804	23,000	19,379	3,621	28,770	5,770
Vacation, Service Wrkrs	21,775	21,681	23,476	(1,795)	24,043	2,362
Vacation, Mechanics	65,881	66,188	75,198	(9,010)	78,466	12,278
Total Accrued Vacation	770,312	863,078	893,126	(30,048)	882,131	19,053
						2%

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Abs Pay, Operators	54,773	57,000	50,064	6,936	55,761	(1,239)
Abs Pay, Trans Admin	1,944	500	3,218	(2,718)	1,781	1,281
Abs Pay, Scheduling	649	-	445	(445)	251	251
Abs Pay, Maint Admin	1,011	1,100	1,546	(446)	864	(236)
Abs Pay, Building Maint.	3,887	4,000	960	3,040	549	(3,451)
Abs Pay, Customer Svc	1,748	1,000	953	47	494	(506)
Abs Pay, Promotion	1,877	1,000	773	227	297	(703)
Abs Pay, EE Services	1,227	500	540	(40)	304	(196)
Abs Pay, Finance	1,373	1,300	1,315	(15)	741	(559)
Abs Pay, Safety & Trng	-	500	555	(55)	309	(191)
Abs Pay, General Admin	781	800	1,861	(1,061)	1,033	233
Abs Pay, Planning	-	832	1,249	(417)	885	53
Separation Pay/Benefits	13,823	19,419	-	19,419	-	(19,419)
Abs Pay, Service Wrkrs	-	500	1,250	(750)	364	(136)
Abs Pay, Mechanics	-	500	1,445	(945)	445	(55)
Total Absence Pay	83,093	88,951	66,174	22,777	64,078	(24,873)
FICA, Operators	99,199	101,331	100,866	465	101,400	69
FICA, Trans Admin	12,189	12,116	13,036	(920)	13,629	1,513
FICA, Scheduling	1,711	1,792	1,792	0	1,823	31
FICA, Maint Admin	1,968	1,996	1,906	90	1,906	(90)
FICA, Building Maint.	3,775	3,991	3,867	124	3,984	(7)
FICA, Customer Service	5,556	5,347	5,483	(137)	5,148	(199)
FICA, Promotion	3,030	3,222	3,113	109	2,155	(1,067)
FICA, EE Services	2,225	2,624	2,175	449	2,203	(421)
FICA, Finance	4,825	4,374	4,442	(69)	4,523	149
FICA, General Admin	8,740	6,000	6,522	(521)	6,522	521
FICA, Board Members	1,729	3,031	4,518	(1,487)	2,020	(1,011)
FICA, Planning	5,358	3,713	2,020	1,693	6,418	2,705
FICA, Service Workers	5,026	4,833	5,325	(492)	5,679	846
FICA, Mechanics	10,448	10,352	12,493	(2,141)	11,817	1,465
Total FICA/Medicare	165,780	164,722	167,558	(2,836)	169,225	4,503
PERS-RET, Operators	608,040	598,792	621,867	(23,075)	630,700	31,908
PERS-RET, Trans Admin	80,765	81,550	82,183	(633)	84,911	3,361

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
PERS-RET, Scheduling	7,305	9,050	10,351	(1,301)	10,963	1,913
PERS-RET, Maint Admin	50,565	56,260	49,050	7,210	50,871	(5,389)
PERS-RET, Bldg Maint.	21,837	24,700	24,744	(44)	26,577	1,877
PERS-RET, Cstrmr Svc	42,548	35,350	31,667	3,683	30,946	(4,404)
PERS-RET, Promotion	20,853	18,100	21,322	(3,222)	16,302	(1,798)
PERS-RET, EE Services	16,085	17,500	16,079	1,421	16,763	(737)
PERS-RET, Finance	37,573	37,500	37,548	(48)	39,401	1,901
PERS-RET, Sfty & Trng	17,888	19,000	18,334	666	18,865	(135)
PERS-RET, Gen Admin	58,050	42,600	53,179	(10,579)	54,935	12,335
PERS-RET, Planning	29,017	31,650	36,101	(4,451)	48,428	16,778
GM-457 Retirement	7,212	7,500	7,500	-	7,500	-
PERS-RET, Service Wrkr	27,268	26,700	36,173	(9,473)	36,551	9,851
PERS-RET, Mechanics	87,717	86,500	94,862	(8,362)	97,028	10,528
Total Retirement	1,112,723	1,092,752	1,140,960	(48,208)	1,170,741	77,989
Medical, Operators	698,135	676,247	700,920	(24,673)	668,300	(7,947)
Medical, Trans Admin	67,331	73,512	74,948	(1,436)	77,156	3,644
Medical, Scheduling	11,513	9,471	9,471	-	9,471	-
Medical, Maint Admin	15,128	14,877	14,877	-	14,877	-
Medical, Building Maint.	31,788	36,929	28,860	8,069	36,801	(128)
Medical, Customer Svc	15,684	17,002	14,571	2,431	18,520	1,518
Medical, Promotion	22,653	22,114	17,932	4,182	22,114	-
Medical, EE Services	4,036	1,645	3,949	(2,304)	-	(1,645)
Medical, Finance	33,232	30,622	30,979	(357)	30,367	(255)
Medical, Safety & Trng	8,367	7,592	7,592	-	7,592	-
Medical, General Admin	53,407	57,493	46,016	11,477	63,969	6,476
Medical, Retirees	(157,748)	98,658	110,250	(11,592)	111,984	13,326
Medical, Planning	36,762	33,882	30,759	3,123	33,882	-
Medical, Service Workers	108,444	112,232	123,140	(10,908)	145,024	32,792
Medical, Mechanics	212,838	226,966	233,966	(7,000)	275,546	48,580
Medical Admin Charge	9,700	11,155	13,000	(1,845)	11,602	446
Vision Plan, Admin	(32)	-	-	-	-	-
OPEB benefits	-	136,342	113,750	22,592	123,016	(13,326)
Total Medical	1,171,236	1,566,739	1,574,980	(8,241)	1,650,221	83,481
						5%

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Dental, Operators	198,890	196,188	202,458	(6,270)	199,100	2,912
Dental, Trans Admin	20,719	21,691	21,287	404	22,353	662
Dental, Scheduling	2,883	2,989	2,956	33	3,089	100
Dental, Maint Admin	5,281	5,475	5,412	63	5,658	183
Dental, Building Maint.	5,736	6,818	6,048	770	7,045	227
Dental, Customer Svc	8,355	8,663	8,565	98	8,952	289
Dental, Promotion	3,839	3,631	3,590	41	3,751	120
Dental, EE Services	3,501	3,127	3,590	(463)	3,231	104
Dental, Finance	5,282	5,217	5,791	(574)	5,391	174
Dental, Safety & Trng	1,236	1,281	1,267	14	1,324	43
Dental, General Admin	7,288	6,887	7,870	(983)	7,045	158
Dental, Planning	5,446	6,117	6,066	51	6,320	203
Total Dental	268,457	268,084	274,900	(6,816)	273,260	5,176
WC, Operators	683,427	610,817	593,026	17,791	635,200	24,383
WC, Trans Admin	73,970	66,345	64,413	1,932	69,000	2,655
WC, Scheduling	5,517	5,749	5,582	167	6,000	251
WC, Maint Admin	32,396	28,886	28,045	841	30,000	1,114
WC, Building Maint.	13,217	14,446	14,026	421	15,000	554
WC, Customer Svc	39,009	34,640	33,631	1,009	36,000	1,360
WC, Promotion	16,713	17,737	17,220	517	18,400	663
WC, EE Services	15,975	17,321	16,817	505	18,000	679
WC, Finance	32,396	28,887	28,045	841	30,000	1,113
WC, Safety & Trng	15,975	17,321	16,817	505	18,000	679
WC, General Admin	35,705	31,768	30,842	925	33,000	1,232
WC, Planning	24,294	26,078	25,318	760	27,100	1,022
WC, Service Workers	56,896	50,613	49,139	1,474	52,600	1,987
WC, Mechanics	169,992	151,891	147,467	4,424	158,000	6,109
Total Workers Comp	1,215,482	1,102,500	1,070,388	32,112	1,146,300	43,800
Life, Operators	58,316	62,116	61,310	806	62,000	(116)
Life, Trans Admin	6,680	6,447	6,974	(527)	6,549	102
Life, Scheduling	981	1,071	1,007	64	1,098	27
Life, Maint Admin	3,378	3,592	3,462	130	3,685	93

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Life, Building Maint.	1,884	1,753	2,226	(473)	1,786	33
Life, Customer Svc	2,420	2,893	2,481	412	2,966	73
Life, Promotion	1,697	1,827	1,747	80	1,873	46
Life, EE Services	1,607	1,783	1,648	135	1,827	44
Life, Finance	2,922	3,091	3,081	10	3,168	77
Life, Safety & Trng	1,030	1,073	1,056	17	1,100	27
Life, General Admin	1,870	2,721	5,072	(2,351)	2,808	87
Life, Planning	2,524	2,280	2,979	(699)	3,153	873
Total Life Insurance	85,309	90,646	93,043	(2,397)	92,013	1,367
						2%
SUI, Operators	53,566	72,216	54,096	18,120	72,900	684
SUI, Trans Admin	3,929	5,640	4,186	1,454	5,642	2
SUI, Scheduling	644	868	644	224	868	-
SUI, Maint Admin	1,610	2,170	1,610	560	2,170	-
SUI, Building Maint.	1,610	2,170	966	1,204	2,170	-
SUI, Customer Svc	2,576	3,400	644	2,756	3,472	72
SUI, Promotion	966	1,050	1,610	(560)	868	(182)
SUI, Safety & Trng	644	868	644	224	868	-
SUI, General Admin	2,898	3,038	2,576	462	3,038	-
SUI, EE Services	644	1,302	1,288	14	868	(434)
SUI, Finance	1,932	2,170	3,220	(1,050)	2,170	-
SUI, Planning	1,241	2,468	6,118	(3,650)	2,604	136
SUI, Service Workers	2,898	3,200	1,610	1,590	4,340	1,140
SUI, Mechanics	5,796	7,500	2,576	4,924	8,246	746
Total SUI	80,955	108,060	81,788	26,272	110,224	2,164
						2%
Operator Uniforms	41,857	48,000	50,000	(2,000)	48,000	-
Uniforms - Maint. Pers.	11,526	11,451	12,000	(549)	12,000	549
Total Uniforms	53,383	59,451	62,000	(2,549)	60,000	549
						1%
Operator Medical Exams	9,450	12,885	15,000	(2,115)	15,000	2,115
Emp Assistance Prog.	14,171	10,792	15,000	(4,208)	15,000	4,208
TC - Parking	-	-	-	-	-	-
Cafeteria Plan- Admin	149,017	153,058	152,008	1,050	170,745	17,687
Cafeteria Plan-ATU	498,390	549,549	497,280	52,269	593,500	43,951

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual	
Mechanic Tool Allowance	12,864	14,000	14,000	-	14,000	-	
Wellness Program	20,312	16,132	14,000	2,132	23,000	6,868	
Substance Abuse Prog.	5,599	10,066	10,000	66	10,000	(66)	
Ergonomics/W/C Prog	650	-	700	(700)	-	-	
Total Other Benefits	710,453	766,482	717,988	48,494	841,245	74,763	10%
Total Benefits	6,731,068	7,128,765	7,134,289	(5,524)	7,433,451	304,686	4%
Total Wages and Benefits	18,861,743	19,118,042	19,214,331	(96,289)	19,461,395	343,353	2%
Management Services	821	20,000	25,000	(5,000)	25,000	5,000	
Agency Fees	66	-	300	(300)	300	300	
In-Service Monitoring	1,264	6,000	6,000	-	6,000	-	
Mobility Services	13,796	25,000	30,000	(5,000)	26,000	1,000	
Trans. Printing/Reproduc.	5,045	5,000	13,390	(8,390)	5,000	-	
Recruitment	4,108	6,015	7,500	(1,485)	8,000	1,985	
Schedules/Graphics	73,989	61,030	95,000	(33,970)	65,000	3,970	
Promotions	81,685	93,844	94,000	(156)	104,000	10,156	
Legal Fees	236,102	280,000	280,000	-	280,000	-	
Auditor Fees	38,000	39,000	39,000	-	39,000	-	
Freight In and Out	5,647	6,500	8,000	(1,500)	7,500	1,000	
Bid and Hearing Notices	1,351	1,200	1,200	-	1,300	100	
Service Development	10,627	10,000	10,000	-	40,000	30,000	
Section 8 Planning	-	10,000	10,000	-	-	(10,000)	
Bank service charge	42	50	-	50	-	(50)	
Financial services	6,360	-	350	(350)	10,000	10,000	
Retail service charge	98	7	6,000	(5,993)	-	(7)	
Temporary Help-All depts	-	-	10,000	(10,000)	-	-	
Temp Help-Tran Admin	1,188	-	2,400	(2,400)	-	-	
Temporary Help-HR	676	-	-	-	12,000	12,000	
Payroll Services	42,524	46,000	49,000	(3,000)	49,000	3,000	
SVR-Differential/Radiator	31,873	32,117	32,000	117	33,000	883	
SVR-Transmission	58,408	92,500	90,000	2,500	80,000	(12,500)	
SVR-Upholstery/Glass	2,122	10,775	34,100	(23,325)	30,000	19,225	
SVR-Towing	11,571	9,062	10,000	(938)	10,000	938	

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
SVR-Engine Repair	188,967	189,000	190,000	(1,000)	190,000	1,000
SVR-Body Repair	97,547	99,197	100,000	(803)	100,000	803
Emission controls	44,885	71,425	91,000	(19,575)	84,700	13,275
Phone Maint. Services	8,289	8,413	10,000	(1,587)	10,000	1,587
Support Vehicle maint	9,272	13,281	14,000	(719)	14,000	719
Clever Devices/frideck maint	78,126	148,455	141,000	7,455	150,000	1,545
Real Time Bus exp					50,000	50,000
IT Supplies/replacements	18,145	23,503	25,000	(1,497)	25,000	1,497
Office Equipment Maint.	7,970	20,000	20,000	-	20,000	-
Building Maint. Service	61,588	85,404	93,000	(7,596)	93,000	7,596
Trapeze maintenance	-	-	7,000	(7,000)	18,000	18,000
Landscape Service	38,624	42,766	48,000	(5,234)	48,000	5,234
IT Contracts	82,289	59,402	70,000	(10,598)	70,000	10,598
Radio Maint. Service	41,408	44,423	45,600	(1,177)	45,600	1,177
Facility Maint.	1,053	-	-	-	-	-
IT Consulting	-	8,425	10,000	(1,575)	10,000	1,575
RED Support Expense	10,330	7,955	15,000	(7,045)	10,000	2,045
Contract Cleaning Service	2,900	2,950	3,000	(50)	3,000	50
Waste Removal	11,285	11,718	13,000	(1,282)	13,000	1,282
Hazardous Waste	53,880	56,464	59,000	(2,536)	59,000	2,536
Armored Transport	15,329	16,752	16,800	(48)	16,800	48
Fire Monitoring	3,086	4,110	5,000	(890)	5,000	890
Security Services	74,550	78,854	82,000	(3,146)	80,000	1,146
Other Services	3,836	2,598	1,500	1,098	3,000	402
Total Services	1,480,720	1,749,195	1,913,140	(163,945)	1,949,200	200,005
						11%
Diesel Fuel	1,394,891	1,797,574	1,880,000	(82,426)	2,638,000	840,426
Oils and Lubricants	66,721	58,376	60,000	(1,624)	60,000	1,624
Gasoline	27,517	30,469	33,500	(3,031)	40,000	9,531
Tires and Tubes	212,124	206,452	214,252	(7,800)	200,400	(6,052)
Safety Supply	6,056	4,439	1,500	2,939	4,400	(39)
Transportation Supplies	10,872	12,000	12,548	(548)	12,000	-
BART Relief Tickets	58,345	60,000	61,000	(1,000)	60,000	-
CSS-Soaps	7,640	12,534	14,000	(1,466)	14,000	1,466

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual	
CSS-Solvents	2,352	4,000	8,800	(4,800)	7,500	3,500	
CSS-Cleaning	3,385	4,467	6,500	(2,033)	6,000	1,533	
CSS-Safety	5,902	6,379	7,000	(621)	7,000	621	
CSS-Antifreeze	3,217	5,839	6,000	(161)	6,000	161	
CSS-Gases	4,945	6,940	8,000	(1,060)	8,000	1,060	
Oil Analysis	9,500	17,500	17,500	-	17,500	-	
Equipment/Garage Exp.	18,916	22,070	25,000	(2,930)	25,000	2,930	
Coach Repair Parts	604,968	527,760	525,000	2,760	597,000	69,240	
Shelter/Bus Stop Supply	2,055	10,773	15,000	(4,227)	15,000	4,227	
Janitorial Supplies	18,961	14,374	18,000	(3,626)	17,500	3,126	
Lighting Supply	3,008	4,451	4,000	451	10,000	5,549	
Building Repair Supply	28,332	29,587	30,000	(413)	30,000	413	
Landscapce Supply	1,675	2,821	3,500	(679)	3,500	679	
Office Supplies-Maint.	2,887	4,158	5,000	(842)	4,500	342	
Obsolete Parts Write-Off	556	502	-	502	-	(502)	
Tickets, Passes, Xftrs	22,869	16,293	27,000	(10,707)	20,000	3,707	
Supplies - Offsites	2,343	2,328	2,500	(172)	2,500	172	
Personnel Office Supply	191	1,000	2,000	(1,000)	1,000	-	
Computer Supplies	1,770	1,925	-	1,925	2,000	75	
Office Supplies-Administration	15,549	17,000	18,500	(1,500)	17,680	680	
Postage	11,970	12,000	16,000	(4,000)	13,000	1,000	
Safety Contingency Plans	1,159	1,445	5,000	(3,555)	5,000	3,555	
Training Supply	2,418	3,941	6,000	(2,059)	6,000	2,059	
Contracts & Grants Supply	-	6,000	-	6,000	6,000	-	
Supplies- IC	5,494	7,219	8,000	(781)	8,000	781	
Total Materials & Supplies	2,558,585	2,912,616	3,041,100	(128,484)	3,864,480	951,864	33%
Pacific Gas and Electric	194,574	197,000	190,000	7,000	198,000	1,000	
Contra Costa Water Dist.	19,486	20,957	24,000	(3,043)	22,000	1,043	
Telephone Svc - Concord	15,259	23,502	20,000	3,502	25,000	1,498	
Telephone-Cellular	17,128	20,476	21,000	(524)	28,000	7,524	
Total Utilities	246,446	261,935	255,000	6,935	273,000	11,065	4%
Physical Damage	14,487	34,795	32,887	1,908	90,802	56,007	

