

# County Connection

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

## **MARKETING, PLANNING, & LEGISLATIVE MEETING AGENDA**

**Thursday, February 6, 2014  
8:30 a.m.**

**Supervisor Andersen, District 2, Lamorinda Office  
3338 Mt. Diablo Blvd.  
Lafayette, California**

The committee may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the committee.

1. Approval of Agenda
2. Public Communication
3. Approval of Minutes of January 9, 2014\*
4. Draft Short Range Transit Plan\*
5. Discussion of Eco Passes\*
6. 2014 Federal Legislative Program – Final Draft\*
7. Marketing Reports:
  - a. Website User Report – Activity for January\*
  - b. Community Events\*
8. Next Meeting – March 6, 2014
9. Adjournment

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\*Enclosure

FY2013/2014 MP&L Committee

Amy Worth – Orinda, Rob Schroder – Martinez, Laura Hoffmeister – Concord

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez  
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

## General Information

**Public Comment:** Each person wishing to address the committee is requested to complete a Speakers Card for submittal to the Committee Chair before the meeting convenes or the applicable agenda item is discussed. Persons who address the Committee are also asked to furnish a copy of any written statement to the Committee Chair. 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 Committee.

A period of thirty (30) minutes has been allocated for public comments concerning items of interest within the subject matter jurisdiction of the Committee. Each individual will be allotted three minutes, which may be extended at the discretion of the Committee Chair.

**Consent Items:** All matters listed under the Consent Calendar are considered by the committee to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a committee member or a member of the public prior to when the committee votes on the motion to adopt.

**Availability of Public Records:** 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.countyconnection.com](http://www.countyconnection.com).

**Accessible Public Meetings:** Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. 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 County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Assistant to the General Manager, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or [hill@countyconnection.com](mailto:hill@countyconnection.com).

**Shuttle Service:** With 24-hour notice, a County Connection LINK shuttle can be available at the BART station nearest the meeting location for individuals who want to attend the meeting. To arrange for the shuttle service, please call Robert Greenwood – 925/680 2072, no later than 24 hours prior to the start of the meeting.

### **Currently Scheduled Board and Committee Meetings**

Board of Directors:	Thursday, February 20, 9:00 a.m., County Connection Board Room
Administration & Finance:	Wednesday, February 5, 9:00 a.m. 1676 N. California Blvd., S620, Walnut Creek
Advisory Committee:	Friday, March 14, 9:30 a.m., County Connection Board Room
Marketing, Planning & Legislative:	Thursday, February 6, 8:30 a.m., 3338 Mt. Diablo Blvd., Lafayette
Operations & Scheduling:	Monday, February 3, 8:30 a.m., 100 Gregory Ln., Pleasant Hill

**The above meeting schedules are subject to change. Please check the County Connection Website ([www.countyconnection.com](http://www.countyconnection.com)) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting.**

**This agenda is posted on County Connection's Website ([www.countyconnection.com](http://www.countyconnection.com)) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California**

**SUMMARY MINUTES**  
**MARKETING/ PLANNING & LEGISLATIVE COMMITTEE**

Thursday, January 9, 2014

The meeting was called to order at 8:30 a.m.

Those present at the meeting were:

Members: Directors Rob Schroder and Amy Worth  
Staff: Rick Ramacier, Anne Muzzini, Krisina Vassallo, and Mary Burdick  
Guest: None

**Approval of Agenda**

The agenda was approved.

**Public Comment**

There was no public comment.

**Approval of the Minutes of December 5, 2013**

The minutes were approved as presented.

**2014 Federal Legislative Program – First Draft**

Kristina Vassallo presented the first draft copy for the proposed County Connection Federal Legislative Program. At this time staff is focused on two interests – reauthorization of MAP-21 and the full funding of the FY15 transit appropriations bill. More interest may be included as federal updates become available.

Ms. Vassallo also brought copies of the FY14 Federal Legislative Program brochure to get feedback on the additional content and organization. Director Schroder commented that he finds the existing format informative and easy to read. Because at this time there are only two interests put forth for the FY15 program where there were three in FY14, perhaps more photos could be included.

Director Worth asked that the opening paragraph describing the County Connection service be more compelling, and suggested a few other changes to the wording.

Ms. Vassallo will incorporate the comments provided and bring back to the committee in February for the final review before presenting to the Board of Directors.

**Alamo Creek Service Introduction**

Mary Burdick described the new shuttle service that will begin in Eastern Danville. Known as Alamo Creek, the shuttle will provide free service between the developments and the Walnut Creek BART station. The service fully funded by resident fees included in the annual property tax. Copies of the approved mail brochure and door hanger were available. Director Worth suggested in future material that the T-1 funding be described in greater detail.

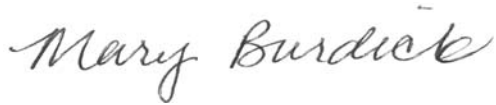
The service begins January 27<sup>th</sup>.

**Marketing Reports**

- Web Statistics for December were distributed.
- School and Community Events for January were provided.

**Next Meeting Date:** The next meeting was scheduled for Thursday, February 6, 2014 at Supervisor Anderson's Lafayette office at 8:30 AM.

**Adjournment:** The meeting was adjourned at 9:20 a.m.



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**Mary Burdick**  
**Senior Manager of Marketing**

1/27/13

**Date**

To: Marketing, Planning, & Legislative Committee

Date: January 15, 2014

From: Laramie Bowron, Manager of Planning

Reviewed by:

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**SUBJECT: Draft Short Range Transit Plan**

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**Summary of Issues:**

The Short Range Transit Plan (SRTP) is County Connection's operations and financial planning document. It is required by MTC to be updated annually to comply with funding requirements. It is used to support the allocation of federal funds for bus replacement and other discretionary transit funds.

The plan focuses on service evaluation, future planning efforts, and projecting operating and capital cost and revenues. Service has been measured against performance standards at the route and system-level. Anticipated service and fare changes are documented as are ongoing and future planning projects.

The operating budget assumes an 8% fixed-route fare increase in FY18 and a 10% fixed-route service reduction in FY20 to ensure a positive TDA balance throughout the 10-year SRTP period.

A detailed capital program is included that identifies current revenue and non-revenue fleet replacements as well as other capital projects. The capital plan is a key component of the document as it serves to qualify County Connection for participation in the regional Transportation Capital Improvement Program and thus federal funding.

Staff recommends the Committee authorize a public hearing on the Short Range Transit Plan at the next board meeting and recommend Board adoption of the FY14 Short Range Transit Plan.

**Financial Implication - None**

- Options:**
1. Recommend adoption of the SRTP
  2. Recommend edits and deferral of approval till later date
  3. Other action as determined by the Committee

# **Central Contra Costa Transit Authority's Mini Short Range Transit Plan FY 2013-14 through FY 2022-23**



Date Approved by the Board of Directors: XX/XX/XXXX

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**

07/01/2014

**Bob Simmons, Chair**

*(Representing the City of Walnut Creek)*

**A.G. Dessayer, Vice Chair**

*(Representing the Town of Moraga)*

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City of Clayton  
City of Concord  
Contra Costa County  
City of Lafayette  
City of Orinda  
City of Martinez  
City of Pleasant Hill  
City of San Ramon

**Rick Ramacier  
General Manager**

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## Chapter 1: Organizational Structure

This chapter presents the County Connection’s organizational structure, services, and the operating environment.

### Organizational Structure & Services

The County Connection was established on March 27, 1980 to coordinate, integrate, and expand transit service in the central portion of Contra Costa County. The County Connection is organized as a joint powers agency of 11 jurisdictions. Members include the cities of Clayton, Concord, Lafayette, Martinez, Orinda, Pleasant Hill, San Ramon, Walnut Creek, the towns of Danville and Moraga, and the unincorporated areas of central Contra Costa County.

The Authority operates seven days a week providing fixed-route and paratransit services throughout a 180-square mile service area.

The Authority has labor agreements with three separate unions for the drivers, mechanics, and supervisors, respectively. New contracts for all three were negotiated in FY 2012-13 and now expire in FY 2015-16. County Connection also contracts its ADA-Paratransit service to First Transit. A one-year option was picked up for FY 2013-14 and the Authority plans to go out to bid in early 2014.

### Board of Directors

The operation of the County Connection is overseen by a Board of Directors. The Board is composed of 11 representatives: one representative from each of the ten incorporated member jurisdictions and one member representing the unincorporated areas of central Contra Costa County. The Board has organized itself into three standing committees:

#### Committee

#### Purpose

#### **Administration and Finance**

To oversee the administrative, financial, and budgetary aspects of the Authority; institute appropriate methods and procedures to ensure fiscal accountability.

#### **Marketing, Planning, and Legislation**

To oversee the development and implementation of marketing programs to promote the use of the County Connection’s transportation services; identify immediate and long-range transit needs of the service area; and monitor the transportation planning process. To review provide guidance on legislative bills.

#### **Operations and Scheduling**

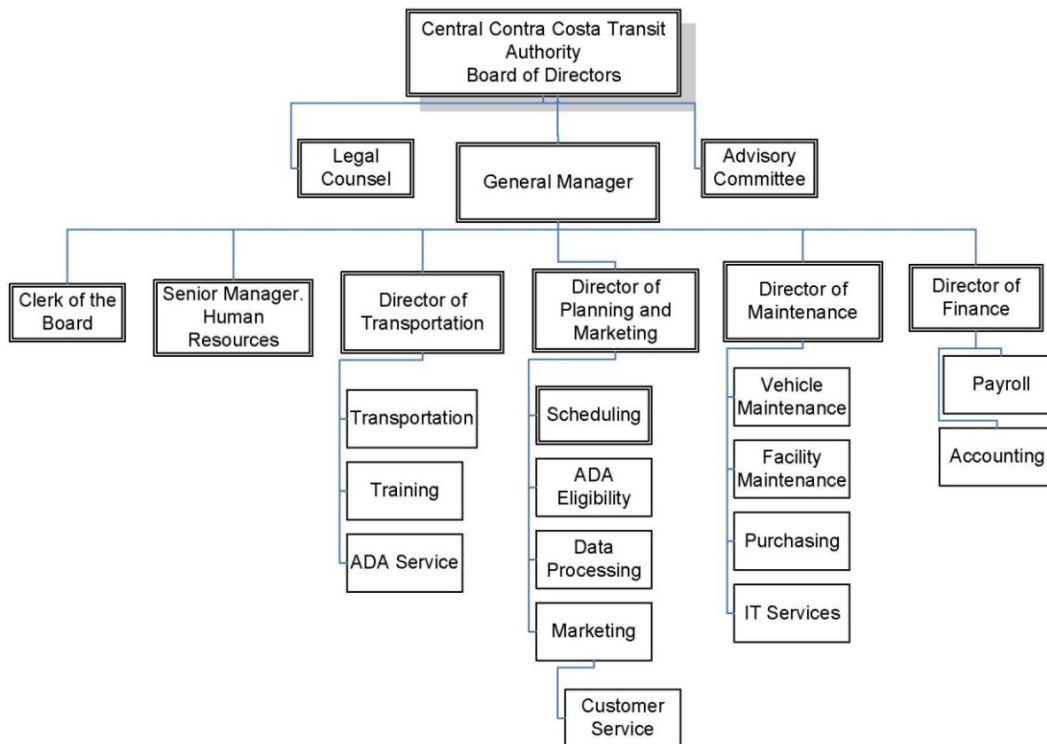
To oversee the transportation, maintenance, and facilities functions of the Authority so as to ensure efficiency and effectiveness of operations and to monitor monthly fixed-route and paratransit performance.

