

County Connection

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

BOARD OF DIRECTORS MEETING AGENDA

**Thursday, February 20, 2014
9:00 a.m.**

**CCCTA Paratransit Facility
Gayle B. Uilkema Memorial Board Room
2477 Arnold Industrial Way
Concord, California**

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

1. Call to Order/Pledge of Allegiance
2. Roll Call/Confirm Quorum
3. Public Communication
4. Consent Calendar
 - a. Approval of Minutes of Regular Meeting of January 16, 2014*
 - b. FY2013-14 MTC Transit Performance Initiative Grant*
Resolution No. 2014-013*
 - c. Prop 1B Transit Security Funding 2014*
Resolution No. 2014-012*
5. Report of Chair
6. Report of General Manager
 - a. Update on County Connection Mobility Management Plan
7. Report of Standing Committees
 - a. Marketing, Planning & Legislative Committee
(Committee Chair: Director Rob Schroder)
 - 1) Creation of an Eco Pass*
(The MP & L Committee recommends that the Board review and discuss the proposal. If there is consensus to pursue implementation of an Eco Pass then the next step would be for the A & F Committee to review the pricing and impact on fare revenues.)

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

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

- 2) 2014 Federal Legislative Program-Final Draft*
(The MP & L Committee recommends that the Board approve the draft County Connection 2014 Federal Legislative Program.)

8. Board Communication

Under this item, Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report (on any matter) be made at another meeting.

9. Closed Session:

Conference with Legal Counsel-Anticipated Litigation

Government Code Section 54956.9

Initiation of litigation (one potential case)

10. Adjournment

*Enclosure

Possible Action: The Board may act upon any item listed on the agenda.

Public Comment: Each person wishing to address the County Connection Board of Directors is requested to complete a Speakers Card for submittal to the Clerk of the Board before the meeting convenes or the applicable agenda item is discussed. Persons who address the Board are also asked to furnish a copy of any written statement to the Clerk. Persons who wish to speak on matters set for Public Hearings will be heard when the Chair calls for comments from the public. After individuals have spoken, the Public Hearing is closed and the matter is subject to discussion and action by the Board.

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

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

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body, will be available for public inspection at 2477 Arnold Industrial Way, Concord, California, at the same time that the public records are distributed or made available to the legislative body. The agenda and enclosures for this meeting are posted also on our website at www.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 Board Clerk, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org.

Shuttle Service: With 24-hour notice, a County Connection LINK shuttle can be available at the North Concord BART station for individuals who want to attend the Board meetings. To arrange for the shuttle service, please call 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, March 20, 9:00 a.m., County Connection Board Room
Administration & Finance:	Tuesday, March 4, 4:00 p.m. 1676 N. California Blvd., Suite 620, Walnut Creek
Advisory Committee:	Friday, March 14, 9:30a.m. County Connection Board Room
Marketing, Planning & Legislative:	Thursday, March 6, 8:30 a.m., 3338 Mt. Diablo Blvd. in Lafayette
Operations & Scheduling:	Friday, March 7, 8:30 a.m., Pleasant Hill City Offices

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

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

County Connection

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Concord, CA 94520-5326

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Agenda Item No. 4.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

January 16, 2014

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Simmons called the regular meeting of the Board of Directors to order at 9 a.m. Board Members present were Directors Dessayer, Hudson, Manning, Schroder, Storer, Tatzin, Weir and Worth. Directors Andersen and Hoffmeister arrived after the meeting convened.

Staff: Ramacier, Chun, Burdick, Casenave, Churchill, Hill, Mitchell, Muzzini, Rettig, and Vassallo

PUBLIC COMMUNICATION: None

CONSENT CALENDAR

MOTION: Director Worth moved approval of the Consent Calendar, consisting of the following item: (a) Approval of Minutes of Regular Meeting of December 19, 2013. Director Weir seconded the motion and it received the following vote of approval.

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

REPORT OF CHAIR

Chair Simmons stated that he will be attending the US Conference of Mayors in Washington, DC. He is looking forward to hearing from Anthony Foxx, the Secretary of Transportation.

REPORT OF GENERAL MANAGER:

General Manager Rick Ramacier reported that a copy of the current MOU was sent on January 13, 2014 to the ATU President, responding to her request. At the General Manager's request, Pat Glenn responded to a letter from the ATU Local 1605 President, Judy Barrientos.

Mr. Ramacier also reported that he attended a meeting with the Contra Costa County Transportation Authority. They authorized circulation of the Mobility Management Plan to the four regional transportation agencies for comment. This is the Plan that County Connection adopted late last year for further public input and implementation. The CCTA Board Members had an extensive question and

answer period that he believes that it was both comprehensive and beneficial for all parties. CCTA may take action on the Plan in the spring.
(Director Hoffmeister arrived.)