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Property Premiums	27,822	32,703	33,207	(504)	33,684	981
Other Premiums	10,325	10,325	11,330	(1,005)	10,635	310
UST Insurance	6,469	9,053	6,406	2,647	9,506	453
Liability Premiums	269,594	226,509	257,293	(30,784)	152,340	(74,169)
Liability Losses	73,233	80,000	82,400	(2,400)	82,400	2,400
Other Losses	703	-	-	-	-	-
Total Insurance	402,634	393,385	423,523	(30,138)	379,366	(14,019)
Property Tax	9,620	10,992	11,000	(8)	11,000	8
Licenses / Registrations	1,687	1,000	2,700	(1,700)	1,000	-
Fuel Storage Tank Fees	12,570	13,745	14,000	(255)	14,000	255
Use and Other Taxes	7,846	7,288	10,000	(2,712)	8,000	712
Sales Tax	244,327	253,041	280,000	(26,959)	230,000	(23,041)
Total Taxes	276,051	286,066	317,700	(31,634)	264,000	(22,066)
Equipment Leases	4,670	7,000	7,000	-	7,000	-
Radio Site Lease-Diablo	28,529	31,677	31,000	677	31,000	(677)
Total Leases	33,200	38,677	38,000	677	38,000	(677)
Business Expense- Tran	68	-	-	-	-	-
Business Expense-admin	249	400	400	-	400	-
Board Travel	1,730	2,000	2,000	-	2,000	-
Staff Travel	10,560	15,000	18,000	(3,000)	18,000	3,000
Business Expense-Fin	194	500	500	-	500	-
CTA Dues	14,522	12,325	15,000	(2,675)	13,000	675
Other Memberships	645	-	-	-	-	-
Business Expense	835	1,000	500	500	1,000	-
Training / Subs-Gm	934	4,000	4,000	-	4,000	-
Misc exp	6,268	5,500	5,600	(100)	5,600	100
Employee Functions	25,786	25,000	25,000	-	25,000	-
APTA Dues	(3,000)	33,000	26,000	7,000	33,000	-
Employee Awards	3,390	3,500	-	3,500	3,500	-
Departing Emp gifts	404	708	-	708	1,200	492
Paypal fees	1,123	2,037	3,000	(963)	2,500	463

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
DETAILED BUDGET

	Est/Act FY FY 2010 ACT	2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Newsletter Expense	1,118	89	1,200	(1,111)	400	311
Total Miscellaneous	64,825	105,059	101,200	3,859	110,100	5,041
St Marys shuttle	41,089	45,000	60,000	(15,000)	47,250	2,250
DVC transit Ctr	906	-	-	-	-	-
Monument shuttle	205,334	-	-	-	-	-
Total Purchased Transportation	247,329	45,000	60,000	(15,000)	47,250	2,250
Total Other Operating Expense	5,309,790	5,791,933	6,149,663	(357,730)	6,925,396	1,133,463
Contingency			313,212	(313,212)	600,000	600,000
TOTAL FIXED ROUTE EXPENSES	24,171,534	24,909,975	25,677,206	(767,231)	26,986,792	2,076,816
						8.3%
Paratransit						
Wages	102,876	89,006	84,863	4,143	85,518	(3,487)
Sick Wages	5,316	437	2,982	(2,545)	2,485	2,048
Holiday Pay	6,538	3,288	4,540	(1,252)	4,540	1,252
Vacation Pay	6,846	6,665	6,643	22	6,643	(22)
Absence pay	-	-	358	(358)	199	199
Cafeteria Plan	4,577	4,800	4,800	-	4,800	-
FICA	1,735	1,685	1,441	244	1,441	(244)
PERS	13,458	7,031	8,322	(1,291)	8,664	1,633
Medical	8,264	11,676	10,932	744	10,932	(744)
Vision Plan- Admin	32	-	-	-	-	-
Dental	2,080	1,305	1,248	57	1,324	19
Life Insurance	1,375	859	787	72	853	(6)
SUI	1,013	664	644	20	868	204
Agency Fees/Public Info	6,898	2,000	2,000	-	2,040	40
Promotions	6,898	500	500	-	510	10
Legal Fees	218	5,000	5,000	-	5,100	100
Bid/Hearing Notices	416	-	-	-	-	-
Temporary Help	2,138	-	-	-	-	-

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Building Maint Services	4,224	5,000	5,000	-	5,100	100
Software Maint Services	2,546	-	-	-	-	-
Radio Maint Services	13,096	14,000	14,000	-	14,280	280
Office Supply, PTF	4,417	2,794	2,500	294	2,850	56
Gas and Electric	18,131	20,000	20,000	-	20,400	400
Cell Phone	2,229	2,000	2,000	-	2,040	40
Sales Tax	414	500	500	-	510	10
Purchased Trans-LINK	4,707,580	5,201,029	5,201,029	-	5,201,029	-
Purchased Trans-BART	224,445	211,150	211,150	-	211,150	-
Training / Subscriptions	395	600	600	-	612	12
Other Misc Expenses	774	500	500	-	510	10
Employee Functions	348	-	-	-	-	-
Total Paratransit	5,149,277	5,592,488	5,592,339	149	5,594,399	1,911

TOTAL CCCTA 29,320,811 30,502,464 31,269,545 (767,082) 32,581,191 2,078,727 6.8%

RESOLUTION NO. 2011-012

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

* * *

**AUTHORIZES FILING APPLICATIONS AND SUPPORTING DOCUMENTS
WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION
OF TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE,
AND RM2 FUNDS FOR FY 2012**

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 Transportation Development Act (TDA) (Public Utilities Code Section 99200, *et seq.*), provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Contra Costa for use by eligible applicants for the purpose of public transit; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Code of Regs. Section 6600, *et seq.*) a prospective applicant wishing to receive an allocation from the LTF shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code Sections 99310 *et seq.*; and

WHEREAS, the STA fund makes funds available pursuant to Public Utilities Code Section 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the LTF of Contra Costa County and STA funds will be required by applicants in Fiscal Year 2012 for public transit capital and operating assistance; and

WHEREAS, CCCTA is an eligible applicant for TDA and STA funds pursuant to Public Utilities Code Sections 99260(a), 99262, 99275, 99313 and 99314 as attested by the opinion of Authority's counsel; and

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 (RM2) funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, CCCTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Express Bus Routes are eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which CCCTA is requesting that MTC allocate Regional Measure 2 funds, and

WHEREAS, the certification by CCCTA of assurances is required for the allocation of funds by MTC; and

WHEREAS, CCCTA requires an allocation of these funds for capital and operating assistance to support CCCTA's provision of public transit services in the Central Contra Costa County area for Fiscal Year 2012.

NOW, THEREFORE, BE IT RESOLVED, that CCCTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that CCCTA certifies that the project is consistent with the Regional Transportation Plan (RTP), and be it further

RESOLVED, that CCCTA approves the Express Bus routes operating proposals; and be it further

RESOLVED, that CCCTA approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that CCCTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that CCCTA is authorized to submit an application for Regional Measure 2 funds for Express Bus Operations in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that CCCTA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et. seq.*) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to CCCTA making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of CCCTA to deliver such project; and be it further

RESOLVED, that CCCTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from any and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of CCCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that CCCTA shall, if there are any revenues or profits from any non-governmental use of property (or project) those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED by the Board of Directors of the Central Contra Costa Transit Authority that the General Manager, or his designee, is authorized to execute and file appropriate applications, together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA, STA and RM2 funds for Fiscal Year 2012; and be it further

RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claims, and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein,

Regularly passed and adopted this 21st day of April 2011 by the following vote.

Ayes:

Noes:

Abstain:

Absent:

David E. Hudson, Chair, CCCTA Board of Directors

ATTEST:

Janet Madrigal, Clerk to the Board

The County Connection

Inter Office Memo

To: Board of Directors *LB*
From: Laramie Bowron, Manager of Planning

Date: April 21, 2011

Reviewed By: *AKM*

SUBJECT: Mini Short Range Transit Plan – FY 2010-11 to FY 2019-20

SUMMARY OF ISSUES:

CCCTA has been required to prepare a short range transit plan every year to comply with the funding requirements of MTC. However, recently MTC has curbed their SRTP requirement and the funding for it. CCCTA staff still sees value in this document for service planning and funding needs and has prepared this document without the assistance of MTC. This year we prepared a “mini” SRTP which is intended to be a snapshot of the financial position of the agency. A full SRTP is scheduled for next year.

Due to the unpredictable financial situation, this SRTP illustrates the severity of the financial circumstances and explains what action is needed to provide financially sustainable service. However, if no new source of funding is identified, no more service cuts are made, CCCTA will face a \$1.7 million dollar deficit in FY 2014-15 and a \$23.3 million dollar deficit in FY 2019-20.

A detailed capital program is included that identifies our current revenue and non revenue fleet replacements as well as other capital projects. The fleet replacement schedule is a key component of the plan and serves to qualify us for participation in the regional Transportation Capital Improvement Program. Federal funding is still on tap for this part of the plan; however obtaining the 20% local match may be a challenge.

RECOMMENDATIONS:

The MP&L committee recommends that the Board approve the mini SRTP.

FINANCIAL IMPLICATIONS:

This document is required in order to continue receiving Federal funds for its capital projects.

OPTIONS:

1. Recommend adoption of the Mini SRTP
2. Recommend edits and deferral of approval till later date
3. Other action as determined by the Board

ATTACHMENTS:

CCCTA’s Mini SRTP FY 2010 to 2011

**Central Contra Costa Transit Authority's
Mini Short Range Transit Plan
FY 2010-11 through FY 2019-20**



Date Approved by the Board of Directors:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

Central Contra Costa Transit Authority

BOARD OF DIRECTORS

January 2011

Dave Hudson, Chair
(Representing the City of San Ramon)

Amy Worth, Vice Chair
(Representing the City of Orinda)

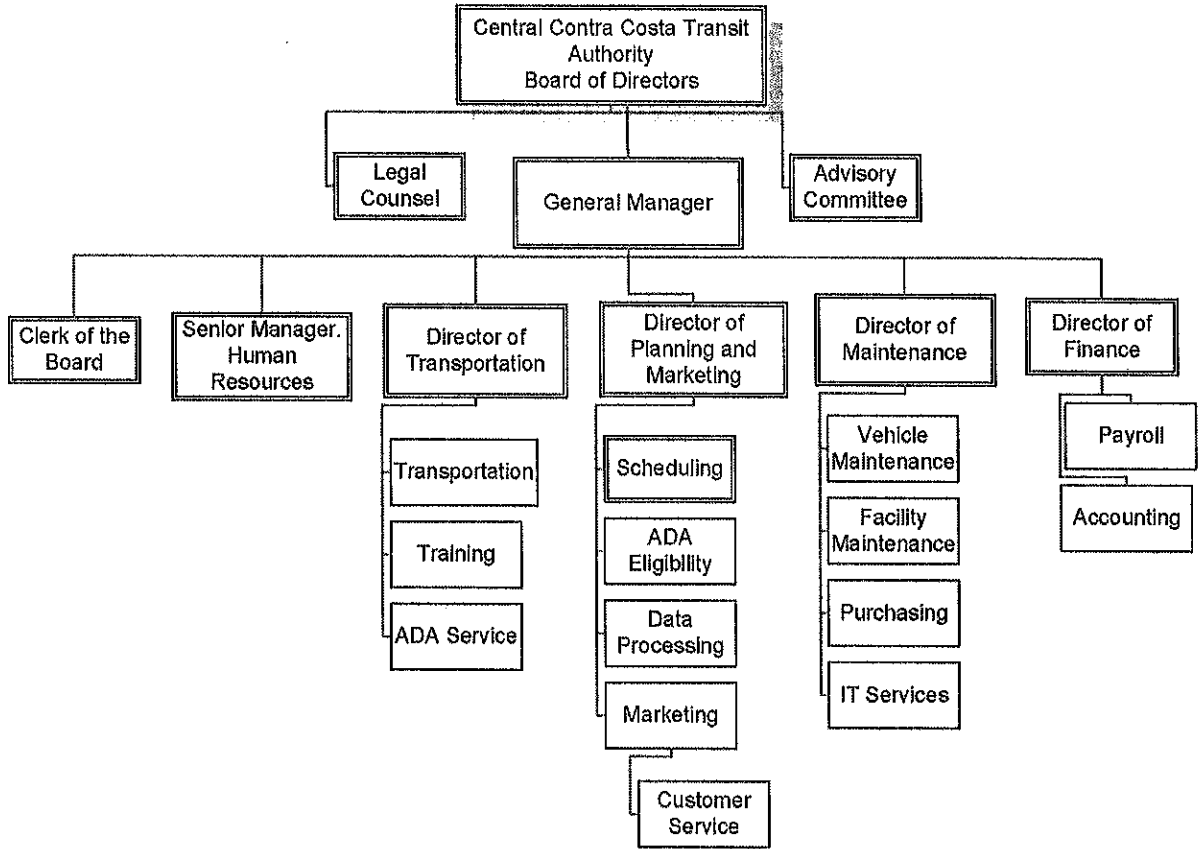
Candace Andersen, Secretary
(Representing the Town of Danville)

Gregg Manning
Laura Hoffmeister
Gayle Uilkema
Erling Horn
A. G. Dessayer
Karen Mitchoff
Rob Schroder
Bob Simmons

City of Clayton
City of Concord
Contra Costa County
City of Lafayette
Town of Moraga
City of Pleasant Hill
City of Martinez
City of Walnut Creek

Rick Ramacier
General Manager

FY 2010-11 Organizational Chart



Fixed Route Operating Statistics and Performance

Fixed-Route performance was evaluated and compared to CCCTA's adopted performance standards. Notable changes throughout the three-year retrospective analysis of fixed-route performance include:

Operating Cost – The fixed-route operating cost continued its two-year downward trend and declined 10% from FY09. This was due primarily to the service cuts that took place in FY09.

Ridership – This indicator declined due to a combination of the FY09 service cuts as well as the fare increase.

Cost Per Passenger – This standard was changed in FY10 from less than \$5.17 per passenger to less than \$7.00/Pass. This indicator is still not being met and reflects a trend that will need to be slowed for County Connection to remain efficient.

Percent Missed Trips – This indicator, as well as others pertaining to the quality of fixed-route service provided, illustrates a significant strides towards raising the standard of service the County Connection offers.

Fixed Route Service - Statistics				
	FY 07-08	FY 08-09	FY 09-10	Change from Prior Year
Operating Cost	\$27,961,775	\$26,883,861	\$24,249,544	-10%
Farebox Revenue	\$4,716,930	\$4,562,158	\$4,175,831	-8%
Net Subsidy	\$23,244,845	\$22,321,703	\$20,073,713	-10%
Total Passengers*	4,410,438	4,071,296	3,235,722	-21%
Revenue Hours	280,923	267,282	215,615	-19%
Non Revenue Hours	41,648	40,002	30,432	-24%
Total Hours	322,571	307,284	246,047	-20%
Total Revenue Miles	3,323,982	3,109,876	2,304,500	-26%
Non Revenue Miles	1,062,922	999,122	813,827	-19%
Total Miles	4,386,904	4,108,998	3,118,328	-24%
Road Calls for Mechanical Failure	171	155	125	-19%
Pay Hours	501,078	468,710	391,088	-17%

Performance Standards - Fixed Route

GOAL Objective	Measurement	FY 07-08	FY 08-09	FY 09-10	Standard	Met?
EFFICIENCY						
Cost Control	Cost/Revenue Hour	\$99.54	\$100.58	\$112.47	Increase < inflation	Yes (1.12%)
	Cost/Passenger	\$6.34	\$6.60	\$7.49	< \$7.00/Pass	No
	Farebox Recovery Ratio	16.9%	17.0%	17.2%	18.0%	No
	Net Subsidy/Passenger	\$5.27	\$5.48	\$6.20	< \$6.00/Pass	No
Safety	Accidents/100,000 Miles	0.72	0.8	0.86	1/100K miles	Yes
Market Resource Management	Maintenance Employee/1000,000 Miles	0.62	0.65	0.84	0.82/100K miles	Yes
	Operator OT/ Total Operator Hours	8.76%	8.62%		8.0%	No
	Pay to Platform (Total) Hours	1.55	1.53	1.59	1.60	No
EFFECTIVENESS						
Market Penetration	Passengers per RV/Hr	15.7	15.3	15.0	17.0	No
	Passengers per RV/Mi	1.33	1.31	1.40	1.31	Yes
	AM Peak Load Factor	0.50			0.44	Yes
Service Quality	Percent Missed Trips	0.12%	0.14%	0.09%	0.25%	Yes
	Miles between Roadcalls	25,654	26,504	25,754	18,000	Yes
	Percent of Trips On-time	91.0%	92.0%	93.0%	95%	No
	Complaints/100,000 miles	11.14	10.8	11.2	30/ 100K miles	Yes
	On-Board Passenger Surveys				Every 3 years	Yes
	Customer Service Phone Response	92%	91.0%	93.4%	92%	Yes
Equipment Management	Bus Shelters				Weekly maintenance	Yes
EQUITY						
Improve Transit Access	Lift Availability	99.5%		100%	100%	Yes
Public Participation Distribution of Service and Equipment	Compliance with Public Hearing Policy					Yes
	Compliance with Title VI					Yes
	Transit-Dependent Served					Yes
System Integration	BART/ Inter-operator Coordination					Yes

Paratransit Operating Statistics and Performance

Paratransit performance was evaluated and compared to CCCTA's adopted performance standards. Notable changes throughout the three-year retrospective analysis of paratransit performance include:

Fare Revenue – The 8% increase in fare revenue is primarily due to a fare increase that took place in FY09 that raised the fare from \$3.00 to \$4.00.

