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

BOARD OF DIRECTORS
MEETING AGENDA

Thursday, July 17, 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 June 19, 2014*
5) Report of Chair
   a) Appointment of Nominating Committee for Election of CCCTA Officers
6) Report of General Manager
7) Report of Standing Committees
   a. Marketing, Planning & Legislative Committee
      (Committee Chair: Director Rob Schroder)
      1) Bus Advertising Contract*
         Resolution No. 2015-001*
         (The MP & L Committee recommends that the Board authorize award of the contract to Lamar Transit LLC.)
      2) Title VI Equity Analysis-Service Change & Mid-day Free Fare*
         Resolution No. 2015-002 & Resolution No. 2015-003*
         (The MP &L Committee recommends that the Board approve the Title VI analysis for the mid-day free fare for seniors and disabilities and the

Title VI Equity Analysis-Walnut Creek Service Change for Routes 2, 5, and 7.)

8) Report from the Advisory Committee
   a) Appointment of Jeremy Weinstein to the Advisory Committee as a Representative from the City of Walnut Creek*

9) 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.

10) Closed Session
   a) Public Employee Performance Evaluation
      Pursuant to Government Code Section 54957
      Position: General Manager

11) Open Session
   a) Consideration of Adjustment to the General Manager's Compensation

12) Adjournment

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*Enclosure

General Information

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@countyconnection.com

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, August 17, 9:00 a.m., County Connection Board Room
Administration & Finance:	Wednesday, August 6, 9:00 a.m. 1676 N. California Blvd., Suite 620, Walnut Creek
Advisory Committee:	TBA, County Connection Board Room
Marketing, Planning & Legislative:	Thursday, August 7, 8:30 a.m., 3338 Mt. Diablo Blvd. in Lafayette
Operations & Scheduling:	Friday, August 1, 8:00a.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
2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com
Agenda Item No. 5.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

June 19, 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 and Weir. Directors Andersen, Hoffmeister, Storer, Tatzin and Worth were absent.

Staff: Ramacier, Sherman, Abdelrahman, Barnes, Barrientos, Bowron, Casenave, Churchill, Dean, Finn, Flynn, Foley, Hill, Joe, Martinez-Morris, Mayberry, Mitchell, Moran, Muzzini, Porter, Robinson and Vassallo

PUBLIC COMMENT

Ralph Hoffman wanted to wish the Board of Directors a Happy Dump the Pump Day. He also would like to suggest that the CAC Meetings be moved to easier accessible locations, for example in Walnut Creek, Lafayette or Pleasant Hill. At a later time in the meeting, Mr. Hoffman suggested that County Connection consider providing more bus service on certain holidays.

PUBLIC HEARING: CCCTA FY2015 OPERATING AND CAPITAL BUDGET

At 9:03 a.m. Chair Simmons opened the public hearing regarding the CCCTA FY2015 Operating and Capital Budget. He stated that the public hearing is being held for the purpose of discussing and receiving citizen input on the budget. Kathy Casenave, Director of Finance, advised the public hearing was properly noticed in the Contra Costa Times. The proposed FY2015 Operating and Capital Budget is $57,401,816. The operating budget is $35,065,338, which is funded 79% with local funds, 15% from the farebox and special fare revenues, 4% federal funds, and 2% with other revenue. The operating budget will support approximately 214,000 revenue hours of fixed-route service and 82,000 revenue hours of County Connection LINK dial-a-ride services. Chair Simmons asked if there were any comments from the public regarding the FY2015 Operating and Capital Budget. No comments were received and the public hearing closed at 9:07 a.m.

CONSENT CALENDAR

MOTION: Director Hudson moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of May 15, 2014; (b) CCCTA Investment Policy-Quarterly Reporting Requirement; (c) Adoption on GANN Appropriations Spending Limitation for FY2015, Resolution No. 2014-020; (d) Authorize FY2015 Annual Adjustment to Administrative Staff Services and Establishment of a Management Merit Pool, Resolution No. 2014-019; (e) Approval of Resolution No. 2014-023 Declaring an Effective Date for

Compensation Adjustment for the General Manager for FY2014-2015. Director Weir seconded the motion and it received the following vote of approval:

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

REPORT OF GENERAL MANAGER:

Recognition of Employee with 30 Years of Service

Sharon Porter

Chair Bob Simmons thanked Sharon Porter for her great service, dedication, and quality of service.

Recognition of Retired Employee

Rethamae Abdelrahman

Chair Bob Simmons thanked Rethamae Abdelrahman for her 28 years of great service, dedication, and quality of service and wished that she enjoy her retirement.

Update on Cap and Trade Funding in the FY2015 State Budget

General Manager Rick Ramacier explained that the Legislation has passed and the Governor has since signed the Cap and Trade bill, known as SB862. It's not fully known exactly how much of the funds will go to Transit Agencies. He will keep the Board informed as new developments come up.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

FY2015 Proposed Budget, FY2014 Estimated Actual and Resolution No. 2014-021

Director Dessayer stated that along with the A & F Committee, the Board has also reviewed the Proposed FY2015 Budget a few times. The Public Hearing has been conducted and no further questions were asked by the Board.

MOTION: Director Dessayer moved approval of Resolution No. 2014-021, Adoption of Final Fiscal Year 2015 Operating and Capital Budget in the Amount of $57,401,816. Director Manning seconded the motion and it received the following vote of approval:

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

Director Simmons thanked the staff and the A & F Committee for all of their hard work.

Adopt the CoCo Pass Program on a Demonstration Basis and Resolution No. 2014-022
Director Dessayer stated that we have discussed the CoCo Pass in depth as it has been developed..

MOTION: Director Dessayer moved approval of Resolution No. 2014-0122, Approving Implementation of Pilot Coco Pass Program, for a minimum of 50 passes at $140 per pass. Director Hudson seconded the motion and it received the following vote of approval:

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

BOARD COMMUNICATION:

Director Dessayer reminded the Board Members to send in their evaluations of the General Manager. Director Hudson stated that he is very impressed and appreciates the recognitions that County Connection gives their employees. And he asked that the A & F Committee look into increasing the employees' fringe benefits as well as their salary when looking at the budget next year. Director Weir took a tour of the Gillig facilities and he was very impressed with the American owned company. He felt that the tour was very enlightening and formative and their employees were very positive and upbeat. He was glad that he had the opportunity to tour the facility.

ADJOURNMENT: Chair Simmons adjourned the regular Board meeting at 9:34 a.m.

Minutes prepared by

_____ _____

Lathina Hill Date
Assistant to the General Manager

County Connection

INTER OFFICE MEMO

To: Board of Directors Date: July 3, 2014

From: Anne Muzzini, Director of Planning and Marketing Reviewed by:

Subject: Bus Advertising Contract

Background:

County Connection contracts with Lamar Transit Adverting for bus advertising services. The current contract includes revenue guarantees for both County Connection and Tri Delta Transit. In this final year County Connection will receive 55% of revenue or the minimum annual guarantee of $545,000. To date the revenues have never exceed the minimum guarantee threshold. The contract expires December 31, 2014.

