

The County Connection

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Agenda Item No. 4.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

April 21, 2011

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Hudson called the meeting to order at 9:02 a.m. Board Members present were Directors Hoffmeister, Horn, Manning, Schroder, Uilkema and Worth. Director Andersen arrived shortly after roll call was taken. Directors Dessayer, Simmons and Weir were absent.

Staff: Ramacier, Chun, Bowron, Burdick, Casenave, Churchill, Madrigal, Mitchell, Muzzini and Rettig

Guests: Ralph Hoffman (Contra Costa County Senior Mobility Action Council), Tina King Neuhouser (Sustainable Contra Costa), Jiayi Zhou, and Jack Feldman (MHCC)

PUBLIC COMMUNICATION

Ralph Hoffman commented on the spike in bicycle ridership. Because only two bicycles can be placed in the bicycle rack on a bus, he asked if the policy could be changed whereby a bicycle could be placed inside the bus so the rider would not have to wait for the next bus.

Tina King Neuhouser said Sustainable Contra Costa is a nonprofit organization that helps businesses, schools and cities by sponsoring events that have to do with sustainability and riding transit. The organization is accepting nominations for its third annual Leadership in Sustainability award for Contra Costa County. The award will be presented on October 7, 2011 at the Lafayette Veterans Memorial Hall.

Jiayi Zhou supported having CCCTA participate in the Clipper program because of the electronic and economic advantages it provides.

Jack Feldman commended the Board for the wonderful fixed-route service he received when he was using a wheelchair. One improvement he would like is more frequency of service. He suggested that Route 18 run every half hour in the afternoon from Amtrak and, when it reaches Pleasant Hill BART, change the route to Route 15 going to Walnut Creek. He related an incident when he missed his connection at Amtrak and had to wait one hour and 45 minutes for the next bus on Route 28. Because there are two medical facilities on Route 28, he asked if buses could run more frequently. He felt that more riders would use these routes due to the high cost of gasoline, which would warrant more frequent service.

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PUBLIC HEARING—MINI SHORT-RANGE TRANSIT PLAN. FY2010-11 THROUGH FY2019-20

Chair Hudson opened the public hearing by advising that the public hearing notices inviting the public to attend this hearing were published in the *Contra Costa Times* and posted as required by law. This public hearing is being conducted to receive comments on the Mini Short-Range Transit Plan (SRTP), FY2010-11 through FY2019-20. The SRTP is a planning document that defines the performance standards, evaluates current services, describes the capital improvement program, and projects the operating budget for a ten-year period. The SRTP does not propose any further service cuts but shows that, without an increase in sales tax revenues or other new funds, there will be an operating deficit in FY2013-14. The SRTP serves to demonstrate the need for new funding, fare increases and/or service cuts to sustain the current service levels beyond 2013.

Mr. Hoffman suggested marketing promotions focused on saving money by using transit because gasoline prices will continue to rise and many low-income residents use transit. Rather than cutting service, he suggested partnering with businesses to help fund certain routes. Consolidation of services with the other three transit operators in the county would help save costs. On the revenue side, he supported an increase in the gasoline tax.

No further comments on the SRTP were made by the public and Chair Hudson closed the public hearing at 9:27 a.m.

CONSENT CALENDAR

MOTION: Director Manning moved approval of the Consent Calendar, which consisted of Approval of Minutes of Regular Meeting of March 17, 2011. Director Hoffmeister seconded the motion and it received the following vote of approval.

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

REPORT OF CHAIR

Chair Hudson expressed support for a bike sharing program rather than putting additional bikes on a bus. He also supported the Clipper card program and asked staff to provide an update for the Board. Rick Ramacier, General Manager, advised an update on the Clipper card program will be given to the O&S Committee in May 2011.

REPORT OF GENERAL MANAGER

Report on APTA 2011 Legislative Conference

Mr. Ramacier summarized information provided at the APTA 2011 Legislative Conference. Basically, there is a lot of uncertainty regarding a reauthorization bill and the federal role in transportation. The gas tax expires on September 30, 2011 and it is not a given that it will be extended. Our delegation to Congress was pleased that CCCTA has been purchasing buses from a local manufacturer. A big theme in Congress is to buy American products to promote job creation.