Trip Denials – County Connection has continued to perform well in this category by have no trip denials in the past three years.

Paratransit Statistics				
	FY07-08	FY08-09	FY09-10	Change from Prior Year
Operating Cost	\$ 4,619,466	\$ 4,930,982	\$ 5,149,277	4.4%
Farebox Revenue	\$ 497,538	\$ 536,966	\$ 579,981	8.0%
Net Subsidy	\$ 4,121,928	\$ 4,394,016	\$ 4,569,296	4.0%
Total Passengers*	166,887	177,518	172,317	-3%
Revenue Hours	83,450	86,614	84,151	-3%
Non Revenue Hours	19,453	18,822	19,959	6%
Total Hours	102,903	105,436	104,110	-1%
Total Revenue Miles	1,361,878	1,394,696	1,359,674	-3%
Non Revenue Miles	286,854	304,190	286,764	-6%
Total Miles	1,648,732	1,698,886	1,646,438	-3%
Road Calls	27	27	36	33%
Complaints	12	14	7	-50%
Accidents	8	5	11	120%

Performance Standards - Paratransit							
GOAL	Objective	Measurement	FY 06-07	FY 07-08	FY 08-09	Standard	Met?
EFFICIENCY	Cost Control	Cost/Revenue Hour	\$53.46	\$55.36	\$56.93	Increase < inflation	Yes 2.8% growth is consistent with inflation
		Cost/Passenger	\$27.60	\$27.68	\$27.78	Increase < inflation	Yes 0.4% growth was consistent with inflation
		Farebox Recovery Ratio	10.7%	10.8%	10.9%	10.7%	Yes
	Safety	Accidents/100,000 Miles	0.62	0.49	0.29	0.3 / 100,000 miles	Yes
EFFECTIVENESS	Market Penetration	Passengers per RVHr	1.9	2.0	2.0	1.9 Pass/RHr	Yes
	Service Quality	Denials	0	0	0	None	Yes
		Miles between Roadcalls	2.2	1.6	1.6	3.0 / 100,000 miles	Yes
		Percent of Trips On-time	98.0%	96.0%	95.0%	98% on time	No
		Complaints/100,000 miles	1.0	0.7	0.8	2.0 / 100,000 miles	Yes
		Employee Turnover	38.7%	13.9%	12.0%	5.0%	No
EQUITY	Improve Transit Access	Lift Availability	100.0%	100.0%	100.0%	100.0%	Yes

Operations Plan – Fixed Route

Overview

Service levels stabilized in FY 2009-10 since the major service restructuring in FY 2008-09. Since then fares have not been increased and only minor service changes have occurred as planning staff continues to analyze the effectiveness of the service changes. Long term financial sustainability has been the focus of budget projections, capital planning, and service alternatives. Though TDA revenues continue to be low, STA funds have been restored and both are projected to increase slowly but steadily. Due to the uncertainty exposed by the FY 2008-09 recession, several operating scenarios have been developed based on likely funding outcomes allowing County Connection to continue providing effective service within our financial means.

Service Description

The fixed route service is divided into four categories: weekday local (1-36), Express (91X–98X), weekend (300 series), and select service routes (600 series). The Express routes are designed around commuters and many of them are funded with special sources of revenue that can only be used to support this type of service. After the FY 2008-09 restructuring, service has stabilized and only minor changes were made in FY 2009-10. Notable changes include adding two new select school routes, removing two underperforming routes, and adding a route-segment to Route 35 to increase ridership.

Analysis of Fixed Route Service

The most productive service continues to be in the Clayton Road and Monument Road corridors of Concord where routes #10, #20, and #14 operate respectively. These areas have a high transit dependant population. The 600 series of routes, when combined, also ranks very high in terms of passengers per revenue hour and total passengers. Many of these trips carry dense loads and only operate a few trips a day. The Walnut Creek downtown shuttle continues to be a very successful route due to the short travel time between popular destinations and the lack of a fare. Express Route 92X, 95X, and 96X have experienced growth in productivity during this fiscal year primarily due to the influx of service workers commuting from Antioch and a Bank of the West opening its doors in the area. The November 2010 route productivity ranking is shown below. There are blanks for weekday average riders when the route only operates on weekends.

One of the least productive routes continues to be Route 25, which connects Walnut Creek BART station to Lafayette BART station by way of Mt. Diablo Blvd. and Olympic Blvd. In addition, routes #2, 5, 7, and the 6L perform at the bottom of the productivity ranking. These routes serve less transit dependant neighborhoods and may be candidates for alternative service models in the future.

November 2010 Fixed Route Productivity

Route	Destination Information	Total	Wkday Average	Pass. / Rev Hr
600's	Select Service	20,105	957	30.6
4	Walnut Creek Downtown Shuttle	23,903	956	26.9
20	DVC / Concord	24,979	1,189	26.4
10	Concord / Clayton Rd	20,375	970	25.0
92X	Ace Shuttle Express	3,596	171	20.6
314	Clayton Rd / Monument Blvd / PH	6,592	0	20.2
15	Treat Boulevard	10,428	497	17.4
14	Monument Blvd	13,671	651	16.5
11	Treat Blvd / Oak Grove	6,149	293	16.5
17	Olivera/Solano / Salvio / North Concord	6,212	296	15.7
18	Amtrak / Merello / Pleasant Hill	9,618	458	15.4
95X	San Ramon / Danville Express	3,203	153	15.1
1	Rossmoor / Shadelands	7,826	373	14.5
9	DVC / Walnut Creek	12,361	589	14.2
93X	Kirker Pass Express	3,683	175	14.2
316	Alhambra / Merello / Pleasant Hill	1,970	0	14.2
96X	Bishop Ranch Express	8,924	425	13.8
21	Walnut Creek / San Ramon Transit Center	12,928	616	13.6
6	Lafayette / Moraga / Orinda	9,222	398	13.3
16	Alhambra Ave / Monument Blvd	14,717	701	13.2
311	Concord / Oak Grove / Treat Blvd / WC	1,513	0	12.6
321	San Ramon / Walnut Creek	1,669	0	11.9
98X	Martinez Express	7,994	381	11.9
91X	Concord Commuter Express	844	40	11.2
35	Dougherty Valley	7,412	353	10.9
28	North Concord / Martinez	6,632	316	10.5
320	DVC / Concord	986	0	10.0
36	San Ramon / Dublin	5,466	260	9.8
301	Rossmoor / John Muir Medical Center	642	0	9.7
19	Amtrak / Pacheco Blvd / Concord	2,703	129	9.3
97X	Bishop Ranch Express	1,766	84	8.5
5	Creekside / Walnut Creek	1,650	79	8.5
315	Concord / Willow Pass / Landana	408	0	7.4
7	Shadelands / Pleasant Hill / Walnut Creek	4,556	217	6.8
2	Rudgear / Walnut Creek	1,109	53	6.0
4H **	Walnut Creek Extended Holiday Service	153	35	6.0
25	Lafayette / Walnut Creek	983	47	4.1
6L	Orinda / Orinda Village	53	3	2.7
250 *	Gael Rail Service	214	5	2.4

The following table and route maps show where the heaviest ridership is located and where the most costly routes (as measured in terms of CCCTA cost per passenger) are being operated.

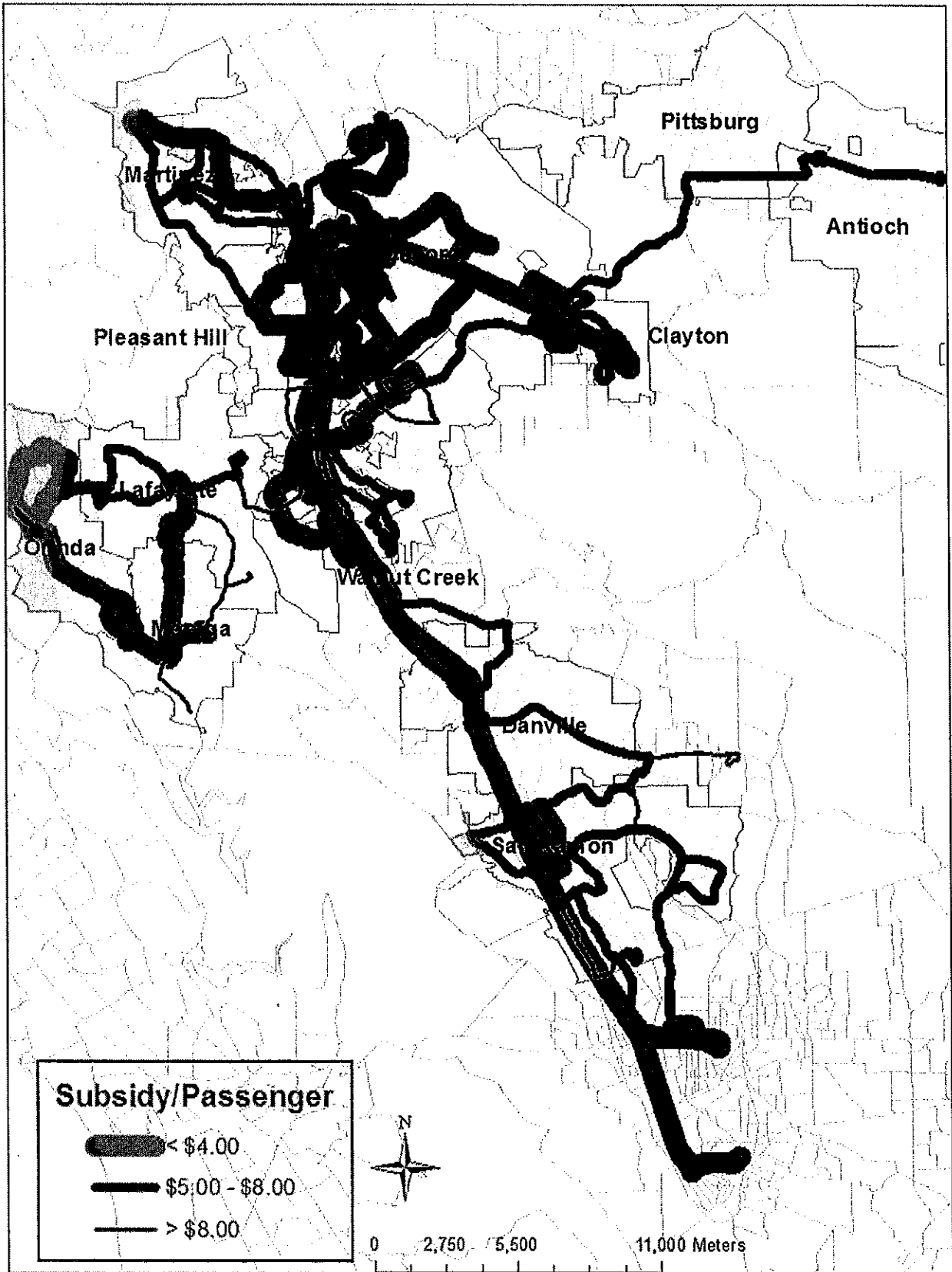
CCCTA Cost per Passenger

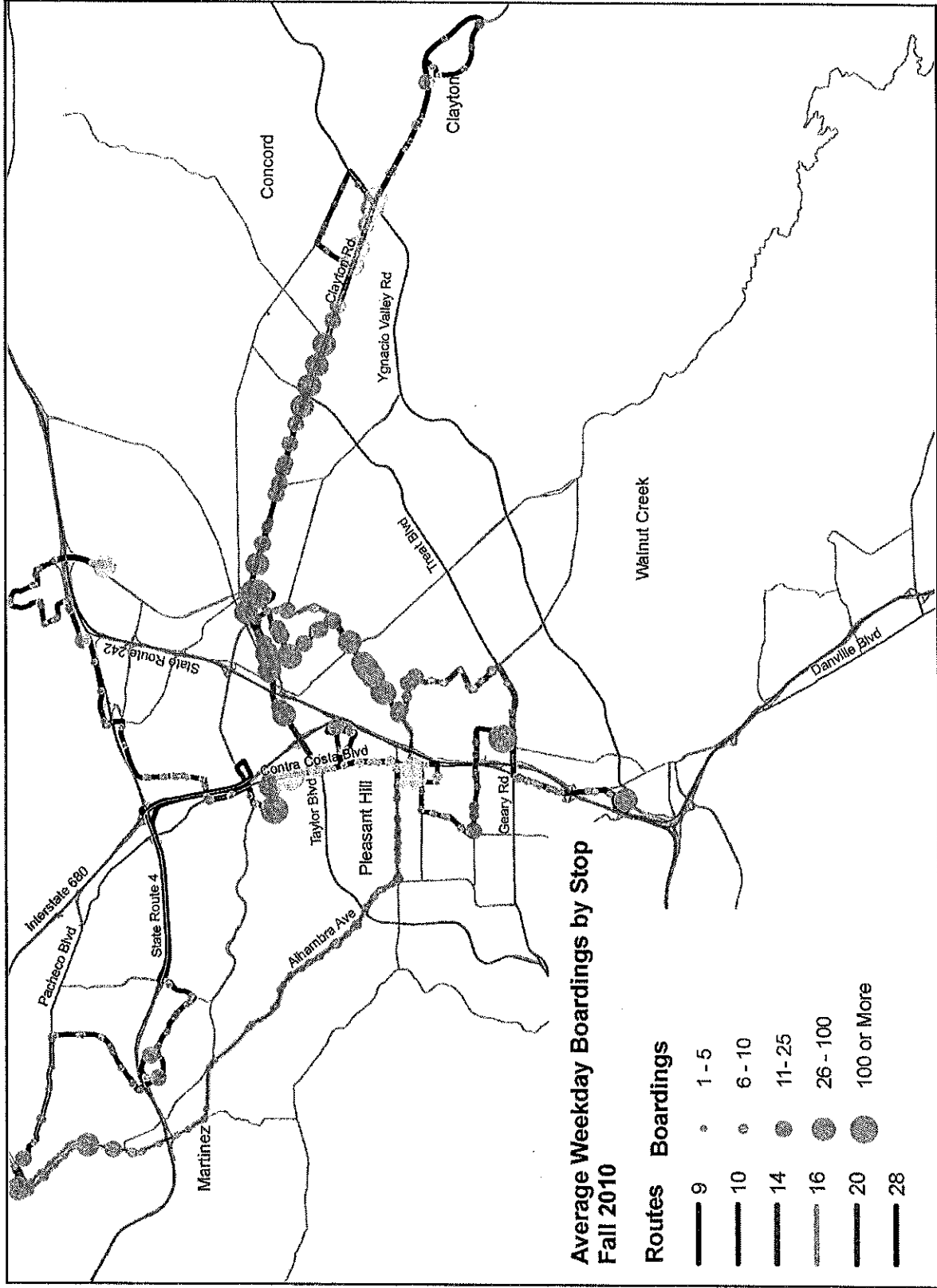
The CCCTA cost per passenger (labeled as TDA Cost/Pass in the following table) is determined by reducing the cost by special route funding and fare revenues. The remainder of the cost is funded from TDA and other general purpose operating revenues. Special funding includes Bishop Ranch and City of Walnut Creek subsidies that can only be applied to their routes. RM2 and Measure J Express bus funds are also considered “special” since they only fund specific routes. Routes that are heavily funded with TDA and Measure J “Bus Services” funding, and routes that have low productivity have the highest CCCTA cost per passenger. Ridership was determined by using the actual annual passengers in FY 2009-10. The cost was determined using the FY 2009-10 actuals for operator wages and fringes, supervisor labor and fringe, maintenance labor, parts fuel and insurance.