The MP&L Committee has previously discussed the pros and cons of a joint contract with Tri Delta and WestCat as well as options for ad coverage. They directed staff to test the market to see what the cost would be to go it alone, and to limit the amount of full coverage ads. In April staff released a Request for Proposals based solely on the County Connection service area, and asked bidders to present two separate compensation proposals. One was a compensation structure for ads that fit below the window, and the other was for full coverage ads on no more than 20% of the fleet. In both options no advertising in the headliner space above the windows is allowed due to branding elements that will be located in this space.

Current Ad Coverage

In 2013, as part of a 2 For 1 special sponsored by Lamar Transit, full side and full wrap ads were included in the promotion, which lead to a large portion of the fleet being covered on at least one side. This raised concern among staff and the Board.

This year Lamar has agreed to monitor the amount of full coverage advertising even though no limits are placed in the current contract. The May activity report shows 22 placements that extend partially or fully into the side windows, which exceeds 20% by only one bus (103 buses available for ads).

RFP Process

Bid notices were sent to eight firms; four requested complete bid packages; and Lamar Transit Advertising was the only firm to submit a proposal.

Lamar's Proposal:

In addition to two ad space coverage options, bidders were asked to give us to payment pricing structures; a fixed guarantee, or a share of the gross with a minimum guarantee. The current contract is based upon a share of the gross with a minimum guarantee.

Option A – Ads below the windows only

Fixed Annual Guarantee		Percentage of Gross/with min. guarantee
Yr. 1	$500,000	55%/$475,000
Yr. 2	$505,000	55%/$480,000
Yr. 3	$510,000	55%/$485,000
Yr. 4 (Optional)	$515,000	55%/$490,000
Yr. 5 (Optional)	$520,000	55%/$495,000

We would lose between $45,000 and $70,000 compared to our current revenue for limiting ad space below the windows.

Option B – Full wrap coverage on up to 20% of the fleet

Fixed Annual Guarantee		Percentage of Gross/with min guarantee
Yr. 1	$600,000	62%/$575,000
Yr. 2	$605,000	62%/$580,000
Yr. 3	$610,000	62%/$585,000
Yr. 4 (Optional)	$615,000	62%/$590,000
Yr. 5 (Optional)	$620,000	62%/$595,000

Under this option we would see an increase of between $30,000 and $55,000 over our current revenue. This indicates that we will not lose money if we go it alone.

Recommendation

The MP&L Committee recommends to the Board the following:

1) That we go it alone as opposed to a joint contract with other operators to avoid disagreements about revenue split and maximize revenues.
2) That we use the "percentage of Gross with a minimum guarantee" type payment method to better track sales and optimize potential ad revenues.
3) That we limit advertising to the space below the windows even though it will reduce the amount of revenue by an estimated $70,000.

RESOLUTION NO. 2015-001

BOARD OF DIRECTORS, CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

* * *

AUTHORIZING AWARD OF CONTRACT TO LAMAR TRANSIT, LLC
TO PROVIDE BUS ADVERTISING SERVICES

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, Lafayette, Martinez, Orinda, Pleasant Hill, San Ramon, and Walnut Creek, and the Towns of Danville and Moraga (hereinafter "member jurisdictions"), have formed the Central Contra Costa Transit Authority (County Connection), a joint exercise of powers agency created under California Government Code Sections 6500, *et seq.*, to provide coordinated and integrated public transportation services within the area of such member jurisdictions; and

WHEREAS, in April 2014, County Connection released a Request For Proposals (RFP) for Bus Advertising Services, for the provision of interior and exterior bus advertising for the fleet and service area of County Connection; and

WHEREAS, the RFP asked proposers to present two separate advertising space coverage proposals, consisting of ads that fit below the bus windows only (first alternative), and full coverage ads on no more than 20% of the fleet (second alternative), priced as a fixed annual guarantee, or alternatively as a percentage of gross revenues with a minimum annual guarantee ; and

WHEREAS, on June 4, 2014, one proposal was received, from Lamar Transit, LLC; and

WHEREAS, Lamar Transit, LLC has been providing bus advertising service to County Connection since 2009 under a contract that has included advertising services for the Eastern Contra Costa Transit Authority (Tri Delta Transit) and the Western Contra Costa Transit Authority (WESTCAT), and staff has found the performance of Lamar Transit, LLC to be satisfactory and professional; and

WHEREAS, staff has evaluated the proposal in accordance with the criteria set forth in the Request For Proposals, and has recommended to the Marketing, Planning, & Legislative Committee that the contract be awarded to Lamar Transit, LLC; and

WHEREAS, staff's analysis of the two pricing structures found a decrease of between $45,000 to $70,000 compared to current revenue for the first alternative, and an increase of between $30,0000 to $55,000 compared to current revenue for the second alternative; and

WHEREAS, for the first alternative, under the percentage of gross revenues with a minimum annual guarantee pricing structure, the proposal submitted by Lamar Transit, LLC guarantees County Connection a minimum of $1.44 million dollars in revenues over the three-year contract term, in annual payments of: Year 1 -$475,000, Year 2- $480,000, Year 3 - $485,000, and two one-year option terms with minimum annual payments of Year 4 -$490,000, Year 5- $495,000; and

WHEREAS, the Marketing, Planning & Legislative Committee recommends adopting the pricing structure based upon a percentage of gross revenues and a minimum annual guarantee, in order to better track sales and optimize the potential for advertising revenues; and

WHEREAS, after giving careful consideration to staff's analysis, and weighing the importance of raising revenue with the value of identifying County Connection buses with public transportation service, the Marketing, Planning, & Legislative Committee recommends award of the contract to Lamar Transit, LLC. based upon its proposal for advertising space below the bus windows only, as a reasonable and appropriate approach for both generating revenue and promoting public transit.

NOW, THEREFORE, BE IT RESOLVED that the Central Contra Costa Transit Authority Board of Directors hereby authorizes and directs the General Manager, or his designee, to execute and deliver a three-year contract in a form approved by Legal Counsel, with Lamar Transit, LLC for the purpose of providing bus advertising services for advertising below the bus windows only, for which County Connection will be paid based upon a percentage of gross revenues and a minimum annual guarantee, for a total minimum compensation of $1,440,000; and

BE IT FURTHER RESOLVED that the Central Contra Costa Transit Authority Board of Directors hereby authorizes the General Manager, or his designee, to exercise up to two additional one-year option terms, provided that such options are in the best interests of County Connection.