Federal and State Budget Update

Mr. Ramacier said he will defer this item until the discussion on the Legislative Update under the MP&L Committee.

Mr. Hoffman expressed the need for Congress to reach a compromise on the federal deficit to avoid a reduction in the U.S. credit rating. He asked that Board Members communicate with their representatives regarding extension of the gas tax.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Fy2012 Draft Budget and FY2011 Estimated Actual

Director Manning advised the A&F Committee thoroughly reviewed the FY2012 draft budget and recommends adoption of the revised resolution distributed at the meeting today. Director Horn inquired about continued revenue from development fees in the Dougherty Valley area. Kathy Casenave, Director of Finance, advised staff projects the amounts shown in outlying years because the developers have not sold as many homes as expected, so the fee will continue until all requirements are met. Director Uilkema advised this revenue resulted from a transportation fee imposed by the county on the developers, known as a T-1 special district. The fee was implemented after a certain number of homes were sold and then the obligation on the developers would end after a successful ridership level was developed. It was a novel approach and the obligations are still there.

MOTION: Director Hoffmeister moved approval of Resolution No. 2011-012 which authorizes filing applications with MTC for allocation of Transportation Development Act, State Transit Assistance, and RM2 funds for FY2012. The motion was seconded by Director Manning, and it was approved.

Aye: Directors Andersen, Hoffmeister, Horn, Hudson, Manning, Schroder, Uilkema and Worth

No: None

Abstain: None

Absent: Directors Dessayer, Simmons and Weir

Marketing, Planning & Legislative Committee

Mini Short-Range Transit Plan, FY2010-11 to FY2019-20

Director Hoffmeister complimented staff on the information and diagrams incorporated in the SRTP which are very helpful in understanding the different passenger ridership profiles. Commenting on the graph for Route 4, which shows the number of boardings for downtown Walnut Creek, Director Horn expressed appreciation for the computer-generated graphics. Director Uilkema complimented staff on the photograph used on the cover of the SRTP.

MOTION: Director Hoffmeister made a motion to accept the Mini Short-Range Transit Plan, FY2010-11 to FY2019-20. Director Worth seconded the motion and it passed.

Aye: Directors Andersen, Hoffmeister, Horn, Hudson, Manning, Schroder, Uilkema and Worth

No: None

Abstain: None

Absent: Directors Dessayer, Simmons and Weir

MTC Transit Sustainability Project Update

Mr. Ramacier provided historical information and a status report on the MTC Transit Sustainability Project. A study was undertaken by MTC to look at how the Bay Area can sustain the current level of service it is providing. The problem is that there is a level of transit service that, at its current cost, is greater than the amount of identified revenue sources required to operate it. MTC divided the work into three general categories—financial, service and institutional. The financial piece is fairly well along and the work is focused primarily on the seven largest transit agencies. CCCTA is not included in the financial analysis except to show a projected target of where the cost should be to produce an hour of service. The consultants have shown that, if changes are made in work rules,

administrative functions and retirement benefits, the region could save \$235 million a year in annual operating costs. A detailed analysis of these changes is not available at this time. The consultants reviewed service delivery data and compared them with a series of suggested productivity measures. The small operators are recommending to MTC productivity measures that put the suburban operators in a fair place compared to the urban operators. This is one area that could affect CCCTA if the final performance standards cannot be met.

Director Worth spoke about the importance of maximizing the dwindling resources to survive and prosper in this environment. One key point is to make sure there are different service standards for the suburban operators that will reflect their market and environment in which the communities are being served. She felt SB375 puts CCCTA in a good position in the competition for funding. As this study moves forward, she felt it is important to increase the partnerships CCCTA has with the other suburban transit agencies, such as joint marketing campaigns. Director Hoffmeister pointed out that CCCTA has already implemented many cost-efficient areas, including not enhancing retirement benefits and ongoing marketing efforts with other agencies. Chair Hudson felt that CCCTA is being set up as the model, and the study comes down to where the money is going. Even though CCCTA has already done many cost-cutting actions, he felt additional cuts would be required.