The work of each Committee includes operating aspects of the Authority's business as well as policy issues. With the assistance of Authority staff, policy issues are investigated and discussed at regular monthly meetings. Each Committee provides recommendations to the full Board. Staff prepares written reports to the Board on policy issues, including committee recommendations. The full Board acts on recommendations at regular monthly Board meetings.

**Advisory Committee:** The Advisory Committee reviews problems, concerns, and issues of accessible service users. Members act as a forum for users to express concerns or ideas about services to the Authority. This Committee acts to provide representation for fixed-route transit passengers and the community-at-large.

**Staff Organization:** The Office of the General Manager is responsible for carrying out the policies of the Board of Directors, the overall operation of the Authority, and the Disadvantaged Business Enterprise program (DBE).

### FY 2013-14 Organizational Chart



## Chapter 2: Fixed-Route Operating Statistics and Performance

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

Operating Cost – The fixed-route operating cost increased for the second consecutive year. This illustrates the first growth trend since the FY 2008-09 service cuts.

Ridership – Ridership also increased for the first year since the FY 2008-09 service cuts. This increase coincides with a marginal increase in revenue hours and miles.

Farebox Revenue – Farebox revenue increased by over 6% in FY 2012-13. This increased County Connection’s the farebox recovery ratio to 18%, which meets the performance standard.

Cost Per Passenger – County Connection cost per passenger increased in FY 2012-13 from \$7.80 to \$7.82. Despite not meeting the standard of less than \$7.00 per passenger, this does reflect a slower increase than past years. This, however, will need to be reversed in order to meet the standard and improve cost efficiency.

Percent Missed Trips – This indicator, as well as others pertaining to fixed-route “Service Quality” continues to exceed performance standards.

<b>Fixed Route Service - Statistics</b>			
	FY 10-11	FY 11-12	FY12-13
Operating Cost	\$24,138,503	\$24,726,704	\$25,781,605
	-0.5%	2.4%	4.3%
Farebox Revenue	\$4,170,752	\$4,371,317	\$4,641,248
	-0.1%	4.8%	6.2%
Net Subsidy	\$19,967,751	\$20,355,387	\$21,140,356
	-1%	2%	4%
Total Passengers*	3,304,522	3,170,879	3,296,763
	-3.1%	-0.1%	2.3%
Revenue Hours	208,901	208,719	213,624
Non Revenue Hours	29,462	29,385	29,352
Total Hours	238,364	238,104	242,976
Total Revenue Miles	2,302,257	2,325,896	2,384,645
Non Revenue Miles	760,319	749,769	741,649
Total Miles	3,062,575	3,075,665	3,126,294
Road Calls for Mechanical Failure	111	154	150
Operator Pay Hours	374,234	400,016	381,923

Performance Standards - Fixed Route						
GOAL	Objective	Measurement	FY 10-11	FY 11-12	FY 12-13	Met Standard
<b>EFFICIENCY</b>						
	Cost Control	Cost/Revenue Hour	\$115.55	\$118.47	\$120.69	Increase < Inflation
		<i>Inflation</i>	1.7%	2.8%	2.6%	Yes
		<i>Standard</i>	\$114.34	\$118.76	\$121.55	
		Cost/Passenger	\$7.30	\$7.80	\$7.82	No
		<i>Standard</i>	< \$7.00	< \$7.00	< \$7.00	
		Farebox Recovery Ratio	17.3%	17.7%	18.0%	Yes
		<i>Standard</i>	18.0%	18.0%	18.0%	
		Net Subsidy/Passenger	\$6.04	\$6.42	\$6.41	No
	<i>Standard</i>	< \$6.00	< \$6.00	< \$6.00		
	Safety	Accidents/100,000 Miles	0.84	0.93	0.74	Yes
		<i>Standard</i>	1/100k miles	1/100k miles	1/100k miles	
<b>EFFECTIVENESS</b>						
	Market Penetration	Passengers per RVHr	15.8	15.2	15.4	No
		<i>Standard</i>	17.0	17.0	17.0	
		Passengers per RVMi	1.44	1.36	1.38	Yes
		<i>Standard</i>	1.31	1.31	1.31	
	Service Quality	Percent Missed Trips	0.12%	0.09%	0.09%	Yes
		<i>Standard</i>	0.25%	0.25%	0.25%	
		Miles between Roadcalls	28,539	33,619	25,521	Yes
		<i>Standard</i>	18,000	18,000	18,000	
		Percent of Trips On-time	94%	91%	88%	No
		<i>Standard</i>	95%	95%	95%	
		Complaints/100,000 miles	15.4	11.3	11.2	Yes
		<i>Standard</i>	30/ 100K miles	30/ 100K miles	30/ 100K miles	
		On-Board Passenger Surveys		Complete		Every 3 years/ Yes
<b>EQUITY</b>						
	Improve Transit Access	Lift Availability	100%	100%	100%	Yes
	Public Participation	Compliance with Public Hearing Policy	Yes			

### Chapter 3: Paratransit Operating Statistics and Performance

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

Fare Revenue – Farebox revenue declined slightly but was less dramatic than the decrease in ridership. County Connection continues to meet the 10.7% farebox recovery standard.

Road Calls – County Connection experienced 26 paratransit road calls in FY 2012-13, a slight increase from FY 2011-12 but still meets the standard of 3 roadcalls/100,000 miles.

Trip Denials – County Connection has continued to perform well in this category not denying and trips in the past three years.

<b>Paratransit Statistics</b>				
	FY 10-11	FY 11-12	FY 12-13	Change from Prior Year
Operating Cost	\$ 5,177,014	\$ 5,170,146	\$ 5,125,995	(0.1%)
Farebox Revenue	\$ 560,826	\$ 648,808	\$ 614,160	15.7%
Net Subsidy	\$ 4,616,188	\$ 4,521,338	\$ 4,511,835	(2.1%)
Total Passengers*	166,022	160,901	154,945	(3.1%)
Revenue Hours	80,999	77,724	74,400	(4.0%)
Non Revenue Hours	18,381	17,739	18,000	(3.5%)
Total Hours	99,380	95,463	92,400	(3.9%)
Total Revenue Miles	1,295,954	1,238,026	1,208,228	(4.5%)
Non Revenue Miles	271,811	264,278	252,100	(2.8%)
Total Miles	1,567,765	1,502,304	1,460,328	(4.2%)
Road Calls	33	25	26	(24.2%)
Complaints	3	3	1	0.0%
Accidents	2	4	4	100.0%

\*Includes companions

<b>Performance Standards - Paratransit</b>						
<b>GOAL</b>	<b>Objective</b>	<b>Measurement</b>	<b>FY 10-11</b>	<b>FY 11-12</b>	<b>FY 12-13</b>	<b>Standard/Met?</b>
<b>EFFICIENCY</b>						
	Cost Control	Cost/Revenue Hour	\$63.91	\$66.52	\$68.90	Increase < Inflation
		<i>Inflation</i>	1.7%	2.8%	2.6%	No
		<i>Standard</i>	\$62.21	\$65.69	\$68.25	No
		Cost/Passenger	\$31.18	\$32.13	\$33.08	Increase < Inflation
		<i>Standard</i>	\$30.38	\$32.05	\$32.97	No
		Farebox Recovery Ratio	10.8%	12.5%	12.0%	Yes
	<i>Standard</i>	10.7%	10.7%	10.7%	Yes	
	Safety	Accidents/100,000 Miles	0.13	0.27	0.27	Yes
<i>Standard</i>		0.3 / 100,000 miles	0.3 / 100,000 miles	0.3 / 100,000 miles	Yes	
<b>EFFECTIVENESS</b>						
	Market Penetration	Passengers per RVHr	2.05	2.07	2.08	Yes
		<i>Standard</i>	1.9 Pass/RHr	1.9 Pass/RHr	1.9 Pass/RHr	
	Service Quality	Denials	0	0	0	Yes
		<i>Standard</i>	0	0	0	
		Roadcalls/100,000 miles	2.1	1.7	1.8	Yes
		<i>Standard</i>	3.0 / 100,000 miles	3.0 / 100,000 miles	3.0 / 100,000 miles	
		Percent of Trips On-time	95.0%	95.0%	95.0%	No
<i>Standard</i>	98.0%	98.0%	98.0%			
<b>EQUITY</b>						
	Improve Transit Access	Lift Availability	100.0%	100.0%	100.0%	Yes
		<i>Standard</i>	100%	100%	100%	

## **Chapter 4: Operating Plan**

### **Fixed-Route**

#### **Overview**

In FY 2012-13 County Connection increased its revenue miles by 2.5% and revenue hours by 2.3% from FY 2011-12. This nearly recovers service to FY 2009-2010 levels. Long-term financial sustainability has been the focus of budget projections, capital planning, and service alternatives. Though TDA revenues have begun to increase, County Connection has remained cautious about adding significant service prematurely.

#### **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. County Connection has four opportunities each year to make service or scheduling changes which coincide with the bus driver bid periods. Service changes implemented in FY 2012-13 are listed below:

Route	Change	Reason
16	Removed "Leave BART Concord" trips @ 21:48 and 22:38	Low ridership
16	Removed "Crecent Plaza & Crecent Dr" trips @ 22:12 and 23:02	Low ridership
601	Removed Arrive BART Walnut Creek & Leave BART Walnut Creek and replaced with BART Walnut Creek in middle of pattern SB2 & SB4	Scheduling clean up
601	Shifted trip times 5 minutes earlier for all AM trips	Bell time change
602	Removed Arrive BART Walnut Creek & Leave BART Walnut Creek and replaced with BART Walnut Creek in middle of pattern NB2	Bell time change
636	Removed SD Wed. trip 1406	Bell time change
600 series	School Day Exception trips have been added back to Schedules	
250	Start Date of Friday, 8/17/12. Only operates on Thursday, Friday, Saturday, and Sunday. End Date of Sunday, May 26, 2013	Reminder
260	Start Date of Wednesday, 9/26/12. Only operates on Monday, Tuesday, Wednesday, And Thursday	Reminder
1	New trip added. Leave Rossmoor Shopping Center at 1933 to BART Walnut Creek	Passenger Request
16	Leave BART Concord trip at 2028 extended to AMTRAK	Supervisor Request
16	Leave BART Concord trip at 2118 extended to AMTRAK	Supervisor Request
16	Crescent Plaza & Crescent Dr trip at 2052 Removed from schedule	Removed trip, bus was extended to AMTRAK
16	Crescent Plaza & Crescent Dr trip at 2142 Removed from schedule	Removed trip, bus was extended to AMTRAK
16	Leave AMTRAK at 0700 shifted 5 minutes earlier to 0655	Transfer Connection adjustment
16	New trip Leave AMTRAK at 2025 added	To replace Crescent Plaza & Crescent Dr trip at 2052 to BART Concord
18	Leave AMTRAK at 0555 shifted 10 minutes earlier to 0545	Adjustment to accomodate later trip adjustment
18	Leave AMTRAK at 0700 adjusted 10 minutes earlier to 0650, running times adjusted	Traffic
18	Leave BART Pleasant Hill at 0710 adjusted to 0704, running times adjusted	Traffic
18	Leave AMTRAK at 0820 shifted 10 minutes later to 0830	Adjustment to accomodate earlier trip adjustment
20	New trip added Leave BART Concord at 0830	High Passenger Loads
250	Only operates on Thursday, Friday, Saturday, and Sunday	Reminder