Regularly passed and adopted this 17th day of July, 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Bob Simmons, Chair, Board of Directors

ATTEST:

_____
Lathina Hill, Clerk to the Board

County Connection

INTER OFFICE MEMO

To: Board of Directors

Date: July 3, 2014

From: Laramie Bowron, Manager of Planning

Reviewed by:

Subject: Title VI Equity Analyses – Service Change & Mid-Day Free Fare

The following memo contains information on two Title VI Equity Analyses. They are consolidated in this memo but require separate recommendation and adoption.

As a federal grant recipient, the County Connection is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. This included adopting the Major Service Change, Disproportionate Burden, and Disparate Impact policies in June 2013. These policies dictate when an Equity Analysis is required and at what threshold service or fare changes could have potentially discriminatory effects on low-income or minority populations.

Both the mid-day free fare and fall service changes have been evaluated against FTA standards, County Connection's Title VI policies, and reviewed by legal counsel. The Title VI analyses show that minority and low-income populations are not disproportionately burdened by these changes.

Mid-Day Free Fare for Senior and Disabled Populations:

In August 2013, the Board of Directors authorized the implementation of a mid-day free fare pilot program for seniors and those with disabilities. This went into effect in December 2013.

The introduction or discontinuation of pilot programs do not require a Title VI Equity Analysis, however one will need to be adopted by the Board for this fare program to continue.

The tables below compare the race and income status of seniors and those with disabilities with all riders. The on board survey shows that seniors and those with disabilities are less likely to be minority, thus senior and disabled non-minority populations will benefit 19.4% more than minority populations. Additionally, because more seniors and those with disabilities are less likely to be low-income, they will benefit 9.6% more than low-income riders.

System	Senior & Disabled Riders - Race		% Difference Minority
% Minority	% Minority	% Non-Minority	
59.4%	40.3%	59.7%	**-19.4%**
System	**Senior & Disabled Riders - Income**		**% Difference Low-Income**
% Low-Income	% Low-Income	% Non-Low-Income	
35.1%	45.2%	54.8%	**-9.6%**

This data demonstrates that although minority and low-income populations will not benefit as greatly as others, the difference is not significant enough to qualify as a disproportionate burden or disparate impact.

From December 2013 to May 2014, over 61,000 senior and disabled populations have utilized this fare program.

Walnut Creek Service Changes:
In April 2014, the Board approved service changes to Routes #2, #5, and #7 scheduled to take effect in August 2014. A brief Title VI summary was presented; however, FTA requires the Board to adopt a standalone Title VI Equity Analysis when a Major Service Change is implemented.

The tables below compare the proposed service change in revenue miles and revenue hours to low-income and non-low-income; minority and non-minority tracts. The data shows that although total revenue hours and miles will decrease slightly, the service going to low-income and minority tracts will increase (with the exception of low-income revenue miles which would decline 0.01%). The charts below are based on weekly hours and miles for Route #2, #5, and #7.

Income Analyses

	Current	Proposed	*% Difference*
Low-Income Rt. Miles	112.02	112.01	*-0.01%*
Non-Low-Income Rt. Miles	316.68	262.59	*-17.08%*
Total Rt. Miles	428.70	374.60	*-12.62%*
Low-Income Rt. Hours	12.74	13.71	*7.65%*
Non-Low-Income Rt. Hours	35.15	27.34	*-22.23%*
Total Rt. Hours	47.89	41.05	*-14.28%*

Minority Analyses

	Current	Proposed	*% Difference*
Minority Rt. Miles	63.83	92.09	*44.27%*
Non-Minority Rt. Miles	364.87	283.63	*-22.27%*
Total Rt. Miles	428.70	374.60	*-12.62%*
Minority Rt. Hours	6.85	11.80	*72.26%*
Non-Minority Rt. Hours	41.04	29.35	*-28.47%*
Total Rt. Hours	47.89	41.05	*-14.28%*

This data demonstrates that the service recommendations will not have a disproportionately adverse effect on residents of minority or low-income Census Tracts.

Recommendation:
The MP&L Committee recommends that the Board approve the mid-day free for seniors and disabilities and the Walnut Creek service change Title VI analyses.

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County Connection Title VI Equity Analysis – 2014 Walnut Creek Service Changes

Introduction

As a federal grant recipient, the Central Contra Costa Transit Authority (County Connection) is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations.

This Title VI assessment covers County Connection's proposed service changes to Routes #2, #5, and #7.

This proposal was developed in response to low ridership and productivity on these routes.

Upon review of the proposed changes, it has been determined that the changes would not have a disproportionately adverse effect on minority or low-income populations. In fact, the changes will result in higher service levels to these populations.

The following report provides a summary of the service changes, Title VI analysis, and results.

Proposal

At the December 2013 Board of Directors meeting, the Board approved the Adaptive Service Analysis Plan. The study focused on alternatives for transit service in areas where the current service was not productive. The consultant team first selected neighborhoods for study and narrowed down the choices to the Trotter/South Walnut Creek area, Downtown Martinez, and Shadelands. Service options were developed and specific recommendations were made to improve service effectiveness in these neighborhoods.

The proposed changes from the Adaptive Service Analysis Plan are listed below:

Walnut Creek

- Modify Route #7 to provide more frequent and direct service between Pleasant Hill BART and Shadelands.
- Eliminate the Route #2 and modify the Route #5 to provide more frequent and direct service from Creekside to Walnut Creek BART.

Martinez

- Modify Routes #18 and #28 by eliminating service on Howe Rd. to increase service to the retail centers on Arnold Dr.
- Eliminate the Route #19 and redirect the service hours to a new community shuttle route.
- Operate a community shuttle between downtown Martinez and retail on Arnold Dr.

Public Outreach:

Beginning in February 2014 staff conducted outreach to receive public comments on these service recommendations. Nearly 200 comments were received.

The public was able to comment on the proposed changes in the following ways:

- Attending public meetings (one in Martinez City Hall and one in the Walnut Creek Library),
- Emailing planning@countyconnection.com,
- Calling County Connection Customer Service,
- Commenting on County Connection's website, or
- Completing a text survey via Textizen (see attached summary).
- Writing to the Director of Planning

Notices for the public meetings were placed on the buses as well as in the Contra Costa Times and information on the other outreach efforts was placed on buses as well as on County Connection's website.

Because some individuals submitted comments through more than one avenue, the numbers for total comments and individuals may not match exactly.

The chart below shows the public participation by type:

Venue	# of Comments/Participants
Public Meetings	Martinez - 14
	Walnut Creek - 15
Email	30
Customer Service	14
Textizen	English - 71
	Spanish - 8
Website	29

Route #2 and Route #19

Not surprisingly, most respondents commented on the two routes that were proposed to be eliminated (Routes #2 and #19).

Through the website, customer service, and email, 24 comments were received requesting that service continue on the Route #19. The comments showed that passengers in Martinez depend on the Route #19 to access public health and social services. Many commented at the public meeting that they wanted more frequency on the route.