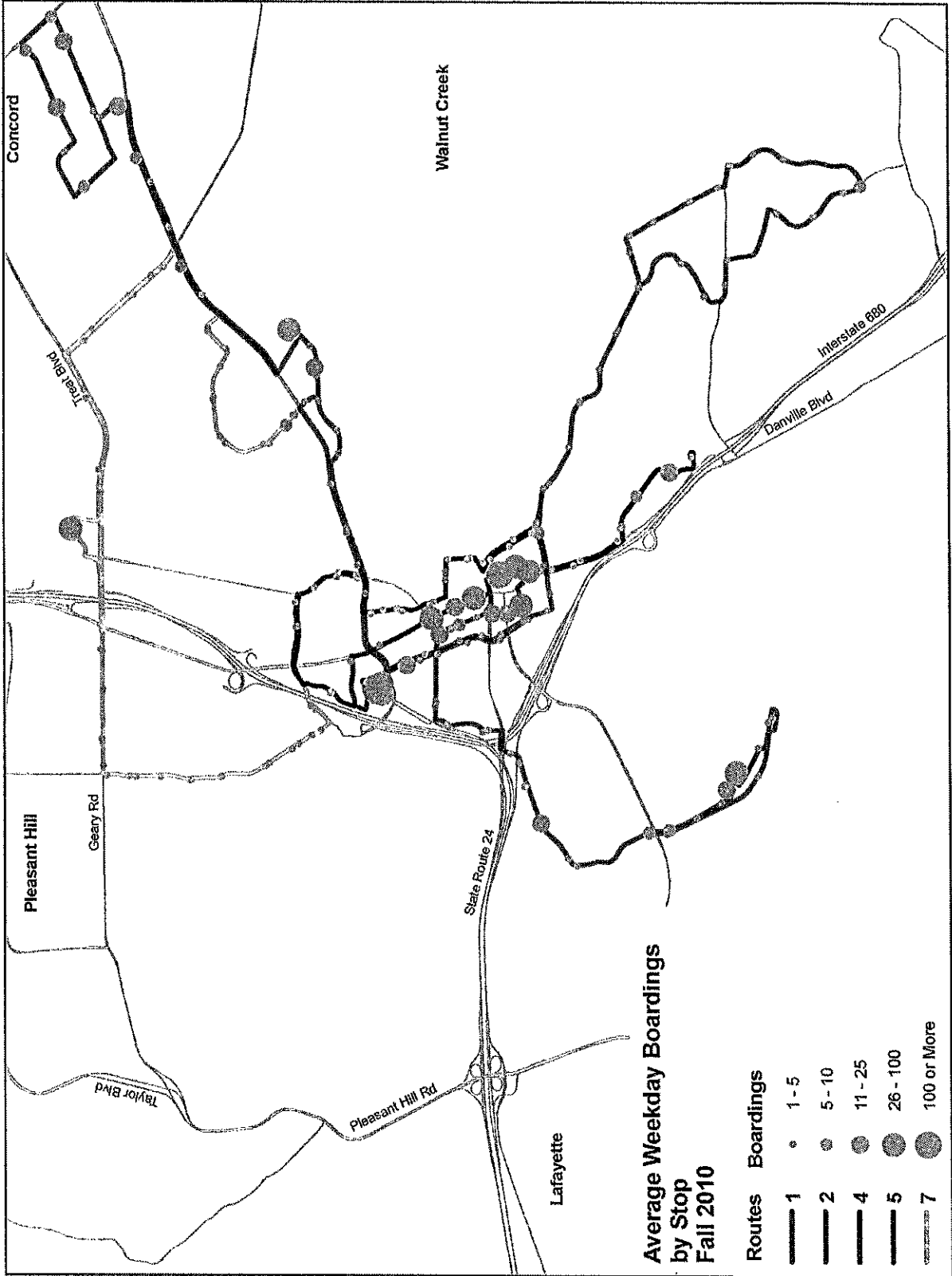
Ranking of Routes by Cost per Passenger – Weekday Service

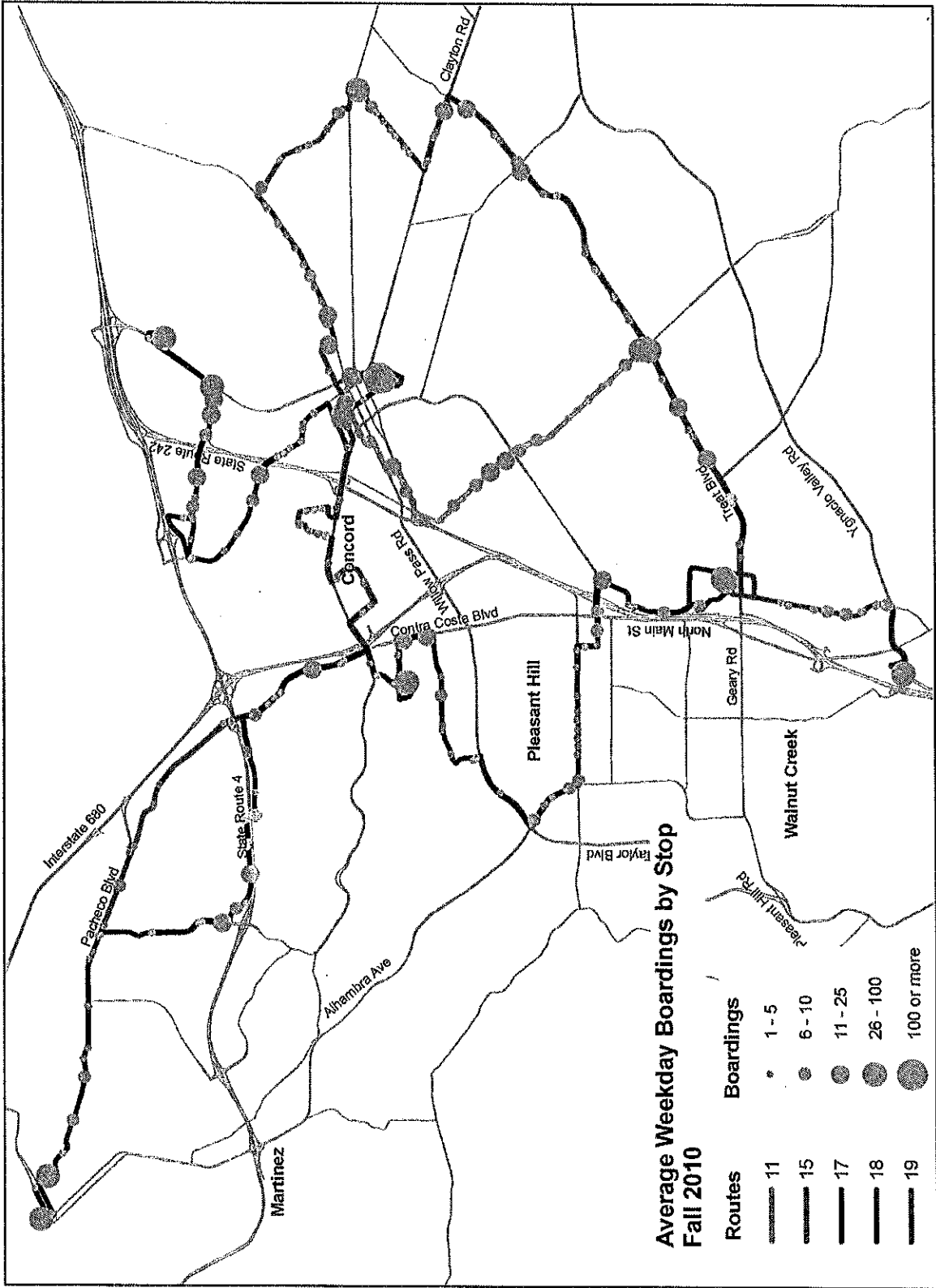
Route	Annual Passengers	Total Hours	Total Miles	Cost (\$48.81/Total Hr + \$1.84/Total Mi)	Fares (\$1.17/Pass)	Contract, Meas J, RM2 Revenue	TDA, FTA #5307	TDA Cost/Pass
649	78	62	625	\$4,183	\$91	\$11,825	\$0	\$0.00
91X	11,478	1,103	12,481	\$76,825	\$13,429	\$60,955	\$2,441	\$0.21
14	174,222	10,368	75,699	\$645,350	\$203,839	\$271,454	\$170,057	\$0.98
611	10,504	310	4,111	\$22,693	\$12,290		\$10,403	\$0.99
92X	36,518	3,845	91,915	\$356,814	\$42,726	\$276,333	\$37,755	\$1.03
20	270,630	11,652	72,522	\$702,182	\$316,638		\$385,544	\$1.42
4	243,116	9,684	47,316	\$559,726	\$0	\$210,336	\$349,390	\$1.44
18	106,581	7,993	87,387	\$550,917	\$124,700	\$271,454	\$154,762	\$1.45
613	4,748	175	2,502	\$13,166	\$5,555		\$7,610	\$1.60
615	6,256	309	1,410	\$17,701	\$7,319		\$10,381	\$1.66
9	149,543	11,359	110,200	\$757,203	\$174,965	\$325,745	\$256,493	\$1.72
10	243,936	9,984	118,838	\$705,991	\$285,405		\$420,586	\$1.72
619	3,619	144	1,982	\$10,683	\$4,234		\$6,449	\$1.78
601	22,385	997	13,926	\$74,304	\$26,190		\$48,114	\$2.15
612	8,043	359	5,363	\$27,375	\$9,411		\$17,964	\$2.23
97X	21,633	4,098	105,135	\$393,457	\$25,310	\$317,614	\$50,533	\$2.34
620	580	35	184	\$2,038	\$679		\$1,360	\$2.34
314	86,347	4,477	48,900	\$308,482	\$101,026		\$207,456	\$2.40
627	8,813	420	5,985	\$31,534	\$10,311		\$21,223	\$2.41
4 (Weekend)	45,692	2,026	11,382	\$119,819	\$0		\$119,819	\$2.62
15	140,076	7,829	88,011	\$544,084	\$163,889		\$380,195	\$2.71
605	10,812	569	8,662	\$43,725	\$12,649		\$31,076	\$2.87
96X	96,842	9,291	222,726	\$863,332	\$113,305	\$467,594	\$282,433	\$2.92
614	6,159	353	5,115	\$26,634	\$7,206		\$19,429	\$3.15
11	73,780	4,819	48,031	\$323,599	\$86,323		\$237,275	\$3.22
1	100,570	6,921	60,541	\$449,210	\$117,667		\$331,543	\$3.30
606	65,016	3,810	62,499	\$300,978	\$76,068		\$224,910	\$3.46
17	71,784	5,196	43,673	\$333,976	\$83,987		\$249,989	\$3.48
35	90,945	10,119	164,604	\$796,801	\$106,406	\$367,163	\$323,232	\$3.55
602	18,792	1,400	14,880	\$95,731	\$21,986		\$73,745	\$3.92
95X	27,878	3,715	85,550	\$338,747	\$32,618	\$193,297	\$112,832	\$4.05
316	25,830	1,901	23,391	\$135,803	\$30,221		\$105,582	\$4.09
623	4,711	316	5,256	\$25,076	\$5,512		\$19,564	\$4.15
21	163,745	12,663	156,595	\$906,232	\$191,582		\$714,651	\$4.36
608	3,991	299	4,670	\$23,192	\$4,669		\$18,523	\$4.64
93X	44,890	5,157	125,848	\$483,274	\$52,521	\$212,552	\$218,201	\$4.86
320	13,723	1,335	10,353	\$84,200	\$16,056		\$68,144	\$4.97
6	102,604	8,684	116,593	\$638,401	\$120,047		\$518,354	\$5.05
16	152,144	14,109	143,278	\$952,303	\$178,008		\$774,294	\$5.09
98X	88,809	8,870	155,026	\$718,176	\$103,907	\$151,823	\$462,446	\$5.21
311	17,266	1,678	19,474	\$117,715	\$20,201		\$97,514	\$5.65
321	22,754	1,979	32,171	\$155,811	\$26,622		\$129,189	\$5.68
622	3,463	292	5,589	\$24,529	\$4,051		\$20,477	\$5.91
19	34,326	3,661	37,599	\$247,876	\$40,162		\$207,714	\$6.05
28	78,475	7,767	108,929	\$579,542	\$91,816		\$487,726	\$6.22
629	207	23	250	\$1,570	\$242		\$1,328	\$6.41
315	6,599	708	8,912	\$50,951	\$7,721		\$43,231	\$6.55
301	8,188	1,015	8,281	\$64,792	\$9,580		\$55,211	\$6.74
6 (Weekend)	10,080	1,004	17,333	\$80,881	\$11,794		\$69,087	\$6.85
636	16,079	1,623	29,063	\$132,716	\$18,813		\$113,903	\$7.08
616	3,096	355	4,887	\$26,303	\$3,622		\$22,681	\$7.33
610	3,769	422	6,655	\$32,834	\$4,410		\$28,424	\$7.54
625	7,137	801	12,945	\$62,923	\$8,350		\$54,573	\$7.65
609	4,099	483	8,062	\$38,425	\$4,796		\$33,628	\$8.20
603	5,084	531	12,436	\$48,779	\$5,948		\$42,831	\$8.43
5	19,549	2,758	30,047	\$189,908	\$22,872		\$167,037	\$8.54
36	57,660	7,804	123,228	\$607,668	\$67,463		\$540,205	\$9.37
7	57,362	9,266	96,129	\$629,147	\$67,113		\$562,034	\$9.80
635	2,468	295	7,152	\$27,556	\$2,887		\$24,669	\$10.00
628	357	63	745	\$4,449	\$418		\$4,031	\$11.29
2	13,439	2,365	30,549	\$171,627	\$15,723		\$155,904	\$11.60
626	7,466	1,217	23,568	\$102,758	\$8,735		\$94,023	\$12.59
607	1,802	476	7,987	\$37,942	\$2,108		\$35,834	\$19.89
25	9,212	3,106	27,645	\$202,489	\$10,778		\$191,711	\$20.81
6L	814	326	5,014	\$25,145	\$952		\$24,193	\$29.73
639	43	32	258	\$2,047	\$50		\$1,997	\$46.84

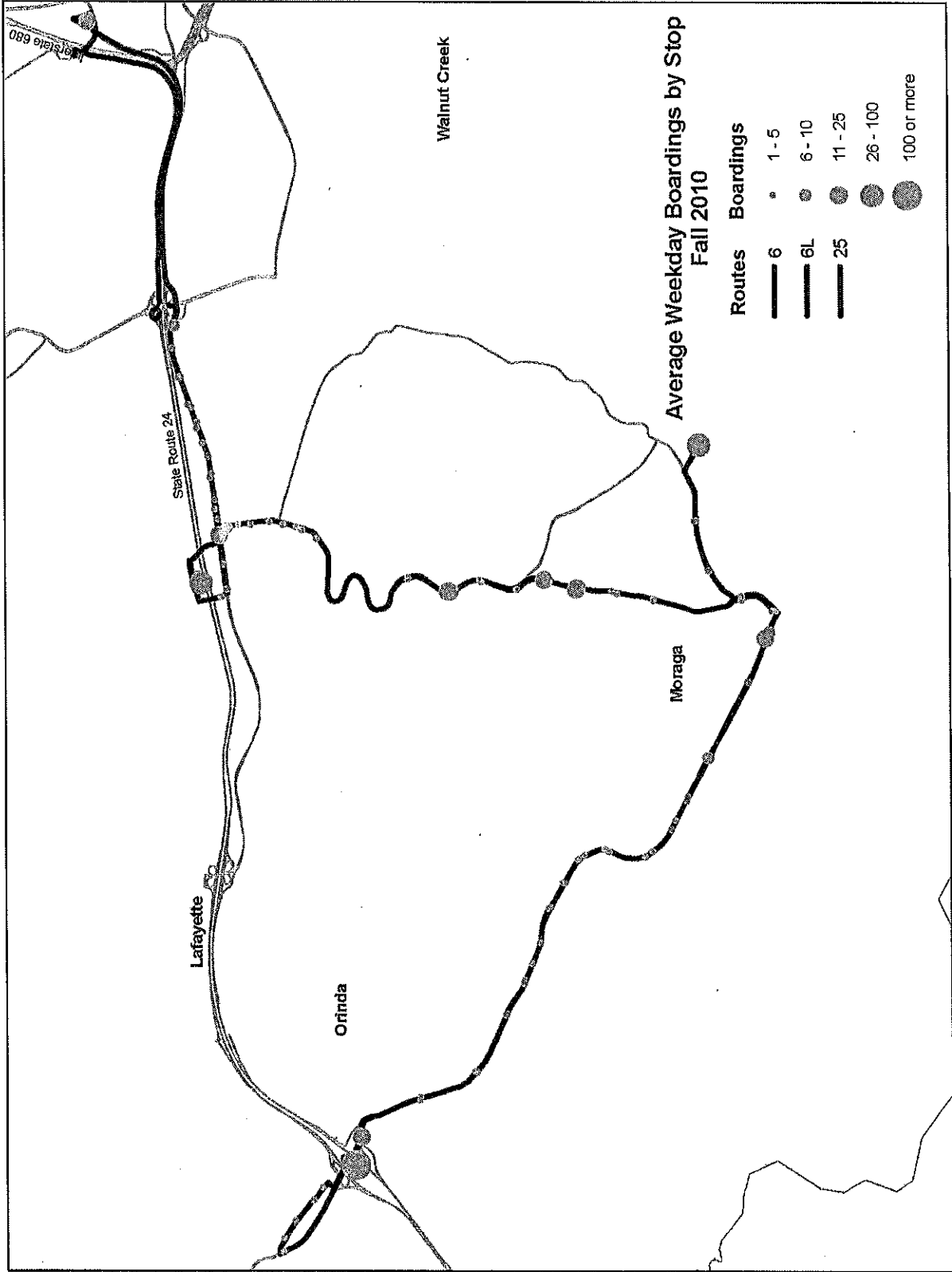
Note: Red highlighting denotes service that is no longer provided.