Route	Change	Reason
260	Only operates on Monday, Tuesday, Wednesday, And Thursday	Reminder
260	New trips added	New trips
310	Added new trip Leave Clayton Rd & Kirker Pass Rd at 1950 on Saturday and Sunday	Supervisor Request
310	Added new trip Leave Clayton Rd & Kirker Pass Rd at 2110 on Saturday and Sunday	Supervisor Request
601	Changed Timepoints at Rossmoor Shopping Center and modified patterns, no time changes	Adjusted patterns, no time changes
602	Changed Timepoints at Trotter Way and Bridle Ln and modified patterns, no time changes	Adjusted patterns, no time changes
605	Changed Timepoints at Creekside Dr and modified patterns, no time changes	Adjusted patterns, no time changes
611	Minert & Weaver School Day trip at 1420 Changed to School Day Non Wednesday trip at 1525	Bell Time Change
611	New Trip Minert & Weaver School Day Wednesday trip at 1310	Bell Time Change
613	Minert & Weaver School Day trip at 1420 Changed to School Day Non Wednesday trip at 1525	Bell Time Change
613	New Trip Minert & Weaver School Day Wednesday trip at 1310	Bell Time Change
616	Minert & Weaver School Day trip at 1420 Changed to School Day Non Wednesday trip at 1525	Bell Time Change
616	New Trip Minert & Weaver School Day Wednesday trip at 1310	Bell Time Change
619	Minert & Weaver School Day trip at 1420 Changed to School Day Non Wednesday trip at 1525	Bell Time Change
619	New Trip Minert & Weaver School Day Wednesday trip at 1310	Bell Time Change
631	Removed from Service	Only used for Fall sign up
632	Removed from Service	Only used for Fall sign up
92X	New Trip Leave Mitchell Park & Ride at 0433	Trips started 10/1/12
92X	New Trip Leave Mitchell Park & Ride at 0658	Trips started 10/1/12
92X	New Trip Leave Pleasanton Train Station at 0540	Trips started 10/1/12
92X	New Trip Leave Pleasanton Train Station at 0825	Trips started 10/1/12
93X	All PM Trips Adjusted	Traffic
93X	New trip added called <b>LIMITED</b> . BART Walnut Creek to Hillcrest Park & Ride at 1608. First bus stop after BART is Kirker Pass Rd and Castlewood	New Limited stop trip Passenger load
96X	Schedule Rewritten and Adjusted and added new patterns	Adjusted routing All trips
97X	Schedule Rewritten and Adjusted and added new patterns	Adjusted routing All trips
98X	Rerouted both directions onto Pacheco Blvd between Highway 4 and Chilpancingo Pkwy	Operator Request
93X	Limited trip at 1608 Leave BART Walnut Creek, the Intermediate timepoints were removed	
600 Series	Removed all School Day Exception trips from Service	No School
636	Trip at 1350 Leave San Ramon Transit Center will operate	Not an Exception trip
627	Route will operate	No Exception trips
649	Route will operate	No Exception trips
All	Paddle Number Changes	Reblocking

### **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. These areas have a high transit dependent 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 its free fare and the short travel time between popular destinations. Express Route ridership grew by nearly 7% this fiscal year. This is primarily due to the influx of commuters to the Bishop Ranch Business Park.

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

The chart below sorts County Connection's routes by productivity. This is defined as passengers/per revenue hour.

<b>County Connection Fixed Route Productivity</b>			
<b>Route</b>	<b>Annual Passengers</b>	<b>Total Revenue Hours</b>	<b>Passengers/Revenue Hour</b>
627	12,048	85	142.3
605	16,534	253	65.3
613	2,682	49	54.7
611	8,661	226	38.3
612	8,130	213	38.1
602	24,639	681	36.2
614	9,008	255	35.3
609	2,175	68	32.2
631	5,157	162	31.8
601	18,124	610	29.7
619	3,569	125	28.7
310	38,331	1,443	26.6
606	56,264	2,181	25.8
20	299,250	11,861	25.2
623	6,635	264	25.2
4	228,495	9,272	24.6
622	4,756	193	24.6
4 (Weekend)	59,611	2,439	24.4
625	7,054	290	24.4
635	2,838	119	23.8
608	2,949	129	22.9
615	6,514	290	22.5
10	264,956	12,184	21.7
603	4,027	198	20.3
314	57,295	2,862	20.0
616	4,244	215	19.8
636	12,779	717	17.8
92X	45,391	2,635	17.2
95X	42,980	2,558	16.8
11	78,402	4,711	16.6
15	128,343	7,759	16.5
93X	54,753	3,357	16.3
14	160,235	10,009	16.0
96X	128,124	8,028	16.0
626	4,166	270	15.4
320	19,832	1,309	15.2
316	31,154	2,096	14.9
18	116,229	7,973	14.6
91X	12,987	904	14.4
311	22,232	1,590	14.0
98X	93,590	6,744	13.9
9	145,562	10,527	13.8
6	106,892	7,789	13.7
16	175,245	13,035	13.4
1	88,491	6,623	13.4
17	58,753	4,703	12.5
21	153,242	12,363	12.4
632	2,443	197	12.4
35	99,603	8,247	12.1
6 (Weekend)	10,640	920	11.6
321	24,098	2,096	11.5
97X	26,446	2,503	10.6
19	37,093	3,514	10.6
28	77,626	7,671	10.1
610	3,391	337	10.1
36	61,939	6,773	9.1
5	19,020	2,540	7.5
315	5,179	709	7.3
7	57,720	8,146	7.1
2	15,951	2,270	7.0
301	6,172	937	6.6
25	15,584	2,921	5.3
649	195	135	1.4

The County Connection has several routes that carry passengers that do not pay a fare. This is due to the City of Walnut Creek subsidizing a portion of the Route 4 fares and Sunset Development purchasing passes for their tenants' employees to take the express routes serving Bishop Ranch. As expected, these routes have higher average ridership which lowers the average fare per passenger. The following table shows County Connection's system-wide average fare per passenger as well as that of the Route #4 and routes service the Bishop Ranch Business Park.

<b>Service</b>	<b>Ridership</b>	<b>Farebox Revenue</b>	<b>Avg. Fare/Passenger</b>
Total System	3,296,763	\$4,641,248	\$1.41
Route 4	228,495	\$207,262	\$0.91
Bishop Ranch	201,118	\$86,664	\$0.43

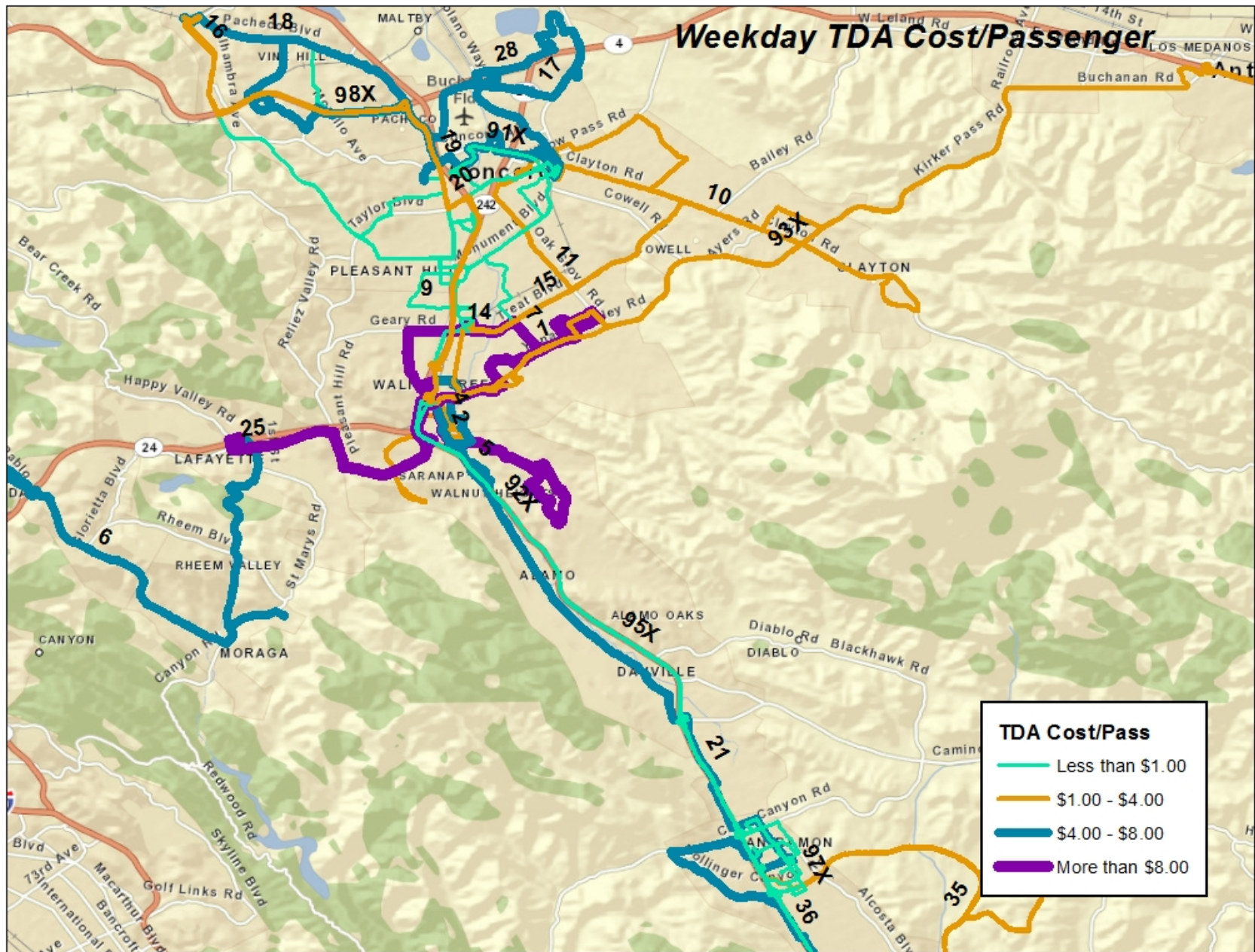
This illustrates the impact of a free fare on the route's productivity. Whether the fare is free or is perceived to be free, the lack of a transaction upon boarding a bus has shown, in these cases, to increase ridership as well as productivity.