The Route #2 recommendation generated 19 comments through the website, email, and customer service with only 3 supporting its elimination; though 10 suggested retaining at least some level of commute service. Most of the respondents (from all public input) use the Route #2 to commute to work or school and Route #19 for work and medical trips.

Route #5

Overall only two people commented on the Route #5 change via the website and both supported the recommendation. Further, 23 respondents who filled out the texting survey supported the change while 14 did not.

Route #7

The change to the Route #7 generated 6 comments in favor and 7 in opposition. Comments in support of the recommendation were from those that work in Shadelands and the Children's Hospital. Comments received via text were also evenly split in their support.

Route #28 and Martinez Shuttle

Though only a minor service change was recommended, the Route #28 generated significant public interest and comments were skewed towards keeping the current routing. The Martinez shuttle was strongly supported but not at the expense of the Route #19.

Recommendation:

Staff recommended the following:

- Make no changes in Martinez
- Route #2: Retain two morning and two evening commute trips. Re-route via Broadway
- Route #5: Streamline service to BART

- Route #7: Streamline service between Shadelands and Pleasant Hill BART

The public comments reflected a significant need for the Route #19 and the need for a modest level of service on the Route #2. As the Martinez Shuttle was contingent on savings from eliminating the Route #19 and the recommended re-routing of Route #28 was not supported, staff revised the recommendation to keep all current service in Martinez intact and not implement the shuttle.

The recommendation for the Route #2 was also revised to retain 2 morning commute trips and 2 evening commute trips and re-route the service via Broadway instead of California.

Based on the comments received on the Route #5 proposal, staff supports the initial recommendation to modify the route to provide more direct service between Creekside and Walnut Creek BART. Staff recommends that the Route #5 operate on 20-minute headways during peak commute hours and 45 minutes during the midday. Currently the Route #5 operates on 35-minute headways during commute times and over 90 minute headways during midday.

In Walnut Creek, there was support for the modified Route #7 to expedite service between Pleasant Hill BART and Shadelands. It is recommended that this service operate on 15-minute headways between the hours of 7:00am and 10:30am and 3:00pm and 7:00pm. Currently it operates on 45 minute headways.

Title VI Policies

In June 2013 County Connection's Board of Directors adopted the following policies:

Major Service Change Policy

County Connection defines a major service change as:

1. An increase or decrease of 25 percent or more to the number of transit route miles of a bus route; or
2. An increase or decrease of 25 percent or more to the number of daily transit revenue miles of a bus route for the day of the week for which the change is made; or.
3. A change of service that affects 25 percent or more of daily passenger trips of a bus route for the day of the week for which the change is made.

Changes shall be counted cumulatively, with service changes being "major" if the 25 percent change occurs at one time or in stages, with changes totaling 25 percent over a 12-month period.

The following service changes are exempted from this policy:

1. Changes to service on a route with fewer than 10 total trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.
2. The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
3. County Connection-operated transit service that is replaced by a different mode or operator providing a service with similar or better headways, fare, transfer options, span of service, and stops.

Disparate Impact Policy

County Connection policies establish that a fare change or major service change has a disparate impact if minority populations will experience 20% more of the cumulative burden, or experience 20% less of the cumulative benefit, relative to non-minority populations, unless (a) there is substantial legitimate justification for the change, and (b) no other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.

Disproportionate Burden Policy

County Connection policies establish that a fare change or major service change has a disproportionate burden if low-income populations will experience 20% more of the cumulative burden, or experience 20% less of the cumulative benefit, relative to non-low-income populations unless the disproportionate effects are mitigated.

Public Outreach:

In developing these policies, County Connection staff conducted public outreach (detailed below), including three public meetings with language services available, to provide information and get feedback on the draft policies. Staff incorporated public input gathered through this outreach into the policies proposed for Board approval.

Meetings:

March 28, 2013 – Monument Corridor Transportation Action Team

Comments: Include an annual review to ensure that major service change threshold has not been crossed

April 15, 2013 – Public Meeting at the San Ramon Community Center

Comments: Consistent with prior comment to include an annual review for major service changes

May 14, 2013 - Public Meeting at the Walnut Creek Library

Comments: None

April 1st – June 1st, 2013 – Policies available for comments on County Connection Website

June 20, 2013 – Public Hearing and Proposed Adoption at the County Connection Board of Directors Meeting

Comments: None

See attached copy of Board resolution demonstrating the County Connection's board consideration, awareness, and approval of the Title VI policies.

Title VI Equity Analysis

The proposed service changes, in combination, exceed County Connection's Major Service Change threshold of 25 percent for revenue hours and revenue miles, thus necessitating a Title VI Equity Analysis.

Adverse Effects

Staff has defined and analyzed adverse effects related to this major service change as loss of route miles and/or route hours, and have considered the degree of the adverse effects when planning the service change.

Analysis Framework

Staff used Census 2010 census-tract data for this analysis. This data was used to compare the change in revenue miles and hours in minority tracts to non-minority tracts and low-income tracts to non-low-income tracts. This data was selected because it was the most comprehensive data available for the areas affected by the service change. Route-level data was judged to be insufficient due to low ridership leading to a statistically insignificant representation of race and income.

Staff used ArcGIS to intersect the current and proposed routes with the census tracts to show the percentage that each route overlaid each census tract. This was then exported and coupled with Line Summary data to show the revenue mile and revenue hour percentage in each census tract.

Assessing Impacts

Based on Census 2010 data, 37.1% of the population residing in County Connection's service area identifies as minority. This designates any census tract with a greater than 37.1% minority population a "minority tract."

Because 5.7% of the population residing in County Connection's service area is determined to be below the poverty level, any tract with greater than 5.7% below the poverty level is designated a "low-income tract."

The tables below show the results of the census tract, ArcGIS, and Line Summary analysis. The tables compare the proposed service change in revenue miles and revenue hours operated in low-income to non-low-income and minority to non-minority tracts. The data shows that although total revenue hours and miles will decrease slightly, the service going to low-income and minority tracts will increase (with the exception of low-income revenue miles which would decline 0.01%).