Upcoming APTA Legislative Conference

Mr. Ramacier stated that the Legislative APTA meeting will be in March 2014 and it is confirmed that the Chair and Vice Chair of the Board of Directors will be attending. The main focus this year will be the Reauthorization of MAP21.

Update on the Governor's FY2014 Statewide Budget

Mr. Ramacier stated that there are no proposed cutbacks to Transit. The Budget looks relatively good compared to other years. County Connection may benefit from the Cap and Trade provision, which may make funding available for the Electric Trolley Project in Walnut Creek for ongoing operational expenses. As he learns more, he will inform the Board of any and all updates.
(Director Andersen arrived.)

REPORT OF STANDING COMMITTEES

Operations & Scheduling Committee

Update on The Clipper Card Project

Director Weir thanked the General Manager for all of his and his staff's work on the Clipper Card Project. Mr. Ramacier gave the Board an update on the status of Clipper and where County Connection stands on implementing it. MTC is in talks with their current vendor to bring the 2nd generation of the existing technology to County Connection, TriDelta Transit, and WestCat; the goal is to have it installed and working by the end of 2015 or the beginning of 2016. After much discussion with the Board members, Rick Ramacier recommended that County Connection stay the course with the Clipper implementation schedule, continue to let MTC know that we want Clipper sooner rather than later, and offer help to MTC. The General Manager will meet with the director of CCTA and MTC staff to explore possible alternatives for interim to coordinate fare collection between County Connection and BART. Staff will provide an update to the O & S Committee at the appropriate time.

BOARD COMMUNICATION:

Director Schroder mentioned that he will be writing an article for the Community Focus regarding the Bus Tracker Transit app.

ADJOURNMENT: Chair Simmons adjourned the regular Board meeting at 9:47 a.m.

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

To: Board of Directors

Date: February 6, 2014

From: Laramie Bowron, Manager of Planning

Reviewed by:

Subject: FY2013-14 MTC Transit Performance Initiative Grant

Background:

In October 2012, the Metropolitan Transportation Commission (MTC) committed \$60 million in regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds to the Transit Performance Initiative (TPI) Incentive Program.

The TPI is a four-year funding program that provides a financial reward to agencies that improve ridership and productivity. In April 2013, MTC adopted a distribution formula that distributes the initial year's \$15 million based on current ridership and the remaining \$45 million based on the following formula:

- 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators.
- Of the 15% for small operators:
 - 25% is based on annual passenger increase;
 - 25% is based on annual passenger per hour increase; and
 - 50% based on total annual passengers.

Based on the formula above County Connection has been allocated \$103,901 for the first year and \$217,642 for the second year for a total available programming amount of \$321,543. Projects funded from this program are to be focused on improving ridership and productivity.

For this call for projects staff has identified two projects to seek funding for:

- 511 Real-time interface project - \$100,000
- Implementation of Access Improvement Projects - \$180,000

Recommendation:

The A&F Committee recommends that the Board approve use of the FY2014 TPI funds in the amount of \$280,000 to complete the projects listed above by adopting resolution #2014-013. The attached resolution is required by MTC as part of the grant process and will be included in the Board packet if approved by the committee.

Financial Implications:

An 11.47% match is required amounting to \$38,186. The local match would be funded with TDA funds.

RESOLUTION NO. 2014-013

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

* * *

**Resolution of Local Support
MTC Discretionary Funding**

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project

WHEREAS, the Central Contra Costa Transit Authority (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$280,000 in funding assigned MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the 511 Real-time Interface Project - \$100,000 and the Implementation of Access Improvement Projects \$180,000 (herein referred to as PROJECT) for the Transit Performance Initiative Incentive Funding (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY

FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide **\$38,186** in matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution

3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

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

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

Regularly passed and adopted this _____th day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chair
CCCTA Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: 2/10/2014

From: Anne Muzzini, Director of Planning & Marketing

Reviewed by:

SUBJECT: Prop 1 B Transit Security Funding 2014

Background:

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B provides funding for the California Transit Security Grant Program (TSGP). Funds from this source are made available to project sponsors in California for capital security and safety projects. Funds programmed for County Connection's use amount to \$116,919 each year. In the past funds have been used for perimeter security (lighting), ITS routers on the bus, on-board cameras, and maintenance of the ITS system.

Coming up with capital projects that can be categorized as security projects each year is a challenge. Last year we approached the California Office of Emergency Services (CalOES), the agency responsible for approving the funds, to ask that ongoing maintenance of our ITS system be approved as a security expense. They did approve our use of ongoing maintenance of our radio, onboard computer, CAD/AVL, and BusTime systems as an allowable TSGP expense because the funds are going to maintain a capital system that is directly related to security.