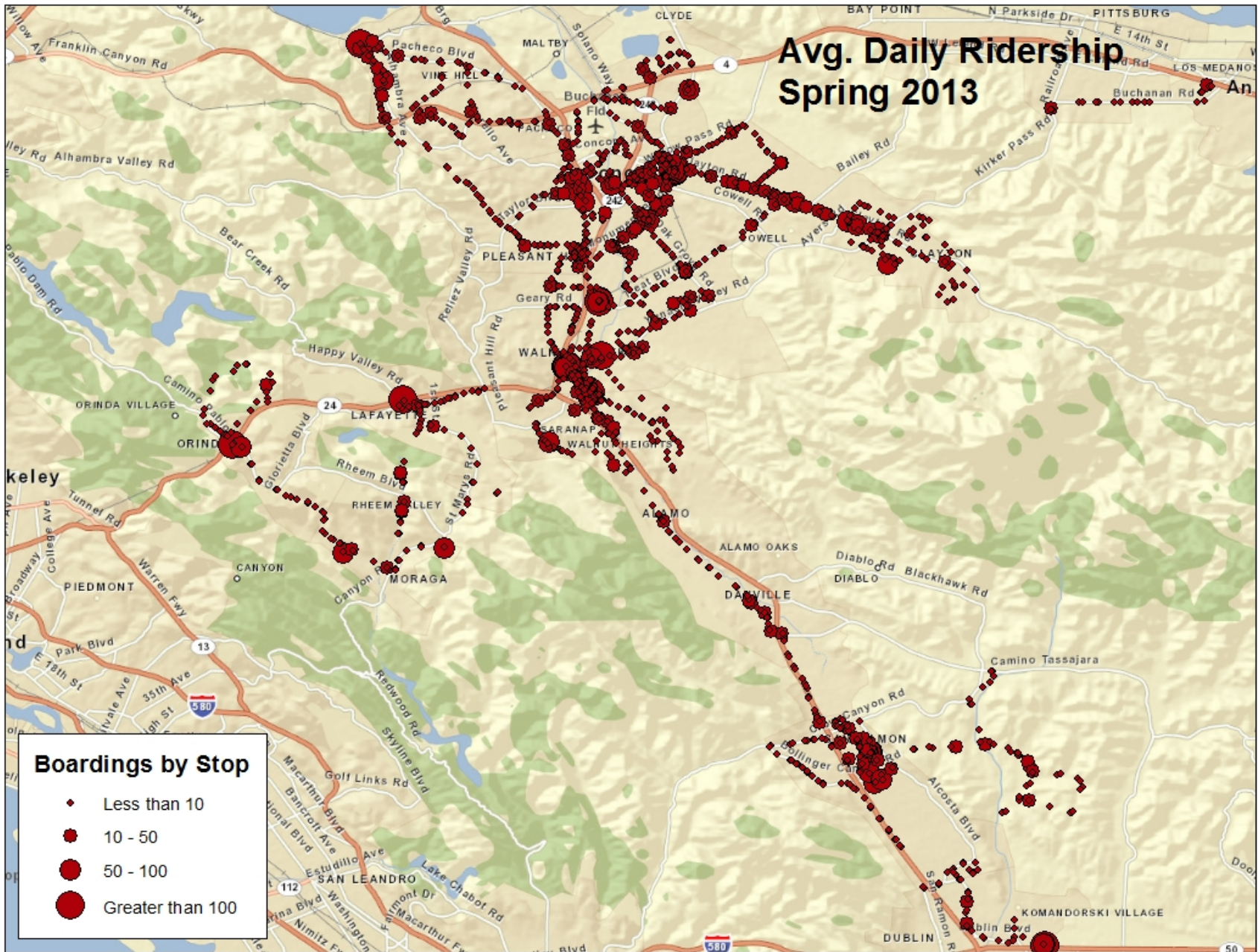
#### County Connection Cost per Passenger

The County Connection 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 subsidies such as Bishop Ranch and City of Walnut Creek revenues that can only be applied to specific 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 funding, and routes that have low productivity have the highest County Connection cost per passenger. Ridership was determined by using the actual annual passengers in FY 2012-13. The cost was determined using the FY 2012-13 actuals for operator wages and fringes, supervisor labor and fringe, maintenance labor, parts fuel and insurance. The following table sorts County Connection's routes by TDA cost per passenger. This is one of the primary tools used by staff to make route-level service changes.

## Ranking of Routes by Cost per Passenger

Route	Annual Passengers	Total Hours	Total Miles	Cost (\$49.42/Total Hr + \$2.05/Total Mi)	Fares (\$1.41/Pass)	Contract, Pass Sales, RM2, Measure J	Cost Less Fares and Contracts	TDA Cost/Pass
16	175,245	13,606	127,710	\$934,211	\$247,095	\$745,303	\$0	\$0.00
92X	45,391	4,251	61,788	\$336,748	\$28,429	\$384,839	\$0	\$0.00
96X	128,124	9,403	183,866	\$841,598	\$0	\$855,468	\$0	\$0.00
97X	26,446	3,764	48,885	\$286,208	\$0	\$400,116	\$0	\$0.00
316	31,154	2,266	22,721	\$158,543	\$43,928	\$121,328	\$0	\$0.00
627	12,048	244	1,085	\$14,283	\$16,988		\$0	\$0.00
649	195	302	1,735	\$18,488	\$0	\$26,500	\$0	\$0.00
91X	12,987	1,050	8,030	\$68,330	\$10,289	\$54,119	\$3,921	\$0.30
95X	42,980	3,404	53,626	\$278,166	\$60,602	\$203,890	\$13,674	\$0.32
14	160,235	10,315	67,941	\$649,032	\$225,931	\$353,375	\$69,726	\$0.44
18	116,229	8,473	81,390	\$585,598	\$163,883	\$353,375	\$68,340	\$0.59
9	145,562	11,229	89,519	\$738,447	\$200,968	\$428,062	\$109,417	\$0.75
605	16,534	664	1,883	\$36,681	\$23,312		\$13,368	\$0.81
631	5,157	208	908	\$12,140	\$7,271		\$4,869	\$0.94
20	299,250	13,333	64,002	\$790,137	\$421,942		\$368,195	\$1.23
612	8,130	355	2,187	\$22,039	\$11,464		\$10,575	\$1.30
615	6,514	327	748	\$17,710	\$9,185		\$8,525	\$1.31
613	2,682	126	546	\$7,330	\$3,781		\$3,549	\$1.32
614	9,008	433	1,777	\$25,049	\$12,701		\$12,348	\$1.37
611	8,661	425	1,883	\$24,874	\$12,213		\$12,662	\$1.46
35	99,603	10,116	115,951	\$737,636	\$140,440	\$450,000	\$147,196	\$1.48
310	38,331	1,541	18,157	\$113,393	\$54,046		\$59,347	\$1.55
4	228,495	9,917	35,197	\$562,268	\$0	\$207,262	\$355,007	\$1.55
602	24,639	1,245	8,274	\$78,472	\$34,741		\$43,731	\$1.77
93X	54,753	5,253	66,795	\$396,529	\$77,202	\$212,552	\$106,775	\$1.95
314	57,295	2,997	23,507	\$196,291	\$80,786		\$115,505	\$2.02
10	264,956	12,653	141,764	\$915,920	\$373,588		\$542,332	\$2.05
619	3,569	216	925	\$12,593	\$5,032		\$7,562	\$2.12
601	18,124	998	7,669	\$65,020	\$25,555		\$39,465	\$2.18
622	4,756	316	1,378	\$18,459	\$6,706		\$11,753	\$2.47
623	6,635	356	4,034	\$25,876	\$9,355		\$16,521	\$2.49
635	2,838	273	1,759	\$17,107	\$4,002		\$13,105	\$2.54
606	56,264	3,409	27,311	\$224,464	\$79,332		\$145,133	\$2.58
4 (Weekend)	59,611	2,615	14,593	\$159,127	\$0		\$159,127	\$2.67
11	78,402	5,035	41,602	\$334,107	\$110,547		\$223,561	\$2.85
320	19,832	1,354	8,648	\$84,628	\$27,963		\$56,665	\$2.86
98X	93,590	7,077	120,214	\$596,182	\$131,961	\$161,423	\$302,798	\$3.24
15	128,343	8,449	88,817	\$599,632	\$180,963		\$418,669	\$3.26
616	4,244	353	1,996	\$21,525	\$5,985		\$15,541	\$3.66
1	88,491	7,039	53,298	\$457,105	\$124,772		\$332,333	\$3.76
311	22,232	1,707	14,861	\$114,845	\$31,348		\$83,498	\$3.76
17	58,753	4,963	38,166	\$323,505	\$82,841		\$240,664	\$4.10
625	7,054	668	3,236	\$39,671	\$9,946		\$29,725	\$4.21
609	2,175	222	979	\$12,964	\$3,067		\$9,896	\$4.55
632	2,443	249	1,113	\$14,584	\$3,445		\$11,140	\$4.56
6	106,892	9,039	98,014	\$647,653	\$150,717		\$496,935	\$4.65
608	2,949	298	1,820	\$18,470	\$4,158		\$14,312	\$4.85
21	153,242	13,555	154,970	\$987,595	\$216,072		\$771,523	\$5.03
19	37,093	3,680	33,776	\$251,123	\$52,300		\$198,822	\$5.36
321	24,098	2,339	29,855	\$176,794	\$33,979		\$142,815	\$5.93
28	77,626	7,879	98,356	\$591,026	\$109,453		\$481,573	\$6.20
6 (Weekend)	10,640	1,019	15,176	\$81,465	\$15,003		\$66,462	\$6.25
610	3,391	460	4,004	\$30,961	\$4,781		\$26,180	\$7.72
603	4,027	564	4,510	\$37,096	\$5,678		\$31,418	\$7.80
5	19,020	2,666	21,689	\$176,224	\$26,818		\$149,406	\$7.86
36	61,939	7,690	95,273	\$575,350	\$87,334		\$488,016	\$7.88
626	4,166	640	3,986	\$39,810	\$5,874		\$33,936	\$8.15
7	57,720	9,000	64,774	\$577,581	\$81,385		\$496,196	\$8.60
301	6,172	1,018	5,956	\$62,527	\$8,703		\$53,824	\$8.72
315	5,179	709	8,631	\$52,734	\$7,303		\$45,431	\$8.77
2	15,951	2,624	28,122	\$187,349	\$22,490		\$164,859	\$10.34
25	15,584	3,088	33,541	\$221,352	\$21,974		\$199,378	\$12.79
636	12,779	996	6,774	\$63,126	\$18,018		\$45,109	\$18.46





## **Fixed-Route Coordination**

There are five other public bus operators that provide service in County Connection's service area. These include: Eastern Contra Costa Transit Authority (Tri Delta), Western Contra Costa Transit Authority (WestCat), Fairfield Suisun Transit (FAST), Solano County Transit (SolTrans), and Livermore Amador Valley Transit Authority (LAVTA). Most routes share bus stops at BART stations and act as express/limited stop service from their originating communities. CCCTA works to make sure duplicate service is minimized and transfers are available.

## **Fixed-Route Fares**

No fare changes were implemented in FY 2012-13 and there are none planned until FY 2017-18.

Pass sales volume during the first half of FY 2012-13 increased by over 28% compared to the first half of FY 2011-12, with the biggest gain in the sale of the Commuter Card punch pass. The highest sales continues to be the 12-Ride punch pass, representing 65% of all pass sales.

Pass sales revenue increased by 4.5% compared to the first half of FY 2011-12. The majority of sales activity takes place at our off site outlets - 89%. Outlets receive no monetary incentive for selling County Connection bus passes. Online pass sales activity increased by 12.5% over the same period in FY 2011-12.

In FY 2013-14, County Connection is planning on restoring a previous fare policy of free mid-day service for seniors. This policy was rescinded as part of the FY 2008-09 service adjustment and fare change. However, as TDA revenues began to increase and with a regional emphasis on productivity (passengers per revenue hour), County Connection staff believes that this will increase passenger trips during a time period with historically low ridership.

Fare prices as well as the variety offered may have to be adjusted as part of the implementation of the Clipper fare medium, although implementation is not expected for several years.

The following chart shows a comparison of passengers by fare type for FY 2010-11, FY 2011-12, and FY 2012-13 as well as their percentages of total ridership for that year. Overall ridership by fare type has remained stable over the three years presented with fare share fluctuating less than 0.5% from year to year.