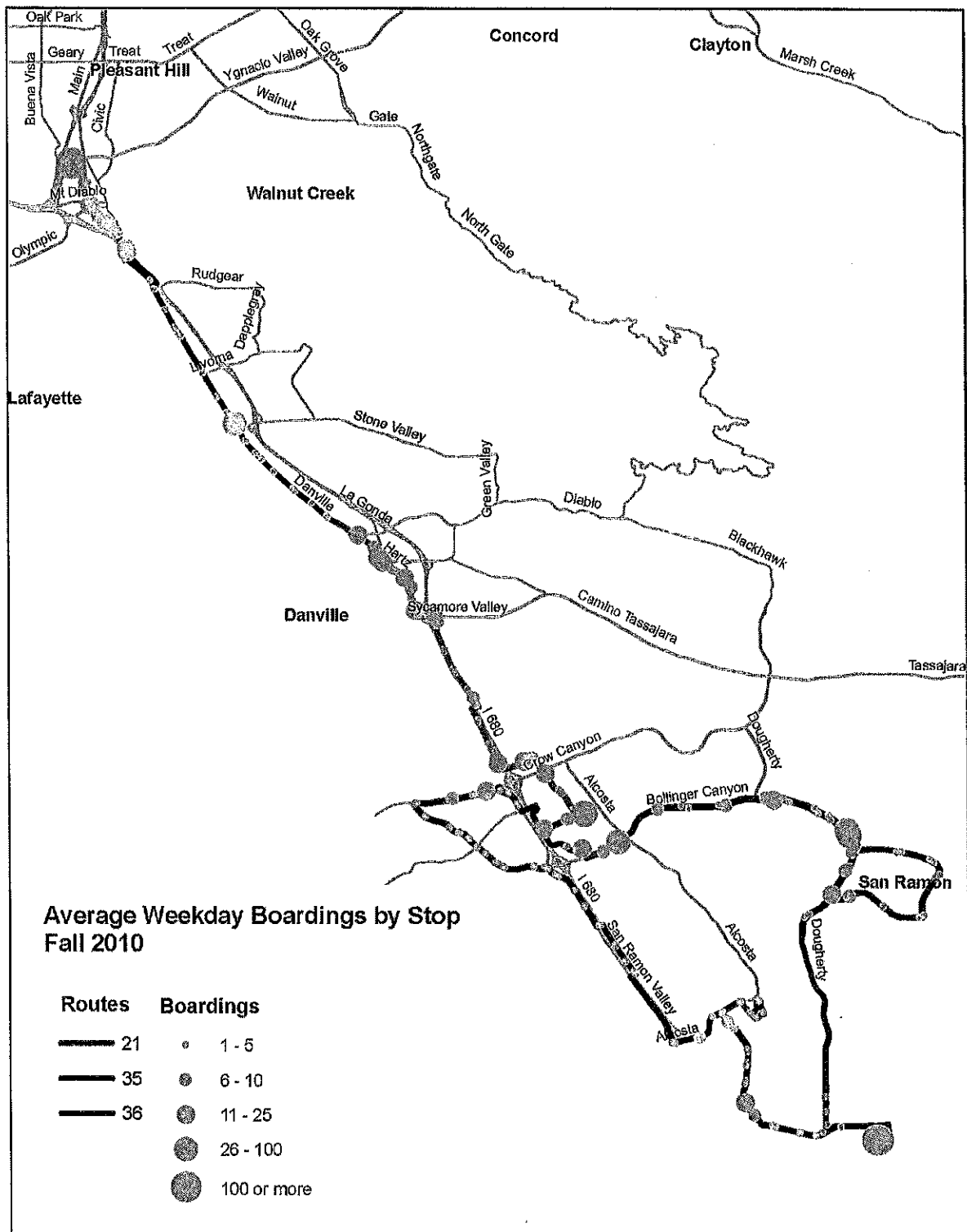












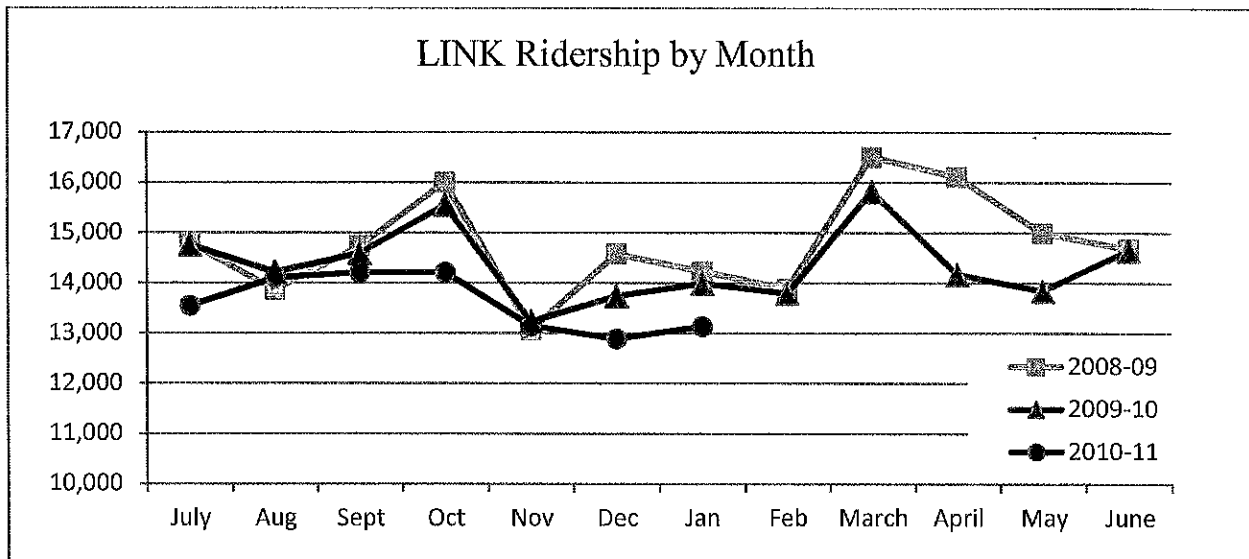
Operations Plan – Paratransit

Overview

The LINK paratransit service operates door to door service for those unable to use the fixed route bus due to their disability. LINK ridership has declined slightly in FY 2010-11 and is reflective of a fragile economy in which discretionary trips are avoided.

This segment of the service is operated by a private contractor and in 2009 the contract was put out to bid and the contract was awarded to First Transit.

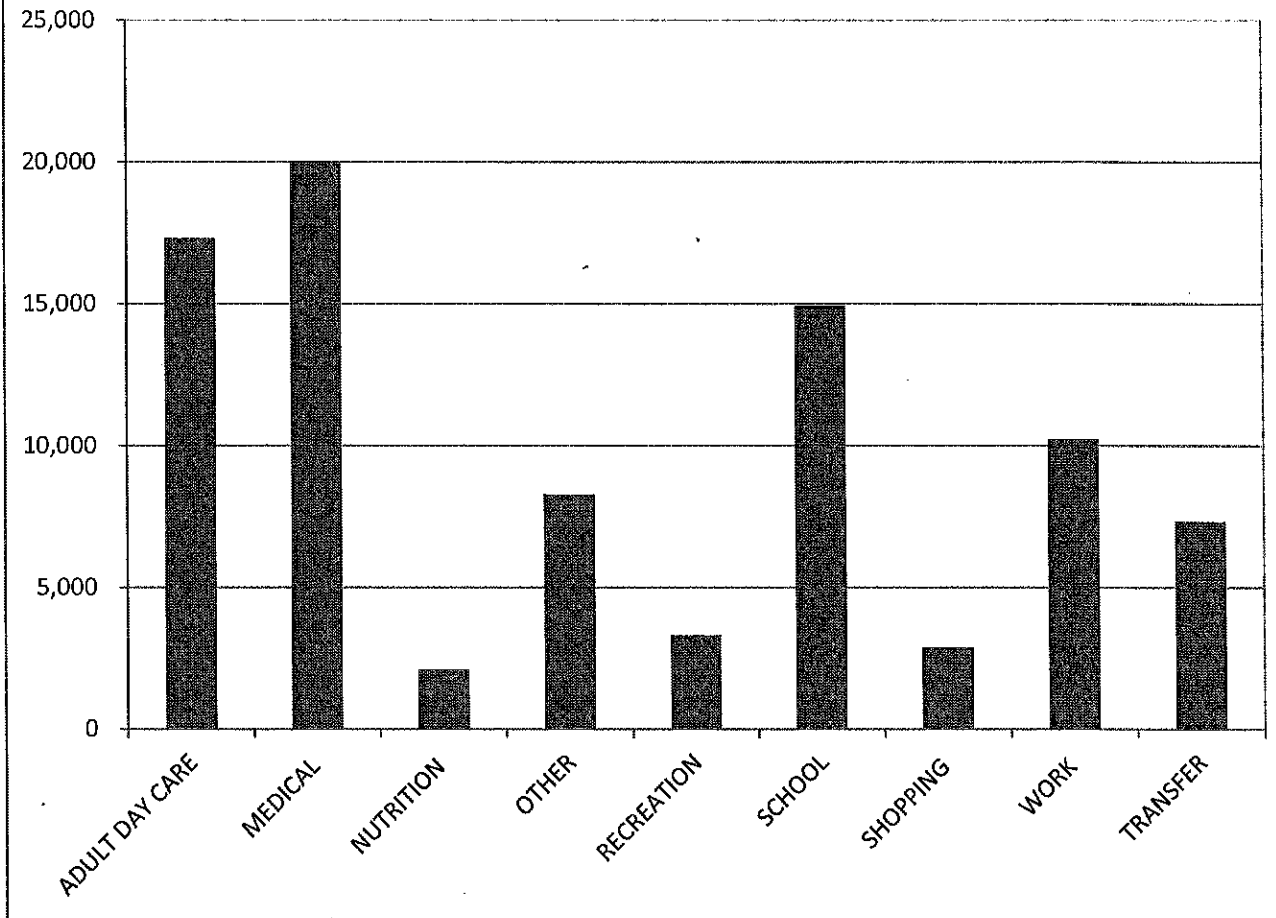
LINK rider eligibility is determined in accordance with the requirements of ADA paratransit service. The majority of trips are made for medical or adult day health care purposes.

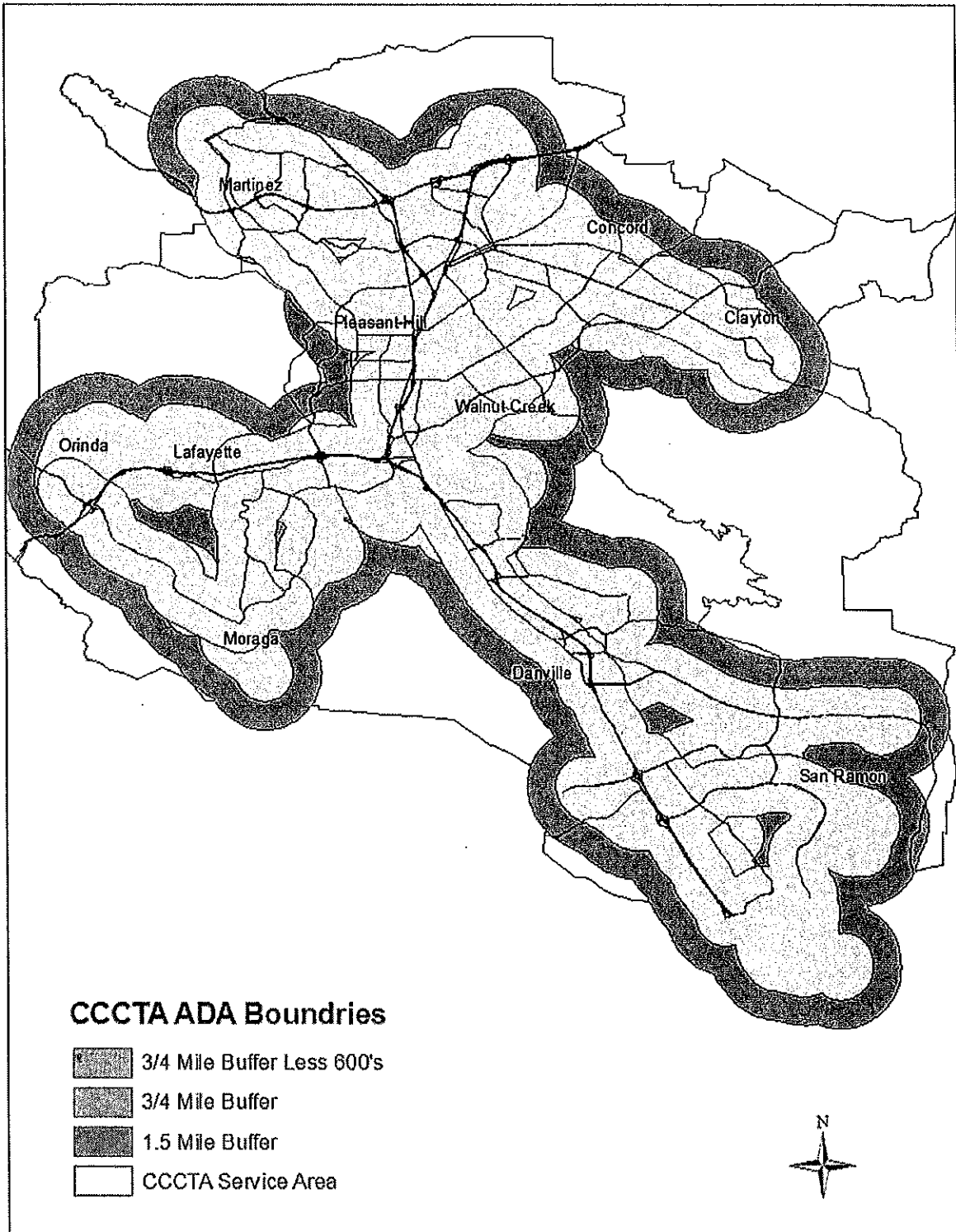


The service area is slightly larger than would be strictly required by the Americans with Disability Act (ADA). The LINK service area boundary is a footprint that was created prior to the Spring service cuts. It was designed to be a 1.5 mile buffer around weekday routes and $\frac{3}{4}$ mile buffer around the weekend routes, as the routes were in existence at that time. The service area was not reduced at the time the fixed route service area was changed.

The following chart shows the distribution of ADA paratransit trip purposes between July 2010 and January 2011. This continues the trend seen last year when medical related trips were the highest and shopping trips were among the lowest. This shows that County Connection's paratransit service continues to be a vital source of transit for Contra Costa County's ADA-eligible riders' most important trips.

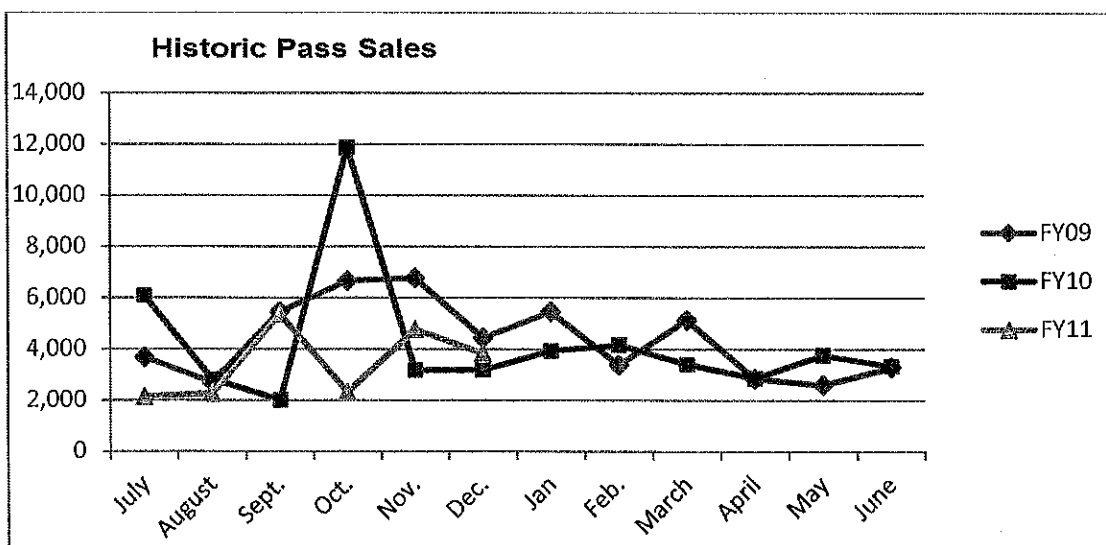
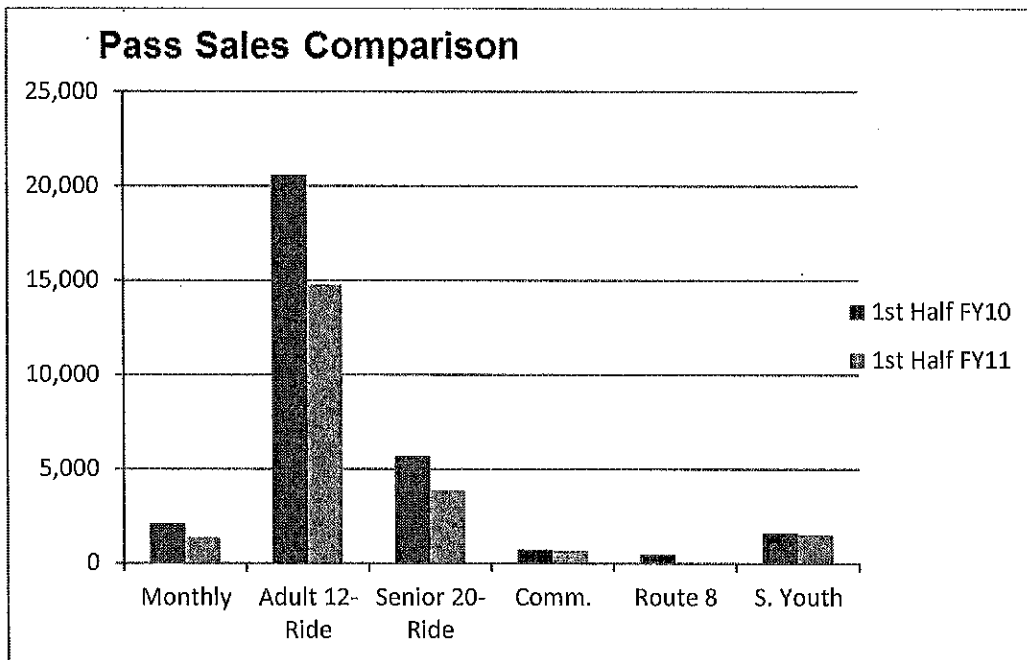
Trip Purpose FY 2010-11





Fixed Route Fares

Despite the stabilization of service levels, one minor fare change was made in FY 2010-11 to require passengers on express bus service to pay an additional \$0.25 when using a typical County Connection multi-ride pass. Prior to this clarification, only the single-ride express bus fares had been increased by \$0.25 while leaving the monthly and punch pass unchanged. This has increased the average fare/passenger indicator from \$1.21 to \$1.28, resulting in \$23,762 in anticipated additional revenue.