Responding to a question from Director Schroder, Mr. Ramacier advised the study will look at consolidation under the institutional piece, which is not being discussed at the moment. Director Uilkema suggested the A&F Committee look at some of the identified cost-saving measures, such as pension or other costs that may be reduced if there were more consolidation. She supported addressing some actions separately on a regional basis while making sure local service meets local needs. Director Worth advised all the agencies are participating in the planning process for the study, she is participating on an MTC subcommittee to oversee the study, and the next phase of work will come before the Commission next week. A report on the study will be issued and it will also come out as policy decisions as MTC does the next regional transportation plan showing how the region will allocate funds. Chair Hudson advised this is an informational item and no action is necessary by the Board.

Legislative Update

Chair Hudson said he is interested in three legislative issues: SB907, SB475 and SB310. He asked the Board to look at these bills that address bike and car sharing programs and transit along with ways to fund these programs because they may be tied to what the Board is now considering.

Mr. Ramacier advised the federal government now has a budget for FY2011 that goes through September 30, 2011. It does have a lot of transit cuts but none of those cuts are to the formula funds used by CCCTA. Our FY2011 grants are in process and will be available to us. The FY2012 federal budget process is underway as well as a six-year transportation reauthorization bill. Funding levels for transit are uncertain at this time.

On the state side, he reported that legislation was passed that is enrolled. One bill honors the STA commitment that was there from previous legislation last year and the other bill readopts the gas tax swap. The gas tax swap at the state level was re-enacted with a two-thirds vote so it meets the Proposition 26 requirements. However, the Assembly is now working on a budget that would take away a portion of the STA funds from transit that are not protected by Proposition 22. This Proposition protects the sales tax on diesel at the rate it was prior to the gas tax swap. Thus, the increase under the gas tax swap through the STA program is unprotected. This would result in a \$1-1.5 million hit to CCCTA that would be very serious to absorb. Staff is watching these developments closely and working with the A&F Committee on some options.

Mr. Ramacier also reported on SB582 (Emmerson), which is co-sponsored by MTC and the California Transit Association along with the Bay Area Air Quality Management District. This bill would adopt an employee transit commute benefit. Director Worth pointed out that Bishop Ranch provides a significant partnership and infusion of funds to provide transit from BART to its job centers. The MP&L Committee wanted to ensure that this bill provided for arrangements of that type and a credit

or benefit for companies that choose to subsidize transit services for their employees. The MP&L Committee is watching this legislation.

(Director Worth left the meeting.)

Operations & Scheduling Committee

Contract Extension with First Transit, Inc. for LINK Paratransit Services in FY2011-2012

Director Horn introduced this topic by stating that First Transit, Inc. is willing to extend its current contract at no increase except for a small increase in the gas cap, which will amount to less than \$200 for CCCTA during the next fiscal year.

MOTION: Director Horn made a motion to adopt Resolution No. 2011-013, which authorizes extension of the professional services agreement for ADA paratransit services, BART ADA service, and Gael Rail Shuttle with First Transit, Inc. The motion was seconded by Director Uilkema and it received a vote of approval.

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

(Director Worth returned to the meeting.)

REPORT FROM THE ADVISORY COMMITTEE: There was no report.

BOARD COMMUNICATION

Director Uilkema noted that the county is redistricting and trying to outreach to the cities and agencies in that process. County staff will present possible alternatives to the Board of Supervisors on May 3, 2011 when the process begins. Information will be sent to public meetings held throughout the county for public input. Some cities have already written letters to the Board of Supervisors regarding their preferences. She encouraged the Board's active involvement in the process this year. After the last redistricting was done ten years ago, the county has grown by 100,000 residents.

Director Schroder complimented staff on the new photographs displayed in the Board room. Director Hoffmeister asked if the A&F Committee could provide an update on the consolidation of the CCCTA Advisory Committees. Director Manning reported that one result of the consolidation is the resignation of Chuck Evans who was a Citizens Advisory Committee representative from the City of Clayton. On behalf of the Board and the City of Clayton, Director Manning thanked Mr. Evans for his sixteen years of service.

ADJOURNMENT: Chair Hudson adjourned the regular meeting at 10:30 a.m.

Minutes prepared by

Janet Madrigal
Janet Madrigal, Clerk to the Board

May 13, 2011
Date