## Passenger by Fare Type Comparison

Fiscal Year	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 92X	Bishop Ranch Pass	Chevron 91X	Galaxy 91X	Airport 91X	St Mary's Pass	JFKU Pass	Promo	TOTAL
<b>FY11</b>	<b>684,891</b>	<b>177,942</b>	<b>59,965</b>	<b>164,742</b>	<b>169,136</b>	<b>205,855</b>	<b>557,881</b>	<b>362,226</b>	<b>313,154</b>	<b>140,237</b>	<b>28,232</b>	<b>18,155</b>	<b>126,286</b>	<b>36,826</b>	<b>15,025</b>	<b>26,049</b>	<b>171,777</b>	<b>2,650</b>	<b>945</b>	<b>159</b>	<b>23,851</b>	<b>3,355</b>	<b>15,116</b>	<b>3,304,456</b>
% of Total	20.7%	5.4%	1.8%	5.0%	5.1%	6.2%	16.9%	11.0%	9.5%	4.2%	0.9%	0.5%	3.8%	1.1%	0.5%	0.8%	5.2%	0.1%	0.0%	0.0%	0.7%	0.1%	0.5%	100.0%
<b>FY12</b>	<b>656,608</b>	<b>166,955</b>	<b>58,364</b>	<b>141,229</b>	<b>159,999</b>	<b>203,681</b>	<b>527,935</b>	<b>349,229</b>	<b>295,628</b>	<b>130,208</b>	<b>29,423</b>	<b>16,086</b>	<b>120,492</b>	<b>29,573</b>	<b>15,387</b>	<b>23,424</b>	<b>190,800</b>	<b>2,815</b>	<b>649</b>	<b>124</b>	<b>32,445</b>	<b>2,846</b>	<b>16,979</b>	<b>3,170,879</b>
% of Total	20.7%	5.3%	1.8%	4.5%	5.0%	6.4%	16.6%	11.0%	9.3%	4.1%	0.9%	0.5%	3.8%	0.9%	0.5%	0.7%	6.0%	0.1%	0.0%	0.0%	1.0%	0.1%	0.5%	100.0%
<b>FY13</b>	<b>663,579</b>	<b>173,797</b>	<b>66,595</b>	<b>162,341</b>	<b>164,940</b>	<b>222,153</b>	<b>541,512</b>	<b>346,842</b>	<b>315,443</b>	<b>139,129</b>	<b>37,149</b>	<b>19,313</b>	<b>115,751</b>	<b>22,283</b>	<b>17,667</b>	<b>25,229</b>	<b>203,528</b>	<b>4,229</b>	<b>909</b>	<b>552</b>	<b>33,813</b>	<b>3,031</b>	<b>16,979</b>	<b>3,296,763</b>
% of Total	20.1%	5.3%	2.0%	4.9%	5.0%	6.7%	16.4%	10.5%	9.6%	4.2%	1.1%	0.6%	3.5%	0.7%	0.5%	0.8%	6.2%	0.1%	0.0%	0.0%	1.0%	0.1%	0.5%	100.0%

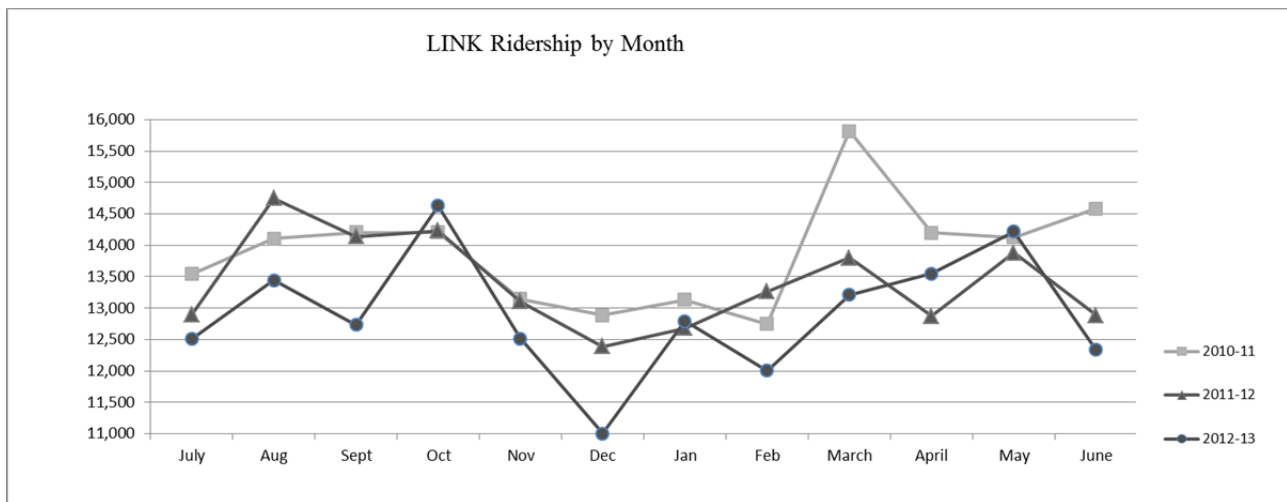
## Paratransit

### Overview

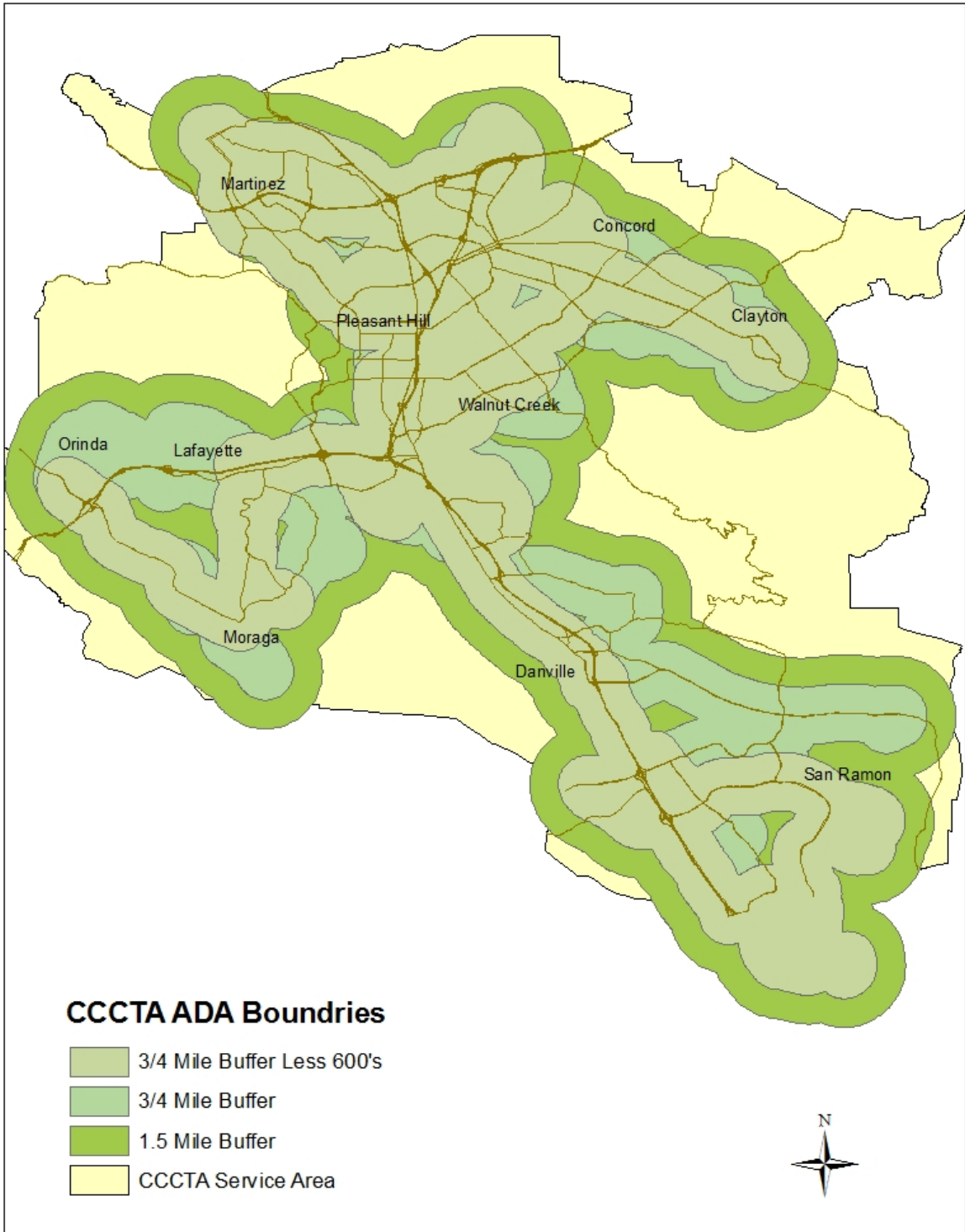
The LINK paratransit service operates door-to-door service for those unable to use the fixed route bus due to their disability.

This segment of the service is operated by First Transit. They are under contract through FY 2013-14 and the County Connection will issue a Request for Proposal in early 2014.

LINK rider eligibility is determined in accordance with the requirements of ADA paratransit service.



The service area is slightly larger than what is required by the Americans with Disability Act (ADA). It was designed to operate within 1.5 mile buffer around weekday routes and a  $\frac{3}{4}$  mile buffer around the weekend routes. The LINK service area boundary is a footprint that was created prior to the FY 2008-09 service cuts and was not reduced at the time the fixed-route service area was changed.



## **Current/Upcoming Planning Projects**

This section summarizes projects that County Connection planning staff has been involved during all or part of FY 2012-13. The projects, their goals, latest updates, and funding sources are summarized below:

Mobility Management – This project is funded with FTA New Freedom funds from FY 2007-08 and FY 2008-09. It involves conducting an inventory of existing transportation services in Contra Costa County for seniors and those with disabilities and recommends a plan for improving coordination for these groups. This plan was adopted by the County Connection Board of Directors in October 2013 and has been forwarded to the Contra Costa Transportation Authority for adoption as the County-wide plan. This is expected in early 2014.

Access Improvement Project – This project is funded with an FY 2010-11 Caltrans Planning Grant and seeks to identify projects that improve access and safety at County Connection bus stops. The project also includes the formation of a database that can track changes and amenities at bus stops. The final product will be a list of all County Connection bus stops ranked by their need for improvement and will include preliminary engineering and costs for projects to improve the top 50 stops. The final product will be used to support future capital grants.

Adaptive Service Analysis Plan – Funded with Measure J, this project identifies up to 4 sub-regions of County Connection's service area that have not responded to traditional fixed-route service. The goal is to then identify, through outreach, alternative service that would serve the specific needs of the sub-regions selected. The project will result in plan that includes specific implementation steps for each of the sub-regions to have the service type that was deemed to have the highest ridership potential. This project was adopted by County Connection's Board of Directors in November 2013.

Alamo Creek T-1 - In 2005 Contra Costa County approved an assessment fee for Alamo Creek property owners to pay for a transit benefit. The County Service Area (CSA) includes 1,074 parcels. The total fee amount generated is equal to \$349,986 per year. Because no service has been implemented, the balance in the account has accumulated and will be equal to \$1.5 million at the end of FY 2012-13. In January 2014, the County Connection is expecting to implement a demand response service for individuals traveling to and from the Alamo Creek T-1. County Connection would operate this fare-free service with all costs covered by the fees collected from homeowners.

## Chapter 5 Operating/Capital Budget

### Operations Budget Summary

- Annual Cost Growth: 3% after FY 2013-14
- Annual Revenue Growth: STA, TDA, BART Express Bus, and Measure J increase at 3% annually, all other revenue remains at FY 2013-14 levels
- Fare Increase: 8% in FY 2017-18
- Service Reductions: 10% in FY 2019-20
- FY 2013-14 TDA Balance: \$10,354,682
- FY 2022-23 TDA Balance: \$191,364

### Operations Budget Detail

Based on the assumptions above, County Connection will not have a negative TDA balance during this SRTP period. TDA revenues are rising and reflect a recovering economy; however, County Connection is cautious about this and is not committing to increasing service levels in any significant way during this SRTP period. This budget assumes a 4% annual growth rate after FY 2013-14. In order to keep a positive TDA reserve, a fixed-route fare increase of 8% is proposed in FY 2017-18 and a reduction of total fixed-route hours of 10% is proposed for FY 2019-20. Fixed-route service typically has to shoulder the growing costs for both itself and for the paratransit service as cutting paratransit is difficult.

The tables below illustrate County Connection's Fixed-Route and Paratransit Operating Budget for FY 2013-14 through FY 2022-23. The fixed-route fare increase in FY 2017-18 and the service reduction in FY 2019-2020 are highlighted in orange.

The tables below also show County Connection's TDA balance for this SRTP period including and TDA funds used for the capital program.