Comparison of Ridership by Demographic Category - January Comparison																							
Route	Adult Cash	12 Ride Punch	Commuter Cash	Youth Cash	Youth 12 Ride Punch	Senior Cash	Bus Transfer	Free	Bart Transfer	Monthly Pass	Commuter Card	Youth Monthly Pass	Senior 20 Ride Punch	Bart Plus	Senior Bart Transfer	Ace Train 91X	Bishop Ranch Pass	Chevron 91X	Galaxy 91X	Airport 91X	St Mary's Pass	JFKU Pass	TOTAL
2010	52,496	15,138	4,403	13,701	14,765	14,289	40,512	27,760	25,050	9,768	1,754	1,532	9,918	3,305	1,244	2,083	9,745	270	131	6	2,627	238	250,735
2011	53,960	14,898	4,700	15,761	17,029	16,337	44,046	27,940	25,194	10,340	3,182	1,759	9,993	2,737	1,174	2,149	15,450	201	101	16	2,416	240	269,623
	2.8%	-1.6%	6.8%	15.0%	15.3%	14.3%	8.7%	0.7%	0.6%	5.9%	84.4%	14.8%	0.7%	-17.2%	-5.7%	3.1%	58.5%	-25.6%	-22.5%	155.8%	-8.1%	1.2%	7.5%

Operations Budget

CCCTA staff developed the following three distinct operating budget scenarios:

Scenario 1: Status Quo

- Annual Cost Growth: 4% after FY12
- Annual Revenue Growth: STA and Measure J increase at 4% annually, all other revenue remains at FY13 levels
- Fare Increases: 4.7% in FY13, 11% in FY16, and 16% in FY20
- Service Reductions: None
- FY14 TDA Balance: \$481,517
- FY19 TDA Balance: -\$12,855,476

Scenario 2: TDA Balance Growth

- Cost Growth: 4% after FY12
- Revenue Growth: STA and Measure J increase at 4% annually, all other revenue remains at FY13 levels
- Fare Increases: 4.7% in FY13, 11% in FY16, and 16% in FY20
- Service Reductions: 10.6% in FY13 and 9% in FY20
- FY14 TDA Balance: \$5,447,876
- FY19 TDA Balance: \$7,233,994

Scenario 3: 50% STA Revenue Cut

- Cost Growth: 4% after FY12
- Revenue Growth: Only Measure J increases at 4% annually, STA decline by 50% in FY12 and increases by 4% thereafter. All other revenue remains at FY13 levels
- Fare Increases: 4.7% in FY13, 37% in FY16, and 37% in FY20
- Service Reductions: 10.6% in FY13 and 9% in FY19
- FY14 TDA Balance: \$1,301,258
- FY19 TDA Balance: 2,850,230

Status Quo Scenario

The first scenario is a status quo illustration of CCCTA's current growth projections. It shows a declining TDA balance. Based on this projection, CCCTA, despite service reductions, a fare increase in March of 2009, and a fleet reduction, will have a negative TDA balance by FY 2014-15. TDA revenues are still being generated at lower levels than expected and reflect the fact that the economy has not yet recovered to a point where we can count on growth. For this reason, the status quo scenario assumes a 4% annual growth rate after FY 2011-12. CCCTA needs the economy to turn around, TDA and STA revenues to grow and/or another type of infusion of funds to continue operating the current level of service beyond FY 2014-15. The operations budget presented below assumes future fare increases of approximately 10% in FY 2012-13, FY 2015-2016, and FY 2019-20. The TDA deficit then grows an average of 70% per year over the course of the SRTP period. The fixed-route service is forced to shoulder the growing costs for both itself and for the paratransit service as cutting paratransit is difficult. As such, the next two operating scenarios only account for fixed-route service. This scenario serves to demonstrate that even with a fare increase and no passenger decline, a deficit in FY 2014-15 looms.

Transportation Development Act Balance Growth Scenario

The second operating budget scenario is one that moves towards providing a more financially stable service by steadily increasing the agency's TDA balance. This is done through strategic cuts in fixed-route service and implementing a fare increase in FY 2018-19. These actions together would result in a TDA balance of \$5,447,876 by FY 2013-14 as opposed to \$481,517 from the status quo scenario. The first service cut would occur in FY 2012-13 and would eliminate 10.5% of service. This would be accompanied by a fare increase of 10% in FY 2012-13. The second cut of 10.5% in FY 2019-20 would provide the agency with a TDA balance that grows on average 10% annually and would provide financial stability and allow the agency to overcome additional revenue shortfalls should they occur.

50% Cut in State Transit Assistance Scenario

The final operating scenario is one that assumes a 50% cut in STA revenues. STA has been a volatile revenue source in the past and its future remains very much in question. In order to absorb this significant cut in essential revenue, CCCTA would need to implement a 10.5% service cut in FY 2012-13 along with the scheduled fare increase. Additionally, the 11% fare increase scheduled for FY 2015-16 would be increased to a 37% fare hike. Also, a fixed-route service cut would be implemented in FY 2017-18 and a second 37% fare increase is scheduled in FY 2019-20. These measures are similar to those taken in the previous scenario but do not have the same effect in increasing the agency's TDA balance because of the cut in STA funds. The TDA balance by FY 2013-14 would be \$1,301,258. These measures do not provide for service flexibility and make additional revenue shortfalls far more costly.

Note: All service cuts and fare increases are highlighted in orange

Operations Budget - Scenario 1 - Status Quo

FY 2010-11 to 2019-20

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
		1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	actual	Projected									
Fixed Route											
Revenue Hours	215,615	215,615	215,615	215,615	215,615	215,615	215,615	215,615	215,615	215,615	215,615
Total Hours	246,047	246,047	246,047	246,047	246,047	246,047	246,047	246,047	246,047	246,047	246,047
Cost/Total Hour	\$98.56	\$102.50	\$106.60	\$110.86	\$115.30	\$119.91	\$124.71	\$129.69	\$134.88	\$140.28	\$145.89
Total Cost	\$24,249,544	\$25,219,526	\$26,228,307	\$27,277,439	\$28,368,537	\$29,503,278	\$30,683,409	\$31,910,746	\$33,187,175	\$34,514,662	\$35,895,249
Passengers/RHr	15	15	15	15	15	15	15	15	15	15	15
Passengers	3,235,772	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225	3,234,225
Fare Revenue (incl Special)	\$4,175,831	\$4,061,525	\$4,157,892	\$4,366,204	\$4,366,204	\$4,366,204	\$4,851,338	\$4,851,338	\$4,851,338	\$4,851,338	\$5,659,894
Average Fare/Passenger	\$1.29	\$1.29	\$1.29	\$1.35	\$1.35	\$1.35	\$1.50	\$1.50	\$1.50	\$1.50	\$1.75
Net Operating Cost	\$20,073,713	\$21,158,001	\$22,070,415	\$22,911,235	\$24,002,333	\$25,137,074	\$25,832,072	\$27,059,408	\$28,335,838	\$29,663,325	\$30,235,355
Advertising	\$512,096	\$482,500	\$530,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
Investment Income	\$198,369	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500
FTA Planning	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 Flex Set-Aside	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 Preventative Maint	\$1,935,317	\$4,632,202	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
MTC Preventive Maintenance	\$827,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARRA	\$3,862,285	\$807,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA 4.0	\$9,966,455	\$9,089,658	\$9,354,501	\$12,640,859	\$13,372,880	\$13,913,889	\$14,293,063	\$15,191,942	\$16,126,777	\$17,099,005	\$17,301,566
STA (All)	\$0	\$2,988,708	\$2,656,726	\$2,762,995	\$2,873,515	\$2,988,455	\$3,107,994	\$3,232,313	\$3,361,606	\$3,496,070	\$3,635,913
Measure C											
Measure J	\$3,277,336	\$3,245,322	\$3,384,871	\$3,520,266	\$3,661,076	\$3,807,520	\$3,959,820	\$4,118,213	\$4,282,942	\$4,454,259	\$4,632,430
BART Express Bus	\$514,243	\$616,358	\$556,311	\$556,311	\$664,058	\$690,620	\$718,245	\$746,975	\$776,854	\$807,928	\$840,245
Dougherty Valley	\$228,589	\$183,000	\$225,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Other Local Grants	\$879,773	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
SWAT (92X & 35)	\$15,138	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
RM2/Express Bus	\$559,429	\$559,429	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090
Lifeline (JARC)	\$254,101	\$103,214	\$103,214	\$103,214	\$103,214	\$409,000	\$425,360	\$442,374	\$460,069	\$478,472	\$497,611
Sub Total Revenue	\$20,073,713	\$21,158,001	\$22,070,415	\$22,911,235	\$24,002,333	\$25,137,074	\$25,832,072	\$27,059,408	\$28,335,838	\$29,663,325	\$30,235,355
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TDA Balance

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Beginning Balance	\$3,564,000	\$1,874,145	\$3,124,694	\$4,338,206	\$2,569,271	\$481,517	-\$1,724,630	-\$3,826,402	-\$6,370,158	-\$9,373,683	-\$12,855,476
TDA 4.0 Allocation	\$10,124,143	\$12,044,701	\$12,826,590	\$13,339,654	\$13,873,240	\$14,428,169	\$15,005,296	\$15,605,508	\$16,229,728	\$16,878,917	\$17,554,074
TDA 4.0 Needed											
Fixed Route Operations	\$9,966,455	\$9,089,658	\$9,354,501	\$12,640,859	\$13,372,880	\$13,913,889	\$14,293,063	\$15,191,942	\$16,126,777	\$17,099,005	\$17,301,566
Paratransit Operations	\$1,847,543	\$1,704,495	\$2,258,577	\$2,467,730	\$2,588,114	\$2,720,427	\$2,814,005	\$2,957,322	\$3,106,476	\$3,261,706	\$3,428,282
Ending Balance	\$1,874,145	\$3,124,694	\$4,338,206	\$2,569,271	\$481,517	-\$1,724,630	-\$3,826,402	-\$6,370,158	-\$9,373,683	-\$12,855,476	-\$17,301,566

Paratransit Budget:

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Increase in cost per Total Hr	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	2.04
actual:											
Paratransit											
Revenue Hours	84,151	84,151	84,151	84,151	84,151	84,151	84,151	84,151	84,151	84,151	84,151
Total Hours	104,110	104,110	104,110	104,110	104,110	104,110	104,110	104,110	104,110	104,110	104,110
Cost/Total Hour	\$49.46	\$51.44	\$53.50	\$55.64	\$57.86	\$60.18	\$62.58	\$65.09	\$67.69	\$70.40	\$143.61
Total Cost	\$5,149,277	\$5,355,248	\$5,569,458	\$5,792,236	\$6,023,926	\$6,264,883	\$6,515,478	\$6,776,097	\$7,047,141	\$7,329,026	\$14,951,214
Passengers/RHr	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05
Passengers	172,317	172,510	172,510	172,510	172,510	172,510	172,510	172,510	172,510	172,510	172,510
Fare Revenue	\$579,981	\$570,802	\$590,802	\$603,783	\$603,783	\$603,783	\$646,911	\$646,911	\$646,911	\$646,911	\$646,911
Average Fare/Passenger	\$3.37	\$3.25	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	\$3.75	\$3.75	\$3.75	\$3.75
Net Operating Cost	\$4,569,296	\$4,784,446	\$4,978,656	\$5,188,453	\$5,420,142	\$5,661,099	\$5,868,567	\$6,129,186	\$6,400,230	\$6,682,116	\$14,304,303
Advertising + Interest	\$3,515	\$1,300	\$300	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000
5307 ADA Self-Aside	\$997,258	\$732,526	\$761,827	\$792,300	\$823,992	\$856,952	\$891,230	\$926,879	\$963,954	\$1,002,512	\$1,042,613
TDA 4.5	\$615,595	\$464,173	\$655,865	\$682,100	\$709,384	\$737,759	\$767,269	\$797,960	\$829,878	\$863,074	\$897,597
TDA 4.0	\$1,847,543	\$1,704,495	\$2,258,577	\$2,467,730	\$2,588,114	\$2,720,427	\$2,814,005	\$2,957,322	\$3,106,476	\$3,261,706	\$10,752,282
STA (All)		\$881,728	\$247,554	\$135,000	\$146,000	\$150,380	\$154,891	\$159,538	\$164,324	\$169,254	\$174,332
Prop 42 Revenue											
Measure C & J											
Measure J	\$904,450	\$830,224	\$863,433	\$897,970	\$933,889	\$971,245	\$1,010,094	\$1,050,498	\$1,092,518	\$1,136,219	\$1,181,668
New Freedom			\$16,000	\$17,000	\$17,000	\$17,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
BART ADA (3% growth)	\$200,934	\$170,000	\$175,100	\$180,353	\$185,764	\$191,336	\$197,077	\$202,989	\$209,079	\$215,351	\$221,811
Sub Total Non Operating Revenues	\$4,569,296	\$4,784,446	\$4,978,656	\$5,188,453	\$5,420,142	\$5,661,099	\$5,868,567	\$6,129,186	\$6,400,230	\$6,682,116	\$14,304,303
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Operations Budget - Version 2 - TDA Balance Growth

FY 2010-11 to 2019-20

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
		1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
		Projected									
Fixed Route											
Revenue Hours	215,615	215,615	215,615	192,790	192,790	192,790	192,790	192,790	192,790	192,790	175,263
Total Hours	246,047	246,047	246,047	220,000	220,000	220,000	220,000	220,000	220,000	220,000	200,000
Cost/Total Hour	\$98.56	\$102.50	\$106.60	\$110.86	\$115.30	\$119.91	\$124.71	\$129.69	\$134.88	\$140.28	\$145.89
Total Cost	\$24,249,544	\$25,219,526	\$26,228,307	\$24,389,798	\$25,365,390	\$26,380,005	\$27,435,206	\$28,532,614	\$29,673,918	\$30,860,875	\$29,177,555
Passengers/R/Hr	15	15	15	15	15	15	15	15	15	15	15
Passengers	3,235,772	3,234,225	3,234,225	2,891,844	2,891,844	2,891,844	2,891,844	2,891,844	2,891,844	2,891,844	2,628,949
Fare Revenue (incl Special)	\$4,175,831	\$4,061,525	\$4,157,892	\$3,903,989	\$3,903,989	\$3,903,989	\$4,337,766	\$4,337,766	\$4,337,766	\$5,060,727	\$4,600,661
Average Fare/Passenger	\$1.29	\$1.29	\$1.29	\$1.35	\$1.35	\$1.35	\$1.50	\$1.50	\$1.50	\$1.75	\$1.75
Net Operating Cost	\$20,073,713	\$21,158,001	\$22,070,415	\$20,485,809	\$21,461,401	\$22,476,016	\$23,097,440	\$24,194,848	\$25,336,153	\$25,800,148	\$24,576,894
Advertising	\$512,096	\$482,500	\$530,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
Investment Income	\$198,369	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500
FTA Planning	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 Flex Set-Aside	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 Preventative Maint	\$1,935,317	\$4,632,202	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
MTC Preventative Maintenance	\$827,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Operating Revenue											
ARRA	\$3,862,285	\$807,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA 4.0	\$9,966,455	\$9,089,658	\$9,354,501	\$10,215,433	\$10,831,947	\$11,252,831	\$11,558,431	\$12,327,382	\$13,127,092	\$13,235,829	\$11,643,105
STA (All)	\$0	\$2,988,708	\$2,656,726	\$2,762,995	\$2,873,515	\$2,988,455	\$3,107,994	\$3,232,313	\$3,361,606	\$3,496,070	\$3,635,913
Measure C											
Measure J	\$3,277,336	\$3,245,322	\$3,384,871	\$3,520,266	\$3,661,076	\$3,807,520	\$3,959,820	\$4,118,213	\$4,282,942	\$4,454,259	\$4,632,430
BART Express Bus	\$514,243	\$616,358	\$556,311	\$556,311	\$664,058	\$690,620	\$718,245	\$746,975	\$776,854	\$807,928	\$840,245
Dougherty Valley	\$228,589	\$183,000	\$225,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Other Local Grants	\$879,773	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
SWAT (92X & 35)	\$15,138	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
RM2/Express Bus	\$559,429	\$559,429	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090
Lifeline (JARC)	\$0	\$254,101	\$103,214	\$103,214	\$103,214	\$409,000	\$425,360	\$442,374	\$460,069	\$478,472	\$497,611
Sub Total Revenue	\$20,073,713	\$21,158,001	\$22,070,415	\$20,485,809	\$21,461,401	\$22,476,016	\$23,097,440	\$24,194,848	\$25,336,153	\$25,800,148	\$24,576,894
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TDA Balance

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Beginning Balance	\$3,564,000	\$1,874,145	\$3,124,694	\$4,338,206	\$4,994,697	\$5,447,876	\$5,902,787	\$6,535,647	\$6,856,451	\$6,852,612	\$7,233,994
TDA 4.0 Allocation	\$10,124,143	\$12,044,701	\$12,826,590	\$13,339,654	\$13,873,240	\$14,428,169	\$15,005,296	\$15,605,508	\$16,229,728	\$16,878,917	\$17,554,074
TDA 4.0 Needed											
Fixed Route Operations	\$9,966,455	\$9,089,658	\$9,354,501	\$10,215,433	\$10,831,947	\$11,252,831	\$11,558,431	\$12,327,382	\$13,127,092	\$13,235,829	\$11,643,105
Paratransit Operations	\$1,847,543	\$1,704,495	\$2,258,577	\$2,467,730	\$2,588,114	\$2,720,427	\$2,814,005	\$2,957,322	\$3,106,476	\$3,261,706	\$10,752,282
Ending Balance	\$1,874,145	\$3,124,694	\$4,338,206	\$4,994,697	\$5,447,876	\$5,902,787	\$6,535,647	\$6,856,451	\$6,852,612	\$7,233,994	\$2,392,681