	Current	Proposed	*% Difference*
Low-Income Rt. Miles	112.02	112.01	*-0.01%*
Non-Low-Income Rt. Miles	316.68	262.59	*-17.08%*
Total Rt. Miles	428.70	374.60	*-12.62%*
Low-Income Rt. Hours	12.74	13.71	*7.65%*
Non-Low-Income Rt. Hours	35.15	27.34	*-22.23%*
Total Rt. Hours	47.89	41.05	*-14.28%*

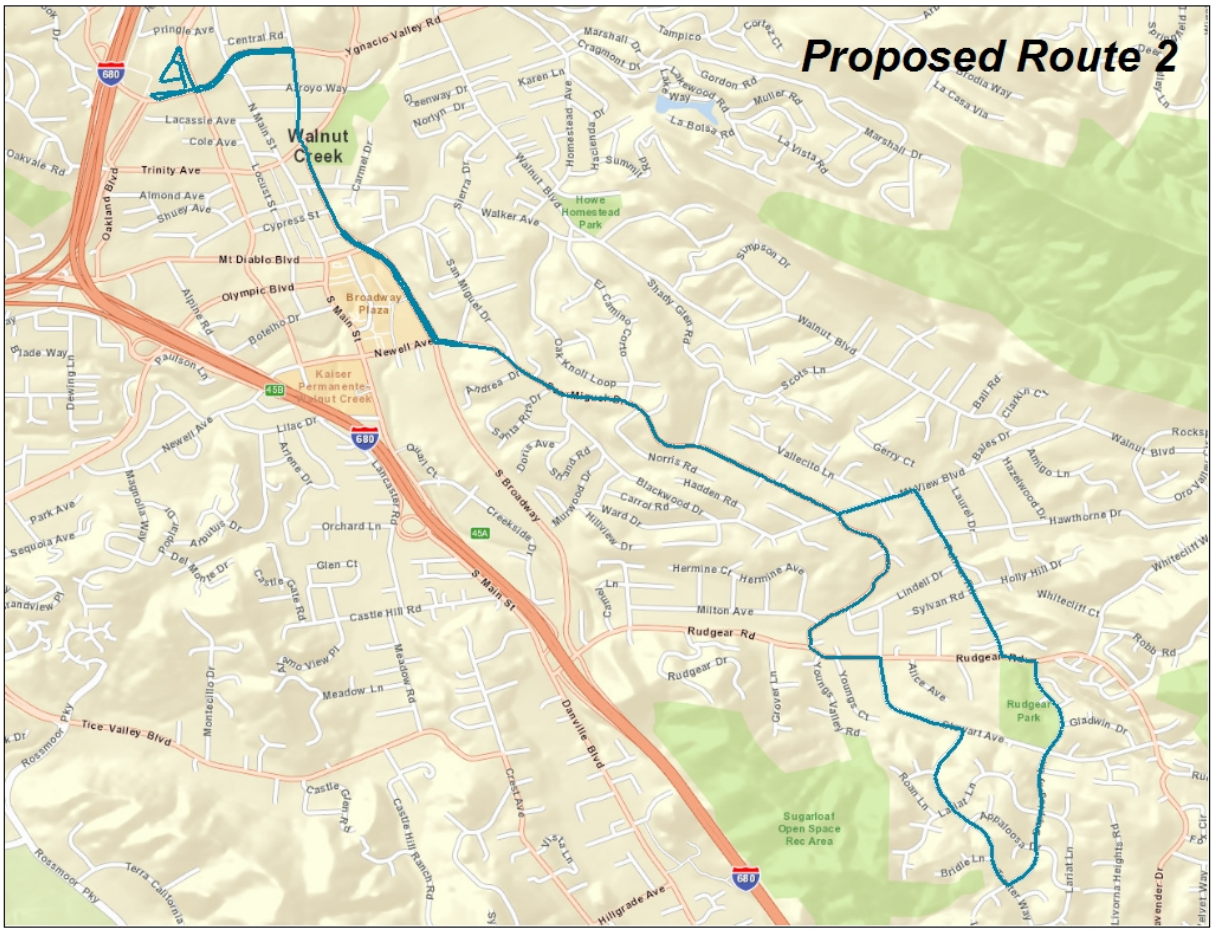
	Current	Proposed	*% Difference*
Minority Rt. Miles	63.83	92.09	*44.27%*
Non-Minority Rt. Miles	364.87	283.63	*-22.27%*
Total Rt. Miles	428.70	374.60	*-12.62%*
Minority Rt. Hours	6.85	11.80	*72.26%*
Non-Minority Rt. Hours	41.04	29.35	*-28.47%*
Total Rt. Hours	47.89	41.05	*-14.28%*

The table below further breaks the data down by route. This shows the percentage of revenue hours in low-income tracts and minority tracts. Routes #2 and #7 show a slight decline in the percentage of service to minority and low-income tracts. This decline does not cross County Connection's Disproportionate Burden or Disparate Impact thresholds. Additionally, Route #5 shows an increase in services to minority and low-income census tracts.

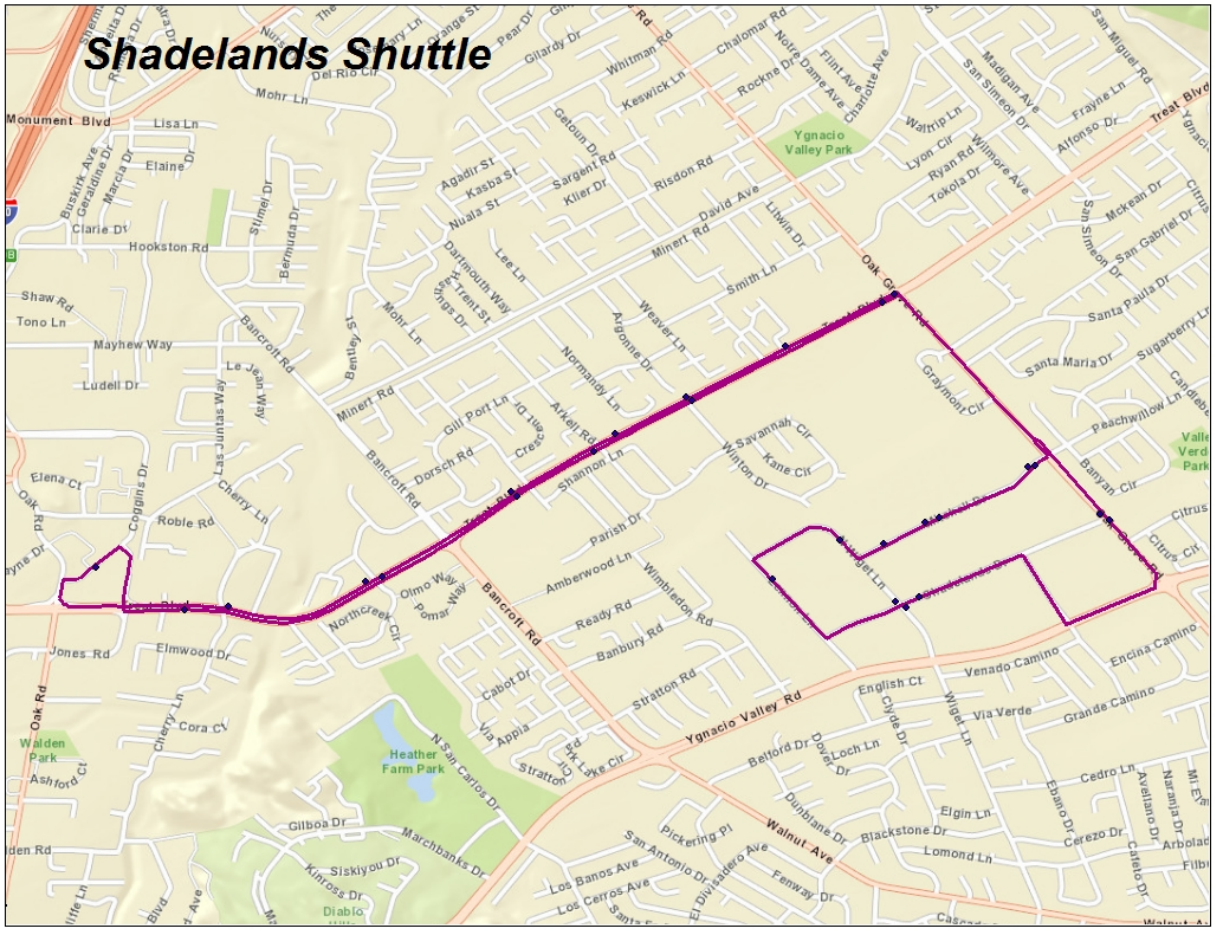
Route	% Service to Low-Income Tracts		% Service to Minority Tracts	
	Current	Proposed	Current	Proposed
Route 2	15.9%	10.1%	15.9%	10.1%
Route 5	46.8%	55.9%	46.8%	55.9%
Route 7	23.6%	17.7%	5.3%	8.3%