<b>Operations Budget</b>										
<b>FY 2013-14 to 2022-23</b>										
	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
	projected									
<b>Fixed Route</b>										
Revenue Hours	213,624	213,624	213,624	213,624	213,624	213,624	192,261	192,261	192,261	192,261
Total Hours	242,976	242,976	242,976	242,976	242,976	242,976	218,678	218,678	218,678	218,678
Cost/Total Hour	116.87	\$120.38	\$123.99	\$127.71	\$131.54	\$135.49	\$139.55	\$143.74	\$148.05	\$152.49
Total Cost	\$28,396,860	\$29,248,766	\$30,126,229	\$31,030,016	\$31,960,916	\$32,919,744	\$30,516,602	\$31,432,100	\$32,375,063	\$33,346,315
Passengers/RHr	16	16	16	16	16	16	16	16	16	16
Passengers	3,379,226	3,379,226	3,379,226	3,379,226	3,379,226	3,379,226	3,041,303	3,041,303	3,041,303	3,041,303
Fare Revenue (incl Special)	\$4,609,352	\$4,757,341	\$4,757,341	\$4,757,341	\$5,137,928	\$5,137,928	\$4,624,136	\$4,624,136	\$4,624,136	\$4,624,136
Average Fare/Passenger	\$1.41	\$1.41	\$1.41	\$1.41	\$1.52	\$1.52	\$1.52	\$1.52	\$1.52	\$1.52
Net Operating Cost	\$23,787,508	\$24,491,425	\$25,368,888	\$26,272,674	\$26,822,988	\$27,781,815	\$25,892,467	\$26,807,965	\$27,750,928	\$28,722,180
Advertising	\$572,096	\$584,000	\$595,000	\$595,000	\$595,000	\$595,000	\$595,000	\$595,000	\$595,000	\$595,000
Investment Income	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
FTA Planning	\$0	\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$30,000
TDA 4.0 Needed	\$15,866,207	\$16,056,460	\$16,743,825	\$17,602,240	\$17,960,720	\$18,661,060	\$16,566,369	\$17,209,464	\$17,932,753	\$18,616,840
STA (All)	\$2,149,883	\$2,214,379	\$2,280,811	\$2,349,235	\$2,419,712	\$2,492,304	\$2,567,073	\$2,644,085	\$2,723,407	\$2,805,110
Measure J	\$3,965,868	\$4,084,844	\$4,207,389	\$4,333,611	\$4,463,619	\$4,597,528	\$4,735,454	\$4,877,517	\$5,023,843	\$5,174,558
BART Express Bus	\$651,196	\$670,732	\$690,854	\$711,579	\$732,927	\$754,915	\$777,562	\$800,889	\$824,916	\$849,663
Dougherty Valley	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TSGP	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919	\$116,919
RM2/Express Bus	\$145,339	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090	\$414,090
<b>Fixed-Route Revenue</b>	<b>\$28,396,860</b>	<b>\$29,248,766</b>	<b>\$30,126,229</b>	<b>\$31,030,016</b>	<b>\$31,960,916</b>	<b>\$32,919,744</b>	<b>\$30,516,602</b>	<b>\$31,432,100</b>	<b>\$32,375,063</b>	<b>\$33,346,315</b>

<b>Operations Budget</b>										
<b>FY 2013-14 to 2022-23</b>										
	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
	projected									
	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
<b>Paratransit</b>										
Revenue Hours	74,400	74,400	74,400	74,400	74,400	74,400	74,400	74,400	74,400	74,400
Total Hours	92,400	92,400	92,400	92,400	92,400	92,400	92,400	92,400	92,400	92,400
Cost/Total Hour	\$58.03	\$59.78	\$61.57	\$63.42	\$65.32	\$67.28	\$69.30	\$71.37	\$73.52	\$75.72
Total Cost	\$5,362,363	\$5,523,234	\$5,688,931	\$5,859,599	\$6,035,387	\$6,216,449	\$6,402,942	\$6,595,030	\$6,792,881	\$6,996,668
Passengers/RHr	2.08	2.08	2.08	2.08	2.08	2.08	2.08	2.08	2.08	2.08
Passengers	154,752	154,752	154,752	154,752	154,752	154,752	154,752	154,752	154,752	154,752
Fare Revenue	\$529,439	\$613,395	\$613,395	\$613,395	\$613,395	\$613,395	\$613,395	\$613,395	\$613,395	\$613,395
Average Fare/Passenger	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96
Net Operating Cost	\$4,832,924	\$4,909,839	\$5,075,536	\$5,246,204	\$5,421,992	\$5,603,054	\$5,789,547	\$5,981,635	\$6,179,486	\$6,383,273
Advertising + Interest	\$0	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000
Non-Operating Revenue	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 ADA Set-Aside	\$676,696	\$696,997	\$717,907	\$739,444	\$761,627	\$784,476	\$808,010	\$832,251	\$857,218	\$882,935
TDA 4.5	\$858,430	\$884,183	\$910,708	\$938,030	\$966,171	\$995,156	\$1,025,010	\$1,055,761	\$1,087,433	\$1,120,056
TDA 4.0	\$993,848	\$1,044,050	\$1,094,253	\$1,145,962	\$1,199,223	\$1,254,082	\$1,310,586	\$1,368,785	\$1,428,731	\$1,490,475
STA (All)	\$991,116	\$716,000	\$737,480	\$759,604	\$782,393	\$805,864	\$830,040	\$854,941	\$880,590	\$907,007
Measure J	\$1,308,488	\$1,347,743	\$1,388,175	\$1,429,820	\$1,472,715	\$1,516,896	\$1,562,403	\$1,609,275	\$1,657,553	\$1,707,280
BART ADA (3% growth)	\$198,900	\$204,867	\$211,013	\$217,343	\$223,864	\$230,580	\$237,497	\$244,622	\$251,961	\$259,519
<b>Paratransit Revenue</b>	<b>\$5,557,217</b>	<b>\$5,523,234</b>	<b>\$5,688,931</b>	<b>\$5,859,599</b>	<b>\$6,035,387</b>	<b>\$6,216,449</b>	<b>\$6,402,942</b>	<b>\$6,595,030</b>	<b>\$6,792,881</b>	<b>\$6,996,668</b>

<b>Operations Budget with Capital - TDA Reserve</b>										
	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
Beginning Balance	\$11,937,000	\$10,354,682	\$8,157,519	\$4,310,101	\$2,829,168	\$1,844,978	\$525,301	\$1,356,602	\$2,324,317	\$19,359
TDA 4.0 Allocation	\$16,860,055	\$16,645,701	\$17,145,072	\$17,659,424	\$18,189,207	\$18,734,883	\$19,296,930	\$19,875,838	\$20,472,113	\$21,086,276
<b>TDA 4.0 Needed</b>										
Fixed Route Operations	\$15,866,207	\$16,056,460	\$16,743,825	\$17,602,240	\$17,960,720	\$18,661,060	\$16,566,369	\$17,209,464	\$17,932,753	\$18,616,840
Paratransit Operations	\$993,848	\$1,044,050	\$1,094,253	\$1,145,962	\$1,199,223	\$1,254,082	\$1,310,586	\$1,368,785	\$1,428,731	\$1,490,475
TDA for Capital	\$1,582,318	\$1,742,354	\$3,154,413	\$392,156	\$13,454	\$139,419	\$588,674	\$329,873	\$3,415,588	\$806,957
<b>Ending Operating Balance</b>	<b>\$10,354,682</b>	<b>\$8,157,519</b>	<b>\$4,310,101</b>	<b>\$2,829,168</b>	<b>\$1,844,978</b>	<b>\$525,301</b>	<b>\$1,356,602</b>	<b>\$2,324,317</b>	<b>\$19,359</b>	<b>\$191,364</b>

## Capital Plan

This Capital Improvement Plan identifies projects necessary to maintain and improve County Connection's fleet and facilities to ensure that the Authority can provide quality transit service.

Capital projects included involve replacement of rolling stock and support vehicles, facility improvements, security projects, and bus stop improvements. The tables include shows the breakdown and replacement plan of County Connection's fixed-route, paratransit, and non-revenue fleet, and a summary of the costs and revenues for this 10-year capital program.

<b>Capital Program</b>							
<b>Revenue Fleet - Fixed Route</b>							
#	Description	Series	Year in Service	MTC's Useful Life	Replacement Year	Next Replacement	
19	Heavy Duty bus - 40'	500-518	2002	12	2014	2026	
14	Heavy Duty bus - 40'	200-213	2002	12	2014	2026	
13	Heavy Duty bus - 35'	400-412	2002	12	2015	2027	
18	Heavy Duty bus - 30'	300-317	2002	12	2015	2027	
40	Heavy Duty bus - 40'	900-940	2010	12	2022	2034	
10	Heavy Duty bus - 40'	2000-2009	2012	12	2024	2036	
7	Heavy Duty bus - 30'	100-106	2013	12	2025	2037	
121							
<b>Revenue Fleet - Paratransit</b>							
#	Description	Series	Year in Service	MTC's Useful Life	Replacement Year	Next Replacement	
3	Ford Cutaways - 22'	9L01-03	2008	7	2015	2022	
38	Ford Cutaways - 22'	11L01-38	2012	5	2017	2022	
4	Ford Cutaways - 24'	11L39-42	2012	5	2017	2022	
4	Ford Minivan	4L05-8	2012	6	2018	2024	
6	Ford Cutaways - 22'	5L01-6	2013	5	2018	2023	
3	Chevy Microvan	7L01-03	2013	6	2019	2025	
1	Ford Minivan	7L04	2013	6	2019	2025	
4	Ford Cutaways - 22'	4L01-4	2012	7	2019	2026	
63							



<b>Fixed Route Fleet</b>											
<b>#</b>	<b>Description</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
19	Heavy Duty bus - 40'	19									
14	Heavy Duty bus - 40'	14									
9	Heavy Duty bus - 35'		9								
4	Electric Trolley - 35'		4								
18	Heavy Duty bus - 30'		18								
40	Heavy Duty bus - 40'									40	
10	Heavy Duty bus - 40'										
7	Heavy Duty bus - 30'										
	Sub Total 40' Foot	33								40	
	Sub Total 35'		9								
	Sub Total Electric Trolley 35'		4								
	Sub Total 30'		18								
	<b>Grand Total</b>	<b>33</b>	<b>31</b>							<b>40</b>	
<b>Paratransit Fleet</b>		<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
3	Ford Cutaways - 22'		3								3
38	Ford Cutaways - 22'				38						38
4	Ford Cutaways - 24'				4						4
4	Ford Minivan					4					
6	Ford Cutaways - 22'					6					6
3	Chevy Microvan						3				
1	Ford Minivan						1				
4	Ford Cutaways - 22'						4				
	Total under 26'		3		42	6	4			45	6
	Total under 22'					4	4				
	<b>Grand Total</b>		<b>3</b>		<b>42</b>	<b>10</b>	<b>8</b>			<b>45</b>	<b>6</b>