Operations Budget - Version 3 - 50% cut in STA

FY 2010-11 to 2019-20

	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20		
	actual	Projected											
Fixed Route													
Revenue Hours	215,615	215,615	215,615	192,790	192,790	192,790	192,790	192,790	175,263	175,263	161,242		
Total Hours	246,047	246,047	246,047	220,000	220,000	220,000	220,000	220,000	200,000	200,000	184,000		
Cost/Total Hour	\$98.56	\$102.50	\$106.60	\$110.86	\$115.30	\$119.91	\$124.71	\$129.89	\$134.88	\$140.28	\$145.89		
Total Cost	\$24,249,544	\$25,219,526	\$26,228,307	\$24,389,798	\$25,365,390	\$26,380,005	\$27,435,206	\$28,552,614	\$26,976,289	\$28,055,341	\$26,843,350		
Passengers/R/Hr	15	15	15	15	15	15	15	15	15	15	15		
Passengers	3,236,772	3,234,225	3,234,225	2,891,844	2,891,844	2,891,844	2,891,844	2,891,844	2,628,949	2,628,949	2,418,633		
Fare Revenue (incl Special)	\$4,175,831	\$4,061,525	\$4,157,892	\$3,903,989	\$3,903,989	\$3,903,989	\$5,349,911	\$5,349,911	\$4,863,556	\$4,863,556	\$6,167,514		
Average Fare/Passenger	\$1.29	\$1.29	\$1.29	\$1.35	\$1.35	\$1.35	\$1.85	\$1.85	\$1.85	\$1.85	\$2.55		
Net Operating Cost	\$20,073,713	\$21,158,001	\$22,070,415	\$20,485,809	\$21,461,401	\$22,476,016	\$22,085,294	\$23,182,703	\$22,112,734	\$23,191,785	\$20,675,836		
Advertising	\$512,096	\$492,500	\$530,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000		
Investment Income	\$198,369	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500	\$148,500		
FTA Planning	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5307 Flex Set-Aside	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
5307 Preventative Maint	\$1,935,317	\$4,632,202	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000		
MTC Preventive Maintenance	\$827,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Non-Operating Revenue	\$3,862,285	\$807,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
ARRA	\$9,966,455	\$9,089,658	\$10,682,864	\$11,596,930	\$12,268,705	\$12,747,059	\$12,100,282	\$12,931,394	\$11,584,476	\$12,375,501	\$9,560,004		
TDA 4.0	\$0	\$2,988,708	\$1,328,363	\$1,381,498	\$1,436,757	\$1,494,228	\$1,553,997	\$1,616,157	\$1,680,803	\$1,748,035	\$1,817,956		
Measure C	\$3,277,336	\$3,245,322	\$3,384,871	\$3,520,266	\$3,661,076	\$3,807,520	\$3,959,820	\$4,118,213	\$4,282,942	\$4,454,259	\$4,632,430		
BART Express Bus	\$514,243	\$616,358	\$556,311	\$556,311	\$664,058	\$690,620	\$718,245	\$746,975	\$776,854	\$807,928	\$840,245		
Dougherty Valley	\$228,569	\$183,000	\$225,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		
Other Local Grants	\$879,773	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000		
SWAT (92X & 35)	\$15,138	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000		
RM2/Express Bus	\$559,429	\$559,429	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090		
Lifeline (JARC)	\$254,101	\$254,101	\$103,214	\$103,214	\$103,214	\$409,000	\$425,360	\$442,374	\$460,069	\$478,472	\$497,611		
Sub Total Revenue	\$20,073,713	\$21,158,001	\$22,070,415	\$20,485,809	\$21,461,401	\$22,476,016	\$22,085,294	\$23,182,703	\$22,112,734	\$23,191,785	\$20,675,836		
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

TDA Balance

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
Beginning Balance	\$3,564,000	\$1,874,145	\$3,124,694	\$3,009,843	\$2,284,837	\$1,301,258	\$261,942	\$352,950	\$69,743	\$1,608,519	\$2,850,230
TDA 4.0 Allocation	\$10,124,143	\$12,044,701	\$12,826,590	\$13,339,654	\$13,873,240	\$14,428,169	\$15,005,296	\$15,605,508	\$16,229,728	\$16,878,917	\$17,554,074
TDA 4.0 Needed											
Fixed Route Operations	\$9,966,455	\$9,089,658	\$10,682,864	\$11,596,930	\$12,268,705	\$12,747,059	\$12,100,282	\$12,931,394	\$11,584,476	\$12,375,501	\$9,560,004
Paratransit Operations	\$1,847,543	\$1,704,495	\$2,258,577	\$2,467,730	\$2,588,114	\$2,720,427	\$2,814,005	\$2,957,322	\$3,106,476	\$3,261,706	\$10,752,282
Ending Balance	\$1,874,145	\$3,124,694	\$3,009,843	\$2,284,837	\$1,301,258	\$261,942	\$352,950	\$69,743	\$1,608,519	\$2,850,230	\$92,018

Capital Program

CCCTA's Capital Program outlines County Connection's major capital expenditures over a 10-year horizon. Staff has elected to use leftover funds from the Diablo Valley College project and the 40 bus procurement for a proposed Intelligent Transportation Systems (ITS) project designed to update hardware and software bringing vital communication equipment into a state of good repair.

CCCTA staff has also found capital savings by downsizing the fixed-route fleet by 10 buses, re-directing the \$5.5 million in FTA 5307 funding to preventive maintenance.

County Connection also received an increase in Proposition 1B funding over the FY 2010-11 amount. CCCTA has been allocated \$4.8 million in FY compared to \$1 million allocated in FY 2009-10. These funds are contingent upon the sale of State Bonds and staff is planning on them as local match for the FY 2011-12 fixed-route and paratransit bus purchases as well as necessary investments in facility rehabilitation.

Capital Program						
Revenue Fleet - Fixed Route						
#	Description	Series	Year in Service	MTC's Useful Life	Replacement Year	Next Replacement
10	Heavy Duty bus - 40'	2000-2009	2000	12	2012	2024
7	Heavy Duty bus - 30'	100-106	2001	12	2013	2025
14	Heavy Duty bus - 40'	200-213	2002	12	2014	2026
18	Heavy Duty bus - 30'	300-317	2002	12	2014	2026
13	Heavy Duty bus - 35'	400-412	2002	12	2014	2026
19	Heavy Duty bus - 40'	500-518	2002	12	2014	2026
40	Heavy Duty bus - 40'	900-940	2010	12	2022	2034
121						
Revenue Fleet - Paratransit						
38	Ford Cutaways - 22'	2L01-38	2002	5	2011	2016
4	Ford Cutaways - 24'	2L39-42	2002	5	2011	2016
4	Ford Cutaways - 22'	4L01-4	2004	7	2012	2019
4	Ford Minivan	4L05-8	2004	6	2012	2018
6	Ford Cutaways - 22'	5L01-6	2005	7	2013	2020
3	Chevy Microvan	7L01-03	2007	6	2013	2019
1	Ford Minivan	7L04	2007	6	2013	2019
3	Ford Cutaways - 22'		2008	7	2015	2022
63						

Fixed Route Fleet											
#	Description	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
40	Heavy Duty bus - 40'										
10	Heavy Duty bus - 40'		10								
7	Heavy Duty bus - 30'			7							
14	Heavy Duty bus - 40'				14						
18	Heavy Duty bus - 30'				18						
13	Heavy Duty bus - 35'				13						
19	Heavy Duty bus - 40'				19						
	Sub Total 40' Foot		10		33						
	Sub Total 35'				13						
	Sub Total 30'			7	18						
	Grand Total		10	7	64						
Paratransit Fleet											
38	Ford Cutaways - 22'	38					38				
4	Ford Cutaways - 24'	4					4				
4	Ford Cutaways - 22'		4							4	
4	Ford Minivan		4						4		
6	Ford Cutaways - 22'			6							6
3	Chew Microvan			3						3	
1	Ford Minivan			1						1	
3	Ford Cutaways - 22'					3					
	Total under 26'	42	4	6		3	42		4	4	6
	Total under 22'		4	4					4	4	

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
MTC's Price 10-11	1.03									
Transit Bus 40' Hybrid	\$678,000	\$698,000	\$718,940	\$740,508	\$762,723	\$785,605	\$809,173	\$833,449	\$858,452	\$884,206
Federal	\$546,617	\$562,742	\$579,609	\$596,998	\$614,908	\$633,355	\$652,356	\$671,926	\$692,084	\$712,846
Local	\$131,383	\$135,258	\$139,331	\$143,510	\$147,816	\$152,250	\$156,818	\$161,522	\$166,368	\$171,359
Transit Bus 35' Hybrid	\$658,000	\$687,000	\$707,610	\$728,838	\$750,703	\$773,225	\$796,421	\$820,314	\$844,923	\$870,271
Federal	\$530,595	\$553,997	\$570,617	\$587,735	\$605,367	\$623,528	\$642,234	\$661,501	\$681,346	\$701,787
Local	\$127,405	\$133,003	\$136,993	\$141,103	\$145,336	\$149,696	\$154,187	\$158,813	\$163,577	\$168,484
Transit Bus 30' Hybrid	\$640,000	\$659,000	\$678,770	\$699,133	\$720,107	\$741,710	\$763,962	\$786,880	\$810,487	\$834,801
Federal	\$216,195	\$531,520	\$547,496	\$563,921	\$580,838	\$598,264	\$616,211	\$634,098	\$653,739	\$673,351
Local	\$123,805	\$127,480	\$131,274	\$135,212	\$139,269	\$143,447	\$147,750	\$152,183	\$156,748	\$161,451
Cut-Away/Van Under 26', 5-Year, Gas	\$78,000	\$80,000	\$82,400	\$84,872	\$87,418	\$90,041	\$92,742	\$95,524	\$98,390	\$101,342
Federal	\$63,667	\$65,299	\$66,464	\$68,458	\$70,511	\$72,627	\$74,806	\$77,050	\$79,361	\$81,742
Local	\$14,333	\$14,701	\$15,936	\$16,414	\$16,907	\$17,414	\$17,936	\$18,474	\$19,029	\$19,599
Cut-Away under 26', 7 year, Gas	\$109,000	\$112,000	\$115,360	\$118,821	\$122,385	\$126,057	\$129,839	\$133,734	\$137,746	\$141,878
Federal	\$90,470	\$92,960	\$95,749	\$98,621	\$101,580	\$104,627	\$107,766	\$110,999	\$114,329	\$117,759
Local	\$18,530	\$19,040	\$19,611	\$20,200	\$20,806	\$21,430	\$22,073	\$22,735	\$23,417	\$24,119
Minivan Under 22'	\$50,000	\$52,000	\$53,560	\$55,167	\$56,822	\$58,526	\$60,282	\$62,091	\$63,953	\$65,872
Federal	\$41,720	\$43,389	\$44,690	\$46,031	\$47,412	\$48,834	\$50,300	\$51,808	\$53,363	\$54,964
Local	\$8,280	\$8,611	\$8,870	\$9,136	\$9,410	\$9,692	\$9,983	\$10,282	\$10,591	\$10,908
Revenue Fleet										
Fixed Route		\$6,980,000	\$4,751,390	\$46,496,064						
Federal		\$5,627,420	\$3,832,471	\$37,503,725						
Local		\$1,352,580	\$918,919	\$8,992,339						
Paratransit	\$3,746,000	\$656,000	\$906,400	\$367,156	\$3,781,710	\$248,362.88	\$806,797	\$851,269.49		
Federal	\$2,996,800	\$545,396	\$752,312	\$304,740	\$3,138,819	\$206,141	\$669,642	\$706,554		
Local	\$749,200	\$110,604	\$154,088	\$62,417	\$642,891	\$42,222	\$137,156	\$144,716		
Total Replacement Capital (MTC price)	\$3,746,000	\$7,636,000	\$5,657,790	\$46,496,064	\$367,156	\$3,781,710	\$248,363	\$806,797	\$851,269	
Federal	\$2,996,800	\$6,172,816	\$4,584,783	\$37,503,725	\$304,740	\$3,138,819	\$206,141	\$669,642	\$706,554	
Local (for MTC price)	\$749,200	\$1,463,184	\$1,073,007	\$8,992,339	\$62,417	\$642,891	\$42,222	\$137,156	\$144,716	

Non Revenue Fleet

	Year in Service	Useful Life	Replacement Year
Cars and Supervisor Vans			
3	Ford Escape Hybrid	2010	7 2017 2024
1	Ford Taurus	2000	7 2009 2016
2	Ford 1 Ton Diesel van	2003	7 2010 2017
1	Ford 1/2 ton gas Van	2003	7 2010 2017
2	Crown Vic	2004	7 2011 2018
1	Pontiac Sedan	2006	7 2013 2020
2	Chevy uplander van	2006	7 2014 2021

Shop Trucks

1	Ford Flat Bed diesel	1996	7	2009	2016
2	Ford F-250	2006	7	2013	2020
1	Ford cargo van gas	2006	7	2013	2020
16					

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Total
Cars	1	2		1			1		2		1	
Vans	3			1	2			3				
Trucks	1			2			1				3	
Price												
Car	\$27,810	\$28,644	\$29,504	\$30,389	\$31,300	\$32,239	\$33,207	\$34,203	\$35,229	\$36,286	\$37,374	
Van	\$49,440	\$50,923	\$52,451	\$54,024	\$55,645	\$57,315	\$59,034	\$60,805	\$62,629	\$64,508	\$66,443	
Truck	\$52,500	\$55,125	\$57,881	\$60,775	\$63,814	\$67,005	\$70,355	\$73,873	\$77,566	\$81,445	\$85,517	
Total Cost	\$27,810	\$57,289		\$30,389			\$33,207	\$182,415	\$70,458		\$37,374	
Vans	\$148,320			\$54,024	\$111,290							
Trucks	\$52,500			\$121,551			\$70,355				\$256,551	
Total	\$228,630	\$57,289		\$205,964	\$111,290		\$103,562	\$182,415	\$70,458		\$293,925	\$959,607

Non Vehicle Capital Projects	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Total
Facility Equipment (furniture, office equip., IT projects)	\$220,000	\$215,000	\$115,000	\$230,000	\$120,000	\$325,000	\$130,000	\$325,000	\$135,000	\$155,000	\$1,970,000
Maintenance Tools and Equipment	\$233,000	\$170,000	\$192,000	\$235,000	\$155,000	\$85,000	\$65,000	\$100,000	\$150,000	\$100,000	\$1,485,000
Facility Maintenance	\$154,500	\$159,135	\$163,909	\$168,826	\$573,891	\$578,956	\$608,841	\$627,106	\$645,920	\$125,000	\$3,806,084
Facility Rehab		\$3,391,468									\$3,391,468
Facility Security Project	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$1,169,190
ITS	\$900,000										\$900,000
Signage and Street Amenities					\$500,000				\$500,000		\$1,000,000
Pacheco Hub			\$3,500,000								\$3,500,000
Non Vehicle Project Total	\$1,624,419	\$4,052,522	\$4,087,828	\$750,745	\$1,465,810	\$1,105,875	\$920,760	\$1,169,025	\$1,547,839	\$496,919	\$16,724,823
Non Revenue Fleet	\$57,289		\$205,964	\$111,290		\$103,562	\$182,415	\$70,458		\$293,925	\$730,977
Revenue Fleet	\$4,216,000	\$7,692,000	\$5,727,790	\$46,496,064	\$388,156	\$4,075,710		\$276,363	\$862,797		\$69,734,880
Grand Total Capital	\$5,897,708	\$11,744,522	\$10,021,582	\$47,358,100	\$1,853,966	\$5,285,146	\$1,103,175	\$1,515,846	\$2,410,636	\$1,684,114	\$87,190,681

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Total
Total Capital Program Cost	\$5,897,708	\$11,744,522	\$10,021,582	\$47,358,100	\$1,853,966	\$5,285,146	\$1,103,175	\$1,515,846	\$2,410,636	\$1,684,114	\$88,874,794
Capital Funding											
Federal 5307 - Replacement Vehicle	\$2,996,800	\$6,172,816	\$4,584,783	\$37,503,725	\$304,740	\$3,138,819		\$206,141	\$669,642	\$706,554	\$56,284,020
Prior Year Federal 5307	\$600,000										\$600,000
Prop 1B - PTMSEA	\$1,098,757	\$4,854,652	\$1,098,757	\$1,098,757	\$393,347						\$8,544,270
Prop 1B - TSGP - Security	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$1,169,190
Prior Year Prop 1B DVC	\$840,000										\$840,000
Bridge Toll Estimate	\$300,000	\$300,000	\$300,000	\$1,500,000	\$300,000						\$2,700,000
Prior Year Bridge Toll	\$310,700										\$310,700
Prior Year Pacheco Funding			\$3,500,000								\$3,500,000
Prior Year TDA - Capital	\$600,000		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,200,000
Capital Funding Estimate	\$6,863,176	\$11,444,387	\$9,800,459	\$40,419,401	\$1,315,006	\$3,455,738	\$316,919	\$523,060	\$986,561	\$1,023,473	\$75,124,707
Prior Year Carryover	\$12,409,856	\$10,465,793	\$40,863,612	\$5,179,482	\$3,577,710	\$8,545,937	\$9,126,052	\$9,655,337	\$11,042,500		\$122,726,614
Capital Surplus	\$965,468	\$665,334	\$444,211	-\$6,494,487	-\$7,033,448	-\$8,862,856	-\$9,649,112	-\$10,641,898	-\$12,065,973	-\$12,726,614	-\$52,672,762

Capital Vision List:


As part of the FY 2010-11 SRTP Capital Plan, staff has included the following unfunded “vision projects” as a commitment to ensure that County Connection remains in a state of good repair while maneuvering itself to meet the growing needs of a diversifying population. These projects remain largely unfunded but with the current economic uncertainty staff believes it is important to have bold yet necessary projects on hand should funding become available.

Project Title	Project Description	Project Status
Solar Project	Install solar panels at CCCTA headquarters to offset energy usage and reduce greenhouse gas emissions	Initial Study Complete; future remains unfunded
Bus Stop Inventory	Conduct an inventory of existing bus stops that would be data based to ease the process of assessing bus stop needs as well as ensure that they stay in a state of good repair	Unfunded
Bus Shelter Upgrades	Upgrade existing and install new bus stop shelters that display real-time bus arrival times	Unfunded
HOV Hwy Ramps	Study, design, and construct HOV freeway ramps at the Bishop Ranch exit on I-680 to increase service efficiency	Unfunded
Electric Trolley	Replace existing diesel trolley fleet that runs a very productive free route to walnut creek with electric trolleys and necessary infrastructure. This would reduce long term fuel cost and reduce local emissions in a dense business district	Unfunded

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Rivieria Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
6L	BART Orinda, Orinda Wy
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek
10	BART Concord, Clayton Rd, Center St, Marsh Creek Rd
11	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
14	BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek

28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancincos Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancincos Pkwy, Old Quarry Rd, DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fostoria Wy, San Ramon Transit Center- Shops at BR.
601	N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd, Danville Blvd, Hillgrade Ave., Crest Ave, Rossmoor Shopping Center
602	Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek

603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
607	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Oak Grove Rd, Walnut Ave
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michigan Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Ln, Village Pkwy, Dublin Blvd, BART Dublin

TO: Board of Directors**DATE:** April 13, 2011**FROM:** Rick Ramacier 
General Manager**SUBJECT:** Metropolitan Transportation
Commission (MTC) Transit
Sustainability Project (TSP)
Update**Background**

In 2010, MTC launched its work on the TSP. This project is ostensibly about finding ways to make public transit financially sustainable in the Bay Area over the next many years. MTC financial projections over the next 25 years show that the region will have a combined \$26 billion dollar transit capital and operating shortfall. Also, MTC staff has presented data that suggest that increases in the unit costs of providing transit in the region have far outpaced any growth in service supplied or in growth in transit usage. Finally, MTC staff note that most of the Bay Area transit systems have made great cuts in service recently and have lost ridership. In short, MTC finds that transit in the Bay Area is not financially sustainable, and is in danger of imploding.