This data demonstrates that the service recommendations will not have a disproportionately adverse effect on residents of minority or low-income Census Tracts.

Attachment A: Service Change Maps



Proposed Route 5
Walnut Creek
Pringle Ave
Central Rd
Ygnacio Valley Rd
Arroyo Way
Lacassie Ave
Cole Ave
N Main St
Trinity Ave
Almond Ave
Shuey Ave
Oakland Blvd
Oakvale Rd
Locust St
Cypress St
Carmel Dr
Mt Diablo Blvd
Olympic Blvd
Alpine Rd
Boteilho Dr
S Main St
Broadway Plaza
Newell Ave
Paulson Ln
Kaiser Permanente Walnut Creek
Lilac Dr
Arlene Dr
Lancaster Rd
Quail Ct
S Broadway
Orchard Ln
Glen Ct
Castle Gate Rd
Castle Hill Rd
Del Monte Dr
Arbutus Dr
Poplar Dr
Magnolia Way
Park Ave
Sequoia Ave
Panoramic Way
Grandview Pl
Dewing Ln
Blade Way
Greenway Dr
Norlyn Dr
Karen Ln
Homestead Ave
Hacienda Dr
Summit Rd
Walnut Blvd
Sierra Dr
Walker Ave
Howe Homestead Park
San Miguel Dr
El Camino Corto
Shady Glen Rd
Oak Knoll Loop
Andrea Dr
Santa Rita Dr
Doris Ave
Sand Rd
Murwood Dr
Norris Rd
Hadden Rd
Blackwood Dr
Carrol Rd
Ward Dr
Hillview Dr
Hermine Cr
Milton Ave
Marshall
Tampico
Gordon Rd
Lakewood Rd
La Boisa Rd
680
14
45B
45A


Shadelands Shuttle
Monument Blvd
Ygnacio Valley Rd
Oak Grove Rd
Bancroft Rd
Walnut Ave
Treat Blvd
Ygnacio Valley Park
Heather Farm Park
Walden Park
Diablo
Mohr Ln
Minert Rd
Dorsch Rd
Shannon Ln
Amberwood Ln
Ready Rd
Banbury Rd
Stratton Rd
Parish Dr
Savannah Cir
Kane Cir
Winton Dr
Graymont Cir
Banyan Cir
Peachwillow Ln
Santa Maria Dr
Santa Paula Dr
Sugarberry Ln
Venado Camino
Via Verde
Grande Camino
Encina Camino
English Ct
Clyde Dr
Wigel Ln
Loch Ln
Dover Dr
Belford Dr
Dunbrane Dr
Blackstone Dr
Elgin Ln
Lomond Ln
Cerezo Dr
Cedro Ln
Avellano Dr
Naranja Dr
Arbolado
Ebano Dr
Catelo Dr
Pickering Pl
San Antonio Dr
El Divisadero Ave
Fenway Dr
Los Banos Ave
Los Cerros Ave
Gilboa Dr
Marchbanks Dr
Siskiyou Dr
Kinross Dr
N San Carlos Dr
Via Appia
Cabot Dr
Stratton Ct
Lake Cir
Northcreek Cir
Olmo Way
Pomar Way
Elmwood Dr
Jones Rd
Cora Ct
Ashford Ct
Oak Rd
Coggins Dr
Roble Rd
Cherry Ln
Elena Ct
Le Jean Way
Mayhew Way
Ludell Dr
Shaw Rd
Tono Ln
Hookston Rd
Clarie Dr
Elaine Dr
Lisa Ln
Del Rio Cir
Bermuda Dr
Stimel Dr
Buskirk Ave
Geraldine Dr
Marcia Dr
Bentley St
Dartmouth Way
Lee Ln
Nuala St
Kasba St
Agadir St
Sargent Rd
Kler Dr
Getoun Dr
Keswick Ln
Whitman Rd
Gitardy Dr
Chalomar Rd
Notre Dame Ave
Rockne Dr
Flint Ave
Charlotte Ave
Madigan Ave
San Simeon Dr
Waltrip Ln
Lyon Cir
Ryan Rd
Tokola Dr
Wilmore Ave
Alfonso Dr
Frayne Ln
San Miguel Rd
Risdon Rd
David Ave
Litwin Dr
Smith Ln
Weaver Ln
Argonne Dr
Normandy Ln
Arkell Rd
Gill Port Ln
Mckean Dr
San Gabriel Dr
Citrus Cir

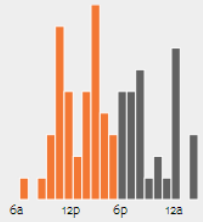
Attachment B: Summary of Textizen Survey Responses

County Connection > Service Change - English

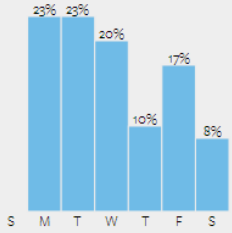
71
responses

latest about 3 days ago

Time of Day



Day of Week



Assigned phone
1(925) 301-9650

Start date
03/03/2014 at 06:38PM

Language
English

Status
Running

Results public?
No

EDIT DANGEROUS

QUESTION 1
Want to comment on the changes below? Open

yes	61	86%
7	3	4%
route	3	4%
get	3	4%
area	2	3%
via	2	3%
bart	2	3%

QUESTION 2
Great! Let's start with the Rt. 5, would you support changes to make it more direct from Creekside to Walnut Creek BART? Multiple Choice

A. Yes	21	30%
B. No	13	19%
C. N/A	35	51%

Yes **This means that the bus would use California blvd. instead of Broadway. Does this still sound good to you?** (Yes/No)