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
<b>MTC's Price 13-14</b>										
Transit Bus 40' Diesel	\$544,000	\$554,880	\$565,978	\$577,297	\$588,843	\$600,620	\$612,632	\$624,885	\$637,383	\$650,130
Federal	\$438,584	\$447,344	\$456,291	\$465,417	\$474,725	\$484,220	\$493,904	\$503,782	\$513,858	\$524,135
Local	\$105,416	\$107,536	\$109,686	\$111,880	\$114,118	\$116,400	\$118,728	\$121,103	\$123,525	\$125,995
Transit Bus 35' Diesel	\$527,000	\$537,540	\$548,291	\$559,257	\$570,442	\$581,851	\$593,488	\$605,357	\$617,464	\$629,814
Federal	\$424,960	\$433,472	\$442,142	\$450,985	\$460,004	\$469,204	\$478,588	\$488,160	\$497,923	\$507,882
Local	\$102,040	\$104,068	\$106,149	\$108,272	\$110,438	\$112,646	\$114,899	\$117,197	\$119,541	\$121,932
Transit Bus 30' Diesel	\$513,000	\$523,260	\$533,725	\$544,400	\$555,288	\$566,393	\$577,721	\$589,276	\$601,061	\$613,082
Federal	\$413,763	\$422,062	\$430,503	\$439,113	\$447,895	\$456,853	\$465,990	\$475,310	\$484,816	\$494,512
Local	\$99,237	\$101,198	\$103,222	\$105,287	\$107,393	\$109,540	\$111,731	\$113,966	\$116,245	\$118,570
Electric Trolley Bus 35'	\$1,350,000	\$1,377,000	\$1,404,540	\$1,432,631	\$1,461,283	\$1,490,509	\$1,520,319	\$1,550,726	\$1,581,740	\$1,613,375
Federal	\$1,080,000	\$1,101,600	\$1,123,632	\$1,146,105	\$1,169,027	\$1,192,407	\$1,216,255	\$1,240,581	\$1,265,392	\$1,290,700
Local	\$270,000	\$275,400	\$280,908	\$286,526	\$292,257	\$298,102	\$304,064	\$310,145	\$316,348	\$322,675
Cut-Away/Van Under 26', 5-Year, Gas	\$83,640	\$85,313	\$87,019	\$88,759	\$90,535	\$92,345	\$94,192	\$96,076	\$97,998	\$99,958
Federal	\$68,267	\$69,632	\$71,025	\$72,445	\$73,894	\$75,372	\$76,880	\$78,417	\$79,986	\$81,585
Local	\$15,373	\$15,680	\$15,994	\$16,314	\$16,640	\$16,973	\$17,313	\$17,659	\$18,012	\$18,372
Cut-Away under 26', 7 year, Gas	\$117,300	\$119,646	\$122,039	\$124,480	\$126,969	\$129,509	\$132,099	\$134,741	\$137,436	\$140,184
Federal	\$97,359	\$99,306	\$101,292	\$103,318	\$105,385	\$107,492	\$109,642	\$111,835	\$114,072	\$116,353
Local	\$19,941	\$20,340	\$20,747	\$21,162	\$21,585	\$22,016	\$22,457	\$22,906	\$23,364	\$23,831
Minivan Under 22'	\$55,080	\$56,182	\$57,305	\$58,451	\$59,620	\$60,813	\$62,029	\$63,270	\$64,535	\$65,826
Federal	\$45,959	\$46,878	\$47,815	\$48,772	\$49,747	\$50,742	\$51,757	\$52,792	\$53,848	\$54,925
Local	\$9,121	\$9,304	\$9,490	\$9,680	\$9,873	\$10,071	\$10,272	\$10,477	\$10,687	\$10,901
<b>Revenue Fleet</b>										
	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
Fixed Route	\$17,952,000	\$19,764,540							\$25,495,308	
Federal	\$14,480,083	\$15,904,758							\$20,564,516	
Local	\$3,471,917	\$3,859,782							\$4,930,793	
	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
Paratransit		\$358,938		\$3,727,896	\$781,689	\$761,286			\$4,528,206	\$599,745
Federal		\$297,919		\$3,094,154	\$648,802	\$631,867			\$3,758,411	\$497,789
Local		\$61,019		\$633,742	\$132,887	\$129,419			\$769,795	\$101,957
	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
Total Replacement Capital	\$17,952,000	\$20,123,478		\$3,727,896	\$781,689	\$761,286			\$30,023,514	\$599,745
Federal	\$14,480,083	\$16,202,676		\$3,094,154	\$648,802	\$631,867			\$24,322,926	\$497,789
Local	\$3,471,917	\$3,920,802		\$633,742	\$132,887	\$129,419			\$5,700,588	\$101,957

Non Revenue Fleet		Year in Service	Useful Life	Replacement Year	Next Replacement
<b>Cars and Supervisor Vans</b>					
1	Ford Truck	1995	7	2016	2023
3	Ford Escape Hybrid	2010	7	2017	2024
1	Ford Station Wagon	2000	7	2016	2023
2	Ford Fusion Hybrid	2013	7	2020	2027
1	Pontiac Sedan	2006	7	2013	2020
1	Ford 1/2 ton gas Van	2003	7	2010	2017
2	Chevy uplander Van	2006	7	2014	2021
<b>Shop Trucks</b>					
1	Ford F-350 Flat Bed	2011	7	2018	2025
2	Ford F-250	2006	7	2013	2020
1	Ford cargo van gas	2006	7	2013	2020
15					

Non Revenue Fleet		FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	Total
	Cars			2	3			3			2	10
	Vans	2			1				2			5
	Trucks					1		3				4
Price	Car	\$31,300	\$32,239	\$33,207	\$34,203	\$35,229	\$36,286	\$37,374	\$38,496	\$39,650	\$40,840	\$358,824
	Van	\$55,645	\$57,315	\$59,034	\$60,805	\$62,629	\$64,508	\$66,443	\$68,437	\$70,490	\$72,604	\$637,909
	Truck	\$63,814	\$67,005	\$70,355	\$73,873	\$77,566	\$81,445	\$85,517	\$89,793	\$94,282	\$98,997	\$802,647
Total Cost	Cars			\$66,413	\$102,608			\$112,123			\$81,679.85	\$362,824
	Vans	\$111,290			\$60,805				\$136,873			\$308,968
	Trucks					\$77,566		\$256,551				\$334,117
	Total	\$111,290		\$66,413	\$163,413	\$77,566		\$368,674	\$136,873			\$924,230

<b>CAPITAL PROGRAM - COST SUMMARY</b>											
<b>Non Vehicle Capital Projects</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>Total</b>
Facility Equipment (furniture, office equip., IT projects)	\$365,000	\$378,000	\$366,000	\$130,000	\$203,000	\$135,000	\$155,000	\$135,000	\$165,000	\$155,000	\$2,187,000
Maintenance Tools and Equipment	\$120,000	\$220,000	\$257,000	\$165,000	\$100,000	\$275,000	\$65,000	\$50,000	\$50,000	\$50,000	\$1,352,000
Facility Maintenance	\$855,000	\$1,115,000	\$2,465,000					\$8,000		\$500,000	\$4,943,000
Signage and Street Amenities		\$500,000				\$500,000				\$500,000	\$1,500,000
<b>Non Vehicle Project Total</b>	<b>\$1,340,000</b>	<b>\$2,213,000</b>	<b>\$3,088,000</b>	<b>\$295,000</b>	<b>\$303,000</b>	<b>\$910,000</b>	<b>\$220,000</b>	<b>\$193,000</b>	<b>\$215,000</b>	<b>\$1,205,000</b>	<b>\$9,982,000</b>
<b>Non Revenue Fleet</b>	\$111,290		\$66,413	\$163,413	\$77,566		\$368,674	\$136,873			\$924,230
<b>Revenue Fleet</b>	\$17,952,000	\$20,123,478		\$3,727,896	\$781,689	\$761,286			\$30,023,514	\$599,745	\$73,969,608
<b>Grand Total Capital</b>	<b>\$19,403,290</b>	<b>\$22,336,478</b>	<b>\$3,154,413</b>	<b>\$4,186,310</b>	<b>\$1,162,256</b>	<b>\$1,671,286</b>	<b>\$588,674</b>	<b>\$329,873</b>	<b>\$30,238,514</b>	<b>\$1,804,745</b>	<b>\$84,875,839</b>

<b>CAPITAL PROGRAM - REVENUE SUMMARY</b>											
	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>Total</b>
<b>Total Capital Program Cost</b>	<b>\$19,403,290</b>	<b>\$22,336,478</b>	<b>\$3,154,413</b>	<b>\$4,186,310</b>	<b>\$1,162,256</b>	<b>\$1,671,286</b>	<b>\$588,674</b>	<b>\$329,873</b>	<b>\$30,238,514</b>	<b>\$1,804,745</b>	<b>\$84,875,839</b>
<b>Capital Funding</b>											
Federal 5307 - Replacement Vehicle	\$14,480,083	\$16,202,676		\$3,094,154	\$648,802	\$631,867			\$24,322,926	\$497,789	\$59,878,297
TDA - Capital	\$1,582,318	\$1,742,354	\$3,154,413	\$392,156	\$13,454	\$139,419	\$588,674	\$329,873	\$3,415,588	\$806,957	\$12,165,204
Prop 1B - PTMISEA	\$2,840,889	\$3,391,448		\$500,000	\$400,000	\$400,000			\$2,000,000		\$9,532,337
Bridge Toll	\$500,000	\$500,000		\$200,000	\$100,000				\$500,000		\$1,800,000
Access Improvement Grants		\$500,000				\$500,000				\$500,000	\$1,500,000
<b>Capital Funding Estimate</b>	<b>\$19,403,290</b>	<b>\$22,336,478</b>	<b>\$3,154,413</b>	<b>\$4,186,310</b>	<b>\$1,162,256</b>	<b>\$1,671,286</b>	<b>\$588,674</b>	<b>\$329,873</b>	<b>\$30,238,514</b>	<b>\$1,804,745</b>	<b>\$84,875,839</b>

Capital Vision List:

As part of the FY 2013-14 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.

<b>Project Title</b>	<b>Project Description</b>	<b>Project Status</b>
Solar Project	Install solar panels at CCCTA headquarters to offset energy usage and reduce greenhouse gas emissions	Initial Study Complete; Construction unfunded
Bus Stop Improvement	Implement the recommendations from CCCTA's Access Improvement Project	Study Underway
Parking Lot Expansion	Expand CCCTA's existing visitor/parking lot capacity	Unfunded
On-Site Gas Fueling Station	Purchase and install a gas fueling station for use by LINK vans that currently have to be fueled offsite	Unfunded
Replace High Mast Lighting	Replace the high mast lighting and towers above CCCTA's bus yard with high efficiency LED lighting	Unfunded
Facility Upgrade	Purchase and install an additional bus wash and upgrade water reclamation treatment systems	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, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
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, Chilpancingo 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

Route #	Description
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
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, Chilpancingo 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
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
649	DVC, Galaxy Way / Meridian Park Blvd, Concord BART

To: Marketing Planning and Legislation Committee

Date: January 15, 2014

From: Anne Muzzini, Director of Planning & Marketing

Reviewed by:

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**Subject: Creation of an Eco Pass**

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### Summary:

#### What is an Eco Pass?

Many transit agencies offer bulk discount passes that enable employers, developers, and neighborhoods to purchase large quantities of an annual transit pass. AC Transit has an "Easy Pass" that costs \$121 per year if you buy at least 100 passes. In Santa Clara, the Valley Transportation Authority (VTA) sells their "Residential Eco Pass" for \$120 a year with a minimum of 25 passes. In Boulder Colorado they have a neighborhood pricing and an employer pricing for an annual pass that ranges between \$80 and \$146 depending on the volume.

In Boulder the Eco Pass program has evolved to include neighborhood associations as well as employers. A group of neighbors can go in together to purchase bulk volume of the annual passes and get the discount. In Salt Lake City, residents will be able to purchase an annual bus pass and have the cost spread out monthly and included in their utility bill.

#### Viability of Steep Discount

Eco passes offered by others are priced around \$100 a year which is significantly less than if a person purchased 12 monthly passes which in our case go for \$60 each. The reason this steep discount makes financial sense is that when an employer or residential developer purchases passes for everyone only a percentage (10 – 16%) take advantage of the benefit and use the bus. The programs are structured so that all employees or residents count toward the bulk purchase, not just those who want the pass. If there are 110 units the developer would need to purchase passes for all units.