Recommendation:

The A&F Committee recommends that the Board approve use of the FY2014 TSGP funds in the amount of \$116,919 to defray the ongoing maintenance expenses related to the ITS systems by adopting resolution #2014-012.

Financial Implications:

Using FY2014 TSGP funds to pay for ongoing ITS maintenance expenses will directly offset operating expenses. The funds previously were only used to support one-time capital expenses.

RESOLUTION NO. 2014-012

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

* * *

**AUTHORIZATION TO REQUEST AN ALLOCATION OF
FISCAL YEAR 2014 PROPOSITION 1B CALIFORNIA TRANSIT
SECURITY GRANT PROGRAM FUNDS**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter “Member Jurisdictions”) have formed the Central Contra Costa Transit Authority (“CCCTA”), a joint exercise of powers agency created under California Government Code Section 6500 et seq., for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions; and

WHEREAS, the California Transit Security Grant Program (CTSGP) is a funding program that is part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, otherwise known as Proposition 1B, which was approved by California voters on November 7, 2006; and

WHEREAS, funds from the CTSGP are to be made available to project sponsors in California for capital security and safety transit projects; and

WHEREAS, the State Controller develops an annual list with the amounts that each eligible project sponsor is programmed to receive; and

WHEREAS, in Fiscal Year (FY) 2014, the Central Contra Costa Transit Authority is programmed to receive \$116,919; and

WHEREAS, staff recommends that the Board authorize the General Manager, or his designee, to submit an allocation request to the California Governor’s Office of Emergency Services (CalOES) and any other documents required to receive a total of \$116,919 in FY14 CTSGP funds for ITS maintenance.

NOW THEREFORE, BE IT RESOLVED by the CCCTA Board of Directors that the General Manager, or his designee, is authorized to submit an allocation request to CalOES and any other documents required to receive a total of \$116,919 in FY 14 CTSGP funds for ITS maintenance; and

BE IT FURTHER RESOLVED that the General Manager, or his designee, is authorized to execute and file any assurances, certification, or furnish any additional information as CalOES may require in connection with the filing of this allocation request.

Regularly passed and adopted this _____th day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chair
CCCTA Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: February 10, 2014

From: Anne Muzzini, Director of Planning & Marketing

Reviewed by:

Subject: Creation of an Eco Pass

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.

Examples

One example where extensive traffic reduction strategies are being employed is Green Village in Berkeley. Transit passes (AC's Easy Pass), bike link cards, car share memberships will be given to new residents and there is zero car parking.

3800 San Pablo in Emeryville is another project that has been "green trip" certified by Transform. The project completed last year provides transit passes (AC's Easy Pass), car sharing, and bike sharing on site.

Fourth Street Family Apartments in San Jose is a 100 unit apartment complex that gives transit passes (VTA's Eco Pass) to all the residents.

A developer in Contra Costa, RCD (Resources for Community Development) is interested in offering transit passes to the future residents of Riviera Family Apartments north of the WC BART station.

A full list of projects in the Bay Area that have been certified as Green Trip projects can be found at: <http://www.transformca.org/GreenTRIP/certified-projects>

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:

The MP&L Committee supports proceeding with development of an Eco Pass. They recommend that the Board review and discuss the proposal. If there is consensus to pursue implementation of an Eco Pass then the next step would be for the A&F Committee to review the pricing and impact on fare revenues.

County Connection

INTER OFFICE MEMO

To: Board of Directors

Date: February 6, 2014

From: Kristina Vassallo, Civil Rights Administrator

Reviewed by:

SUBJECT: Draft County Connection 2014 Federal Legislative Program

Background:

Attached you will find the draft of the proposed County Connection 2014 Federal Legislative Program. This includes County Connection's interests in the re-authorization of MAP-21 and the full funding of FY15 transit appropriations bill. MAP-21 was passed in 2012 and is set to expire September 30, 2014.

Staff wishes to review the draft with you at your meeting on February 20, 2014 and would appreciate any feedback or suggestions for the program.

MP&L Committee Review:

The MP&L Committee reviewed two separate drafts of the 2014 Federal Legislative Program, which included an overview of the content, organization, and layout. The attached draft reflects all of the comments and recommendations made by committee members. They have forwarded the draft program to the full Board for approval.

Action Requested:

The MP&L Committee and staff respectfully request that you approve the draft County Connection 2014 Federal Legislative Program at your meeting on February 20, 2014. Please review the draft and feel free to provide any feedback or suggestions at this meeting.

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

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The information in this brochure is available on the County Connection website - www.countyconnection.com

County Connection

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.

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.

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.



Ridership

County Connection customers rely upon public transportation and come from diverse backgrounds both socially and economically. The service area (Central Contra Costa County) is approximately 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
- Riders who rely on transportation and 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!

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

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.