The TSP has been sorted into three areas of study: financial, service delivery, and institutional. Each of the three areas is connected to a technical advisory committee (TAC). Each TAC is made up of select operator staff. These TACS are to advise MTC staff, MTC consultants, and the TSP Project Steering Committee (PSC). The PSC meets to review all work before it is sent to the MTC Commission. The three TACS are reviewing and commenting on the work being done within their respective areas of study.

A bevy of consultants have been placed on retainer by MTC staff to conduct the work of the TSP. These consultants are made up from many of the better known transportation consulting groups. They are directed by MTC staff.

The work of the financial consultants is in the late stages, the service delivery work is now in full swing, and the institutional work will get underway very soon. MTC staff expects to take the entire TSP to a greater public review later this summer. It is the intent of MTC staff to bring a final TSP to the Commission around the fall 2011 timeframe.

The work of the TSP is expected to play greatly into the next Regional Transportation Plan (RTP) and have a significant impact of how the region funds, plans and organizes transit. Thus, the work of the TSP will be greatly important to County Connection and the people we serve.

TSP Financial Work

The financial analysis is close to being finished. This work greatly focused on how transit operators could or should cut operating costs. A decision was quickly reached to focus on the seven so-called large operators (BART, MUNI, AC Transit, VTA, SamTrans, Golden Gate Transit, and the CalTrain). A lot of work has been generated suggesting that these seven agencies have costs per hour of service significantly greater than other large transit agencies located elsewhere in the country. It has been suggested that these agencies need to lower their hourly operating costs by at least 10% which would save the region as much \$235 million dollars annually according to the MTC consultants.

The consultants arrive at \$235 million in savings by making the following assumptions:

- A savings of about \$65 million from pension reform. The consultants suggest this would come from agencies moving to a two tiered system. They do not provide any meaningful data to back this up.
- A savings of about \$80 million from bus operator work rule reform. The consultants do provide some examples of how this can be achieved through things like reducing layover time (time the driver is paid but not driving a bus), increasing part time work, and by greatly increasing contracting out. Some general managers and some labor leaders have been suggested that some of this work is significantly unrealistic or operationally not possible for reasons not understood or considered by the consultants.
- A savings of about \$90 million by reducing the percentage of operating costs associated with administrative functions. The consultants maintain that the average transit system has about 15% of its operating costs tied to administrative functions. The consultants have calculated that the seven largest Bay Area systems have an average administrative cost percentage of 19.6%. The consultants maintain that if the seven largest Bay Area systems were to reduce their administrative function costs down to 15% of their operating costs that the region would save about \$90 million annually. The consultants have not presented any work on how this reduction could occur. This last piece has received a fair amount of media play recently.

Thus far, the financial work has not looked at the costs associated with maintenance, procurement, or other things not associated with bus operator labor, administrative costs, or pensions and health care.

The TSP has found that the largest seven operators make up about 93% of the region's total annual transit operating costs. Very little work has been done with the 19 smaller transit systems. It is interesting to note that County Connection has been held up as the model of cost control for the seven large agencies. We are the 8th biggest system in the Bay Area as a comparison.

Service Delivery Work

This work is focused on developing a series of performance measures and standards that transit systems and services would be expected to meet. Work has been done at the individual route

level to apply a number of different measures to see how well these routes do against a standard for each measure. There is also a separate paratransit set of work looking at the costs and the provision of paratransit service.

The consultants are working to create a set of service definitions (urban trunk, express, local network, etc.), each with its own set of performance measures and standards. Nothing specific has been proposed yet. But, it will be very soon. Some of the concepts thrown out by the consultants so far would likely pose significant challenges for County Connection in terms of meeting standards.

It would appear from the work done thus far, and by comments made by MTC staff or the consultants, that the hope of this work will be to serve as an impetus for more “rational” service decisions that lead to greater service productively and that will lead to greater support from local jurisdictions in making land use decisions and other decisions that serve to increase transit usage.

Specific service definitions, and specific performance measures and standards are due out in draft proposal form very soon. At that time, we will share that with you those items.

Institutional Work

This work has yet to begin, or yet to be shared with anyone beyond the consultants or MTC staff. It is due to begin this spring. This work is going to look at how savings or improvements might be made by functional and/or institutional consolidations.

Analysis and Meaning

While the financial work is aimed mainly at the seven large agencies, that work could be applied to County Connection as well. While we enjoy significant lower hourly operational costs than the larger agencies, we could be subject to new cost control requirements that MTC may try to impose on transit operators as a result of the TSP.

However, in the area of service performance measures and standards, County Connection could be greatly impacted. It is possible that the measures and standards will be set such that some of our routes may not make the standards. It is reasonable to think that we would be expected to do something with those services that did not meet regionally imposed standards. This could include not using “regional” funds to support service that does not meet the regional standards. This holds true for most of the smaller and suburban bus agencies.

To that end, the staffs at the smaller and suburban bus agencies are working together to proactively engage MTC staff on these issues in an effort to steer this to a point that we can live with. That will be an ongoing process.

Finally, if the institutional work brings forward recommendations on consolidating functions and/or agencies, the impact to County Connection could be profound. It is hard to tell if this would be viewed positively or negatively. The devil is certainly in the details on this one.

The TSP and what is a Regional Fund Source?

MTC has suggested the TSP will be used to make future decisions on how to allocate regional transit funds. Thus, it logically follows that conditions could be placed on transit systems that receive regional funds relative to the adopted recommendations of the TSP. This raises the following points:

- Will MTC impose a set of requirements that operators meet cost control targets, service standards, or institutional savings in order to receive regional funding?
- What will MTC do with regional funding it denies an operator that fails to comply with TSP adopted recommendations?
- What is a regional fund? MTC staff has suggested regional funds include all non-earmarked federal funds, State Transit Assistance (STA) population based funds, and TDA funds. Tying the distribution of TDA funds to the TSP work is profound and significant in its own right.

In very short sum, the TSP is moving in a direction that could place the great bulk of our funding in the regional mix subject to meeting certain cost control requirements, to meeting performance measures and standards applied to the route level, and meeting certain requirements to merge functions and/or agencies.

None of this will be known until later this year when the TSP is presented to MTC along with associated recommendations.

Next Steps

County Connection staff will continue to work with the staffs of the other small and suburban operators to proactively influence the how the service performance measures and standards are developed. We are working to keep our respective MTC Commissioners apprised as to our concerns and ideas.

As MTC proceeds with this work throughout the spring and summer, we will keep you appropriately informed as to the progress and any results.

Action Requested

The MP & L Committee and staff would like to briefly review this with you at your meeting on Thursday, April 21, 2011.

*The County Connection***TO:** Board of Directors**DATE:** April 13, 2011**FROM:** Rick Ramacier
General Manager *Rick***SUBJECT:** Legislative Update

Below is a legislative update on both the federal and state levels.

FEDERALPresident's Proposal

The most significant development out of Washington DC is the President's FY12 transportation budget and outline for a six year reauthorization of the transportation bill. In short, the proposal calls for \$22.4 billion transit program in FY12. This is more than a doubling of the FY10 federal transit program. Over the six year reauthorization period, the proposal would represent a 128% increase in federal transit funding over the previous act, SAFETEA-LU.

The proposal also would allow large urban areas like the Bay Area that have high unemployment numbers to use a portion of their federal transit formula funds to support transit operations. This could be very helpful to CCCTA. The proposal would collapse a number of small and independent grant sub-programs into fewer and larger programs that are more flexible. This will make grant applications simpler and project selection more rational. This will help with the issue of coordination as well.

The proposal would create the Bus and Rail State of Good Repair Program along with the traditional federal formula program. This new program would replace the current Bus Discretionary program (home of the earmark) and add significantly to it. The purpose of this new program would be to funnel funds to areas that have a backlog of aging buses, rail cars, and facilities. How this would impact CCCTA, is unknown at this time.

The proposal would combine the new starts and small starts into the Transit Expansion and Livable Communities program. New start and small start funds have gone to new rail and rapid bus projects (including the LAVTA rapid bus project). This new program would broaden the things eligible for funding. Planning and programming would be done by the Metropolitan Planning Organizations (MPO) such as MTC.

The proposal does not include anything to increase the federal revenue stream for transportation. It does state that all federal transportation spending should be off budget, and completely dependent on the trust fund. However, without a large increase in trust fund revenue sources, federal expenditures will have to remain flat at best or rely on general funds.

Finally, with this proposal, the President pushes forward his increased focus on rail safety with a proposal to fund that activity by about \$36.5 million dollars over six years.

Current Year Budget

There is no FY11 budget per se. Instead, we have had a series of continuing resolutions (CR) to fund the federal government. In the last CR, a number of transit funding cuts were made. However, the transit formula funds were kept flat relative to FY10. Thus, the federal grant that CCCTA is expecting in FY11 should not be in jeopardy. However, the Congress must pass another CR within a few days to avoid a government shutdown.

The House

Two years ago, the House passed an outline bill to reauthorize the federal transportation program for six years with a significant increase in funding for all categories. However, it did not identify a way to pay for these large increases. The bill was never taken up in the Senate.

The House Transportation & Infrastructure (T&I) Committee has new a Chair, John Mica of Florida who has let the previous bill essentially die. He has not yet come out with any details of what he intends to include in a reauthorization bill. He has indicated that he wants to maintain the basic structure of the program, keep the formula funding levels flat if possible, make the program solely reliant on the trust fund, and eliminate projects of little value. Chair Mica wants to move a bill by the end of September.

The Senate

Senator Boxer, Chair of the Senate Committee on Environment and Public Works (EPW) will write the reauthorization bill for the Senate – except for the transit title. She wants to complete a bill by the end of September. She has no desire to change any of the program structure. She would like to increase the funding levels, but does not know how she would get there. She has said she is not interested in a gas tax increase. Senator Boxer has not ruled out support for a proposal by the Bay Area's MTC to swap the federal gas tax for a federal sales tax on gas.

The transit title of reauthorization will be written by the Senate Committee on Banking, Housing, and Urban Affairs (Banking). This Committee has a new Chair, Tim Johnson from South Dakota. He has yet to publically release his intentions as he is waiting for Senator Boxer to make the first move.

MTC Proposal

The Metropolitan Transportation Commission (MTC) have a proposal to swap the federal gas tax for a federal sales tax. This would have the advantage of proceeds increasing as the price of gas rises. This was one of the many funding proposal from the National Surface Transportation Policy and Revenue Study Commission of which MTC Executive Director, Steve Heminger was a member of. This proposal would go a long way towards shoring up the transportation trust fund

accounts as well as allow for eventual federal increases in federal transportation funding. As of this writing, no one has taken this idea and written a bill for it.

Gas Tax Expiration

The federal gas tax is due to expire on September 30, 2011. The Congress will need to pass legislation to extend it.

STATE

State Budget

The Governor has signed into law, legislation that reenacts the gas tax swap and honors the commitment to State Transit Assistance (STA) made to transit previously. However, negotiations between the Governor and Republicans have broken off, leaving the budget in limbo along with a roughly \$14 billion dollar budget shortfall for FY12. As of this writing, there are no indications as to how the Governor and Legislature will proceed to close this huge gap.

SB582 – Emmerson

This is a sponsored bill by MTC and the California Transit Association (CTA) that would authorize MTC in partnership with Bay Area Air Quality Management District (BAAQMD) to adopt a commute benefit ordinance that requires employers with 20 or more employees to offer certain commute benefits.

Examples would include:

- Giving employees the option to pay for their transit, vanpooling or bicycling expenses with pre-tax dollars, as allowed by federal law.
- Offering employees a transit or vanpool subsidy.
- Provide employees with a free shuttle or vanpool operated by or for the employer.

While this legislation would likely help CCCTA with additional ridership and/or employer related subsidies, it would also act as a cost to CCCTA who would have to supply the benefit as an employer. I have yet to develop an estimate of the potential cost to CCCTA as an employer, or an estimate of the potential benefit to CCCTA in terms of added ridership and/or employer based subsidies.

At this time, I am not asking the Board to take a position on SB582 and as such, I have no recommendation.

The County Connection

Inter Office Memo

To: Board of Directors
From: Bill Churchill, Director of Transportation

Date: April 13, 2011
Reviewed By: *Stuck*

SUBJECT: Contract Extension with First Transit for LINK Paratransit Services in FY 2011-12

SUMMARY OF ISSUES:

First Transit entered into an Agreement with CCCTA on May 21, 2009 for a two year period to provide complementary paratransit services for both CCCTA and BART, with two one-year extensions available. This agreement will expire on June 31, 2011.

First Transit has agreed to a one year contract extension with no increase to the fixed and hourly rates beginning July 1, 2011 and ending June 31, 2012. This contract extension includes an increase to the fuel cap of \$3.50 to \$4.00.

RECOMMENDATIONS:

The O&S Committee and staff recommends extension of the Agreement with First Transit for one year beginning July 1, 2011 and ending June 31, 2012.

FINANCIAL IMPLICATIONS:

The proposed extension of purchased Paratransit services assumes no increase to the fixed and hourly rates but does include an increase in the fuel cap from \$3.50 per gallon to \$4.00 per gallon. Worst case cost impact to CCCTA is estimated at \$110,000 if cost of fuel remained over \$4.00 per gallon for the entire 2012 fiscal year.

OPTIONS:

1. Approve staff recommendation
2. Direct Staff to go to bid on a contract for Paratransit services
3. Other action as determined by the Board of Directors

ACTION REQUESTED:

The O&S Committee and staff recommends the Board of Directors approve resolution 2011-013 authorizing the General Manager to enter into an agreement with First Transit for the provision of Paratransit Services and BART ADA services as described in this memo for period covering July 1, 2011 through June 31, 2012.

ATTACHMENTS:

None

ADDITIONAL INFORMATION:

The O&S Committee has extensively reviewed offering First Transit the opportunity of a contract extension. The committee received a presentation from First Transit staff detailing the contractors performance as well as a detailed question and answer session allowing the committee greater insight regarding First Transits performance. First Transit has performed well in providing Paratransit services to CCCTA and BART. Agency vehicles are well maintained and the contractor has proven to be responsive to our customers transportation needs. First Transit has continued with success to manage the CCCTA "No Show" policy while maintaining a high level of customer satisfaction. Furthermore, First Transit staff has been highly responsive in meeting Agency reporting requirements as well as gracefully accepting service changes such as the elimination of route 8 services.

First Transit has been very sensitive to the financial strain that CCCTA has been contending with, therefore, they have agreed to a one year contract extension with no increases to the fixed and hourly rates for purchased paratransit services. First Transit has requested a change in the cap for purchasing fuel. Under the existing contract CCCTA pays the full amount of the fuel costs up to a cap of \$3.50 per gallon. Any portion of fuel expense in excess of \$3.50 per gallon is absorbed by First Transit. In order keep the fixed and hourly rates constant First Transit has requested the fuel cap to be modified to \$4.00 per gallon. Although fuel cost has remained under the current cap future fuel costs are expected to be somewhat volatile. Given First Transit willingness to keep all other costs static, staff believes this is a reasonable request. If the cost for fuel was equal to or exceeded the \$4.00 per gallon cap for the entire FY 2012 year (the worst case scenario) CCCTA would incur an increase of fuel expense for ADA paratransit services of \$110.00.

RESOLUTION NO. 2011-013

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
BOARD OF DIRECTORS

* * *

AUTHORIZING EXTENSION OF PROFESSIONAL SERVICES AGREEMENT
FOR ADA PARATRANSIT SERVICES, BART ADA SERVICE AND GAEL RAILSHUTTLE
WITH FIRST TRANSIT, INC.

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, by Resolution No. 2009-027 the Central Contra Costa Transit Authority Board of Directors awarded a contract to First Transit, Inc. for the operation and maintenance of County Connection LINK, BART ADA and Gael Rail Shuttle for fiscal years 2010 and 2011, commencing July 1, 2009 and expiring June 30, 2011, with three possible one-year extensions to be negotiated at CCCTA's election ("Agreement"); and

WHEREAS, staff has found the performance of First Transit, Inc. to have been satisfactory over the past two years with continual improvements in the quality of service; and

WHEREAS, staff has negotiated for the first extension of the Agreement with no increase to the hourly or fixed rate in the cost of service for FY2012, and has further negotiated an increase to the contracted cap in fuel cost from \$3.50 per gallon to \$4.00 per gallon to reflect current fuel costs; and

WHEREAS, staff recommends that it would be in the best interests of CCCTA to continue to engage First Transit, Inc. to provide ADA paratransit services and finds their cost proposal to be fair and reasonable; and

WHEREAS, the Operations and Scheduling Committee has recommended exercising the first extension to renew the Agreement with First Transit, Inc. for fiscal year 2012.

NOW, THEREFORE, BE IT RESOLVED that the Central Contra Costa Transit Authority Board of Directors authorizes a one-year extension of the Agreement with First Transit, Inc. for the operation and maintenance of County Connection LINK, BART ADA and Gael Rail Shuttle, commencing July 1, 2011, all costs not to exceed \$5,314,092, inclusive of all taxes and other costs and expenses: and

BE IT FURTHER RESOLVED that the General Manager is authorized to execute up to two additional one-year extensions to the Agreement with First Transit, Inc., provided that exercise of such options is in the best interest of CCCTA; and

BE IT FURTHER RESOLVED that the General Manager is authorized to execute an amendment to the Agreement on behalf of CCCTA, subject to approval as to form by Legal Counsel.

Regularly passed and adopted this 21st day of April 2011 by the following vote.

AYES:

NOES:

ABSTAIN:

ABSENT:

David E. Hudson, Chair, CCCTA Board of Directors

ATTEST:

Janet Madrigal, Clerk to the Board