Unmatched	19	100%

QUESTION 3
Okay on to Rt. 7. Do you support a change that would make service more direct between Shadelands and Pleasant Hill BART? Multiple Choice

A. Yes	18	27%
B. No	29	43%
C. N/A	20	30%

Yes **Stops on Ygnacio, Bancroft, Marchbanks, and Walnut Creek BART would no longer be served. Do you still support this?** (Yes/No)

Unmatched	17	100%

QUESTION 4
Do you ride any of the Routes proposed for elimination (Route 2 and Route 19)? Yes/No

Yes	46	70%
No	20	30%

Yes **Tell us what kind of trips you make and what you would do if this route were eliminated?** (Open)

take	17	38%
work	15	33%
bart	11	24%
route	11	24%
2	11	24%
19	11	24%
bus	11	24%

QUESTION 5
Would you support a shuttle from Downtown Martinez to Walmart and Village Oaks Shopping Center on Arnold Dr? Multiple Choice

A. Yes	27	42%
B. No	15	23%
C. N/A	23	35%

QUESTION 6
Would you support a change to Route 28 that increases service to retail on Arnold dr. and eliminates service on Howe? Multiple Choice

A. Yes	13	20%
B. No	22	34%
C. N/A	29	45%

QUESTION 7
All right last one. What is your home zip code? Open

94553	17	27%
94596	14	22%
94598	9	14%
94521	7	11%
zip	5	8%
code	4	6%
94520	4	6%

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

County Connection Title VI Equity Analysis – Senior/Disabled Mid-Day Free Fare Program

Introduction

As a federal grant recipient, the Central Contra Costa Transit Authority (County Connection) is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations.

This Title VI assessment covers County Connection's proposal to continue a pilot program offering mid-day free fares for senior riders and persons with disabilities between the hours of 10am and 2pm.

Upon review of this proposal, it has been determined that continuing this fare policy would not have a disproportionately adverse effect on minority or low-income riders.

The following report provides a summary of the fare policy, Title VI analysis, and results.

Proposal

Prior to the 2009 service cuts and fare increase, seniors (65 yrs) and people with disabilities could ride the fixed route system between 10am and 2pm for free.

The percentage of the total ridership that are seniors and persons with disabilities has not changed from FY2007-08 to FY2011-12 and has been stable at 11% of the total. The volume has dropped, however, due to the service cuts. Prior to the cuts, County Connection carried 492,636 passengers that were categorized as seniors and those with disabilities and last year the number was 339,577. When there was a mid-day free fare, approximately half rode during the mid-day and took advantage of the free fare.

To determine the financial impact of the proposed mid-day free fare, staff used the Ridecheck software to sort fare payment method by time of day. Fares collected from the senior discount cash fare, the 20 ride senior punch pass, and the senior BART transfer, between the hours of 10am and 2pm totaled 2% of the total fare revenues. This represents $70,000 of fare revenue out of a total of $3,500,000 annually.

At the August 2013 Board of Directors meeting, the Board directed staff to implement mid-day free fares for seniors riders and those with disabilities between the hours of 10am and 2pm at the winter bid change as a pilot fare change.

Title VI Policies

In June 2013 County Connection's Board of Directors adopted the following policies:

Major Service Change Policy

County Connection defines a major service change as:

1. An increase or decrease of 25 percent or more to the number of transit route miles of a bus route; or
2. An increase or decrease of 25 percent or more to the number of daily transit revenue miles of a bus route for the day of the week for which the change is made; or.
3. A change of service that affects 25 percent or more of daily passenger trips of a bus route for the day of the week for which the change is made.

Changes shall be counted cumulatively, with service changes being "major" if the 25 percent change occurs at one time or in stages, with changes totaling 25 percent over a 12-month period.

The following service changes are exempted from this policy:

1. Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
2. The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
3. County Connection-operated transit service that is replaced by a different mode or operator providing a service with similar or better headways, fare, transfer options, span of service, and stops.

This fare policy exceeds County Connection's Major Service Change threshold of 25 percent for revenue hours and revenue miles.

Disparate Impact Policy

County Connection policies establish that a fare change or major service change has a disparate impact if minority populations will experience 20% more of the cumulative burden, or experience 20% less of the cumulative benefit, relative to non-minority

populations, unless (a) there is substantial legitimate justification for the change, and (b) no other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.

Disproportionate Burden Policy

County Connection policies establish that a fare change or major service change has a disproportionate burden if low-income populations will experience 20% more of the cumulative burden, or experience 20% less of the cumulative benefit, relative to non-low-income populations unless the disproportionate effects are mitigated.

Public Outreach:

In developing these policies, County Connection staff conducted public outreach (detailed below), including three public meetings with language services available, to provide information and get feedback on the draft policies. Staff incorporated public input gathered through this outreach into the policies proposed for Board approval.

Meetings:

March 28, 2013 – Monument Corridor Transportation Action Team

Comments: Include an annual review to ensure that major service change threshold has not been crossed

April 15, 2013 – Public Meeting at the San Ramon Community Center

Comments: Consistent with prior comment to include an annual review for major service changes

May 14, 2013 - Public Meeting at the Walnut Creek Library

Comments: None

April 1st – June 1st, 2013 – Policies available for comments on County Connection Website

June 20, 2013 – Public Hearing and Proposed Adoption at the County Connection Board of Directors Meeting

Comments: None

See attached copy of Board resolution demonstrating the County Connection's board consideration, awareness, and approval of these Title VI policies.

<u>Title VI Equity Analysis</u>

Staff used survey data from an on-board survey completed in April 2012 by Redhill Group for this analysis. This data was used to compare the race and income status of seniors currently riding County Connection with all riders surveyed. This data was selected because it most accurately portrayed current riders and was broken down by age, income, race, and disability status.

To assess the race and income of those with disabilities, County Connection used a cross-tabulation between the use of County Connection's disabled discount fare with race and income. For seniors, a cross-tabulation between those age 60 and over with race and income was used.