#### Does it work?

When Cambridge Systematics studied the AC Transit pilot program in 2008 they found that when 1,500 residents the transit oriented development were given transit passes, 23% tried using AC Transit for the first time and 50% of them used transit more.



A Nelson/Nygaard evaluation of the VTA program in 2006 found that when a pass was provided by the employer or home owner association there was a 16% decrease in the number of people who drove and a 16% increase in use of transit for work trips.

### Why create a County Connection Eco Pass now?

Cities and developers are focused on including trip reduction strategies in their plans to comply with the new transit oriented development requirements, and to qualify for low interest loan programs through the California Dept. of Housing and Community Development. For example, for Prop 1C Transit Oriented Development Funds you can score extra points if you offer transit passes for each unit. Transform, an organization that supports “green” development and is partially funded by the Bay Area Air Quality Management District (BAAQMD) has developed a Green Trip certification program in the Bay Area that rewards multi-family and mixed use projects that have traffic reduction strategies; one of these being a requirement that each unit gets 2 transit passes for a 40 year period of time.

As Cities make plans for their Priority Development Areas (PDA’s) there is an opportunity to include traffic reduction strategies such as a transit pass program. Creating an Eco Pass gives us something to offer Cities, developers, and employers who are looking for traffic reduction options.

As a result of SB1339 the BAAQMD and MTC are able to require employers with more than 50 employees to provide a commute benefit. An Eco Pass program would be an option for employers who want a tax deductible commuter benefit.

### Pass Use Estimates and Impact on Pricing

Determining an Eco Pass price that is revenue neutral depends upon the amount of transit trips taken by Eco Pass holders. It is difficult to know in advance what this will be and it is likely to vary depending on the employer, neighborhood, or residential development that is making the bulk purchase.

### Bishop Ranch Experience

We can look to Bishop Ranch to see how the pass benefit translates into bus rides. They have approximately 30,000 employees that are offered the transit pass; but only 3,500 (12%) pick one up. We track the trips taken by Bishop Ranch pass holders and know that they equaled 203,528 last year (FY2012-13); an average of 58 trips a year for each pass holder. This is low use on average however we know that a share of the pass holders use it every day to commute. Therefore many are keeping in their pocket and not using it regularly.

If we look at it from a different angle there were 844 weekday trips in October paid for with the Bishop Ranch pass. If these represent a worker going to and from the office, then we're seeing 422 individuals taking a round trip. We can estimate that of the 3,500 pass holders only 422 (12%) use it for their commute.

The share of pass use and transit ridership is confirmed by the Boulder statistics that have found that there is approximately 10% of transit use when all employees and neighbors are given the pass.

### Pricing and Ridership Math

#### Current Monthly Pass

Cost = \$60/month

Estimated Trips/Month = 42 (21 weekdays x 2 trips per day)

Fare Revenue per Trip = \$1.43

The following examples illustrate what the fare revenue per trip would be given various assumptions. All use the example of a 55 unit complex purchasing 2 passes per unit for a total of 110 passes. If pass use is low then the fare revenue per trip is high and if pass use is high then fare revenue per trip is low.

#### Eco Pass Option 1 (50% use the pass; 25% of them use it often)

Cost per Pass = \$120

Total Passes = 110

Total Cost = \$13,200

Trips per Year = 10,164

Fare Revenue per Trip = \$1.30

#### Eco Pass Option 2 (20% use the pass; 20% of them use it often)

Total Cost = \$13,200

Trips per Year = 3,520

Fare Revenue per Trip = \$3.75

#### Eco Pass Option 3 (Bishop Ranch profile: 12% use the pass; 12% of them use it often)

Total Cost = \$13,200

Trips per Year = 765

Fare Revenue per Trip = \$17.25

### Other Issues – Title 6 and Clipper

Title 6 - There is no way to know the impact of an Eco Pass on minority and low income riders until after the program is implemented. This fare structure change is unlike a service change where we know who will be impacted. It is unlike the midday free fare change because we can't use the onboard survey demographic data. The

best way to comply with Title 6 would be to adopt the program on a demonstration basis, then analyze the use patterns and demographics of the riders using the pass.

Clipper - The clipper card has been combined with the Eco pass at VTA and with the Bishop Ranch employer pass. In VTA's case it tracks use and in Bishop Ranch's case the card is personalized to be used as a flash pass as well as a stored value card.

### Implementation

In all cases a contract is executed between the Eco pass purchaser and the transit agency. Often there is a sliding scale pricing for volume and length of contract. Sometimes there are minimums set for volume and contract length. To start with staff recommends that the program be made as simple as possible with one price, a minimum volume of 50 passes, and a contract term of one year.

### **Recommendation:**

Staff recommends that the MP&L Committee review and discuss the preliminary information and proposal. If there is consensus to pursue implementation of an Eco Pass then the Committee would request that the Board support the project and refer it to the A&F Committee for financial review.

# County Connection

## INTER OFFICE MEMO

To: MP&L Committee

Date: January 22, 2014

From: Kristina Vassallo, Civil Rights Administrator

Reviewed by:

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**SUBJECT:** Second Draft of Proposed County Connection 2014 Federal Legislative Program

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### **Background:**

Attached you will find the second draft copy of the proposed County Connection 2014 Federal Legislative Program. The following format and content were suggested by committee members at the previous MP&L meeting. The Legislative Program includes County Connection's interests in the reauthorization of MAP-21 and the full funding of FY15 transit appropriations bill.

### **Action Requested:**

Staff respectfully wishes the MP&L Committee to recommend the following draft of the proposed County Connection 2014 Federal Legislative Program to the Board of Directors.

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## The Benefits of County Connection

- Provides commuter shuttles that reduce travel time, relieve congestion, and connect to regional transportation services.
- Provides comprehensive local services that allow students to use public transit to go to and from school.
- Provides direct and convenient service between communities of concern like the Monument Corridor in Concord and medical facilities like the County Hospital.
- Provides over 200 good paying blue collar jobs, and by indirectly supporting hundreds more through the purchase of vehicles and supplies.
- Provides alternative modes of transportation that support economic enhancement, environmental improvements, promote energy independence, senior mobility, student transportation, and connections to the Bay Area region for all activities.
- Provides direct connections to shopping via shuttles from neighborhoods and BART.



Stay Connected with County Connection

**County Connection**

2477 Arnold Industrial Way • Concord, CA 94520 • (925) 676-1976

The information in this brochure is available on the County Connection website - [www.countyconnection.com](http://www.countyconnection.com)

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**County Connection**

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## 2014 Federal Legislative Program



**COUNTY CONNECTION**

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## County Connection

See the brown around town? That's us! If you are looking to get to work, appointments, shopping, or simply enjoy getting around on public transportation, then County Connection will get you there – we're going your way. County Connection is a joint powers agency that runs fixed-route and ADA paratransit services through the communities of Concord, Pleasant Hill, Martinez, Walnut Creek, Clayton, Lafayette, Orinda, Moraga, Danville, San Ramon, as well as unincorporated communities in Central Contra Costa County. County Connection operates a fleet of 121 fully accessible transit buses and 63 paratransit vehicles and continually strives to best meet the needs of our customers, communities, and the general public.

### County Connection Mission

*CCCTA is committed to providing transportation services with the constraints of our suburban and financial environment. CCCTA will also aggressively promote the expanded use of transit through creative implementation of programs and services to the communities we serve, in order to improve air quality, reduce traffic congestion, and energy consumption.*

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## County Connection Innovation

- County Connection plays a key role in facilitating mobility management and commute alternatives that go beyond traditional fixed-route transit, giving the public greater transportation options.
- County Connection will use a federal Clean Fuels grant to fund the full electrification of our highly successful Walnut Creek downtown trolley.
- County Connection maintains a nationally recognized public-private partnership with the Bishop Ranch Business Park to provide frequent and fast shuttles between Bishop Ranch and two regional rail systems, BART and the ACE Train. This features significant operating cost reimbursement as well as full fare subsidy from Bishop Ranch.
- County Connection customers can use Bus Tracker, a real time bus stop information system that allows people to access real time bus arrival predictions from their laptops and smart phones.
- County Connection uses clean burning hybrid Gillig buses manufactured locally.
- County Connection has participated in the planning of innovative transit oriented development projects at both the Pleasant Hill and Walnut Creek BART stations. Both stations will serve as major transit hubs for regional connectivity.

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## Federal Legislative Program

Legislation is a major component in determining Federal policies and programs. In turn, it widely affects the funding allocations that County Connection will utilize in its operations and budgets.

County Connection relies on over \$5 million dollars annually in federal transit funding for necessities crucial to the Authority such as bus replacement and preventive maintenance.

As a recipient of federal financial assistance, it is crucial that County Connection become aware of any new legislation to bring to its Board of Directors. Upon approval, County Connection has the ability to effectively respond to such legislation that could ultimately affect the Authority and its communities as a whole.

In relation to federal funding, County Connection has two primary interests:

1. Reauthorize MAP-21
2. Fully fund the FY15 transit appropriations bill

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## Position #1: Reauthorize MAP-21 with the following principles

Reauthorization of Moving Ahead for Progress (MAP-21) is crucial to the core mission of County Connection. The principles behind MAP-21 should:

- Ensure fair share to federal funding for suburban transit systems in large urban areas.
- Secure the financial integrity of the Mass Transit Account with the Highway Trust Fund.
- Double the size of the federal investment in transit over six years to meet at least 50% of the estimated \$60 billion in annual critical public transit capital needs. Support a projected doubling of ridership over the next 20 years.
- Continue to allow the use of federal formula funds for preventive maintenance and to maintain present levels of service through direct operating assistance options.
- Maintain new programs for Enhanced Mobility of Seniors and Individuals with Disabilities, and continue the folding of the old Job Access/Reverse Commute program within the 5307 and 5311 formula programs. Maintain and enhance the related coordination requirements.
- Create any Metro Mobility program as a flexible program funded out of FHWA funds like either the STP or CMAQ programs.
- Maintain the ADA set-a-side option in the 5307 program.

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## Position #2: Fully fund the FY15 transit appropriations bill

County Connection needs federal funds to maintain service levels and maintain capital equipment to a state of good repair. The FY15 transit appropriations bill should:

- Maintain funding in FY15 at the authorized level.
- Provide funding in a timely manner without unnecessary and burdensome review.



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## Ridership

County Connection customers rely upon public transportation and come from a diverse background both socially and economically. The service area (Central Contra Costa County) is approximated at 200 square miles with a population of 482,400. Annual ridership is estimated at 5 million for both fixed-route and paratransit services. County Connection customers are:

- Commuters going to work
- People connecting to regional rail like BART, Capitol Corridor and ACE Train (Altamont Commuter Express)
- Students going to school
- Seniors and persons with disabilities who are dependent on public transit
- Transit dependent people who are productively participating in the community
- Residents who want to connect to their life activities in a manner that reduces their carbon footprint

Without County Connection Services, many Central Contra Costa residents would have no transportation available for work, school, medical appointments, or to take advantage of recreational opportunities. For our residents, County Connection is a life sustaining service!





To: Marketing, Planning, & Legislative Committee

Date: January 28, 2014

From: Mary Burdick, Sr. Manager of Marketing

Reviewed by:

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### **SUBJECT: Community Events**

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#### **Summary of Issues:**

County Connection marketing staff continues to participate in select community and business events, and to coordinate Class Pass field trips for schools with service along fixed-routes.

#### **School & Community Events:**

Friday, January 17, 2014 – John Muir Elementary, Martinez 30 students/10 adults

Monday, February 3, 2014 – San Ramon Senior Center

#### **Recommendation:**

For information only

#### **Financial Implications:**

Any costs associated with events are included in the Promotions budget.