Redhill Group used the following sampling plan for the on-board survey:

> The sampling plan was developed to collect completed surveys from 5% of average weekday boardings. Since most riders ride round-trip each day and a significant portion must transfer on each one-way trip, 5% of boardings are assumed to approximate 15% or more of all riders. Another factor to be considered is that reported boarding counts used for sampling include all riders regardless of age. Since survey distribution is limited to riders that appear to be 16 years of age or older, this further increases the proportion of eligible riders that are being surveyed.
>
> County Connection has approximately 12,500 riders per weekday and 2,700 riders per weekend day, spread over 55 routes. A five percent sample of all riders produces a target of 625 weekday and 135 weekend telephone surveys, for a total of 760. The weekday sample was distributed to provide survey targets in proportion to route ridership by time of day. The weekend sampling plan was distributed solely in proportion to route ridership.
>
> A total sample size of 747 provides statistical accuracy of + 3.5% at a 95% confidence level for a target universe of 15,200 (12,500 weekday and 2,700 weekend boardings).
>
> The estimated field response rate was then used to develop the field sampling plan. The estimated projected response rate was based on estimates for three variables:
>
> 1. Percent of riders responding to the survey. This is an estimate, based on a previous pretest performed in an earlier task. It was estimated that 45% of the CCCTA local riders will return the survey. Due to the short length of the questionnaire, the projected 45% response rate was projected to be higher than normal for traditional onboard surveys. The actual overall response rate achieved was higher at about 50%.
>
> 2. Percent of surveys that appear complete (i.e. the rider provided a 10 digit phone number). We estimated that 80% of the responses would appear to be complete (although not necessarily valid). The overall rate was 99%.
>
> 3. Percent of valid surveys with valid phone numbers that would participate during the second stage of the process. We estimated that we should collect 2.5 times the total number of completed phone surveys needed. For example, if the goal was to

complete 50 valid phone surveys, then the goal was to collect 125 apparently complete field survey records for subsequent calling.

Assessing Impacts

Based on the on-board survey data, 59.4% of County Connection riders identify as minority and 35.1% as low-income (less the $25,000 in household income). Among seniors and those with disabilities, 40.3% identify as minority and 45.2% as low-income.

The tables below compare the race and income status of seniors and those with disabilities with all riders. The data shows that because seniors and those with disabilities are less likely to identify as minority, non-minority populations will benefit 19.4% more than minority populations. Additionally, because more seniors and those with disabilities identify as non-low-income, that population will benefit 9.6% more than low-income riders.

System	**Senior & Disabled Riders - Race**		**% Difference Minority**
% Minority	% Minority	% Non-Minority	
59.4%	40.3%	59.7%	**-19.4%**
System	**Senior & Disabled Riders - Income**		**% Difference Low-Income**
% Low-Income	% Low-Income	% Non-Low-Income	
35.1%	45.2%	54.8%	**-9.6%**

This data demonstrates that although minority and low-income populations will not benefit as greatly as non-minority and non-low-income riders, the difference is not significant enough to qualify as a disproportionate burden or disparate impact.

RESOLUTION NO. 2015-002

Central Contra Costa Transit Authority

Board of Directors

****

Adoption of Title VI Equity Analysis of 2014 Walnut Creek Service Changes

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, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the Authority is required to perform a Title VI Equity Analysis in conjunction with all major service changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

WHEREAS, on June 20, 2013, by Resolution No. 2013-019, the Board adopted Major Service Change, Disparate Impact and Disproportionate Burden Policies to govern when service change equity analyses are required and to set thresholds for when effects of fare or major service changes are deemed to have disproportionate effects on minority or low-income passengers or populations; and

WHEREAS, staff presented and the Board approved summary findings of a Title VI equity analysis of proposed changes to County Connection Routes 2, 5 and 7 ("2014 Walnut Creek Service Changes") at its April 17, 2014 meeting; and

WHEREAS, staff has now prepared and presented to the Board the full Title VI Equity Analysis that assesses the potential effects of the 2014 Walnut Creek Service Changes on minority and low-income populations, finding no disparate impact or disproportionate burden on minority or low-income populations, respectively.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Central Contra Costa Transit Authority hereby approves the attached Title VI Equity Analysis of the 2014 Walnut Creek Service Changes and finds, pursuant to Title VI of the Civil Rights Act of 1964 and the CCCTA Disparate Impact and Disproportionate Burden Policies, that the 2014 Walnut Creek Service Changes will not have a disparate impact on minority populations and will not impose a disproportionate burden on low-income populations.

Regularly passed and adopted this 17th day of July, 2014 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

_____

Bob Simmons, Chair, Board of Directors

ATTEST:

_____

Lathina Hill, Clerk to the Board

RESOLUTION NO. 2015-003

Central Contra Costa Transit Authority

Board of Directors

****

Adoption Title VI Equity Analysis of Senior/Disabled Mid-Day Free Fare Program

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, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the Authority is required to perform a Title VI Equity Analysis in conjunction with all fare changes, including promotional or temporary fare reductions lasting more than six months, to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

WHEREAS, on June 20, 2013, by Resolution No. 2013-019, the Board adopted Major Service Change, Disparate Impact, and Disproportionate Burden Policies to govern when service change equity analyses are required and to set thresholds for when effects of fare or major service changes are deemed to have disproportionate effects on minority or low-income passengers or populations; and

WHEREAS, CCCTA began operating the Senior/Disabled Mid-Day Free Fare Program on a one-year pilot basis in late December, 2013; and

WHEREAS, to enable CCCTA to continue to offer the Mid-Day Free Fare Program beyond the first six months of the pilot period, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the Senior/Disabled Mid-Day Free Fare Program on minority and low-income populations, finding no disparate impact nor disproportionate burden on minority or low-income populations, respectively.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Central Contra Costa Transit Authority hereby approves the attached Equity Analysis of the Senior/Disabled Mid-Day Free Fare Program and finds, pursuant to Title VI of the Civil Rights Act of 1964 and the CCCTA Disparate Impact and Disproportionate Burden Policies, that the Senior/Disabled Mid-Day Free Fare Program does not have a disparate impact on minority populations and does not impose a disproportionate burden on low-income populations.

Regularly passed and adopted this 17th day of July, 2014 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

_____

Bob Simmons, Chair, Board of Directors

ATTEST:

_____

Lathina Hill, Clerk to the Board

County Connection

INTER OFFICE MEMO

To: Board of Directors

Date: July 10, 2014

From: Mary Burdick

Reviewed by:

SUBJECT: Appointment of Jeremy Weinstein to Advisory Committee

Summary of Issues:
On July 1, 2014 the Walnut Creek City Council recommended the appointment of Jeremy Weinstein to serve as a representative on County Connection's Advisory Committee for a term ending February 29, 2016.

Recommendation:
Approve the appointment of Jeremy Weinstein to serve as a representative of Walnut on County Connection's Advisory Committee.

Financial Implication
None

Options:
1) Approve the recommendation of the Walnut Creek City Council
2) Decline to approve the recommendation
3) Other action as directed

Attachment:
Appointment letter and application

CITY OF
WALNUT
CREEK

July 10, 2014

Mary Burdick
County Connection
2477 Arnold Industrial Way
Concord, CA 94520

Dear Mary,

Please be informed that on July 1, 2014 the Walnut Creek City Council interviewed candidates for the County Connection Advisory Committee Walnut Creek representative. The City Council took formal action to appoint Jeremy Weinstein to the County Connection Advisory Committee for a term through February 29, 2016 contingent upon the approval of the County Connection Board. Attached is Jeremy Weinstein's completed application. Please let this letter serve as an official request for a Board Order to finalize the appointment.

Please let me know if any further information is needed.

Sincerely,

Suzie Martinez

Suzie Martinez
City Clerk