

County Connection

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

BOARD OF DIRECTORS MEETING AGENDA

**Thursday, February 16, 2017
9:00 a.m.**

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

The County Connection 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 19, 2017*
5. Report of Chair
6. Report of General Manager
 - a. Recognition of Employees of the 4th Quarters, 2016
 - b. Recognition of Employees with 20 Years of Service
 - c. Update on the Examination for the potential of the Bus on Shoulder Operations (BOS) in the 680 Corridor
7. Report of Standing Committee
 - a. Administration and Finance Committee
(Committee Chair: Director Al Dessayer)
 - 1) Cap and Trade Grant (LCTOP)-FY2016-17*
Resolution No. 2017-009* and Resolution No. 2017-010*
(The A & F Committee recommends that the Board approve staff to apply for all funding available to County Connection under the LCTOP program to fund the operation of the Martinez Shuttle-Route.)
 - 2) Authorization for the General Manager to Direct WAVE Inc. to Proceed with Inductive Charging Infrastructure Engineering for Support of the Electric Bus Project

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

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Resolution No. 2017-011**

(The A & F Committee recommends the Board of Directors at its February 16, 2017 meeting, adopt a resolution authorizing the General Manager to release a purchase order to WAVE Inc. for the purchase of the WAVE system.)

- b. Marketing, Planning & Legislative Committee
(Committee Chair: Director Jim Diaz)
 - 1) 2017 Federal Legislative Program*
(The MP&L Committee recommends that the Board review and approve the 2017 Federal Legislative Program.)
 - c. Operations & Scheduling Committee
(Committee Chair: WWWW)
 - 1) Fixed Route Productivity*
(Informational Item Only.)
 - 2) Fuel Bid and Contract*
Resolution No. 2017-012**
(The O&S Committee recommend to the Board of Directors the award of the Ultra-Low Sulfur Diesel Fuel Contract to Pinnacle Petroleum.)
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. Adjournment

*Enclosure

**It will be available at the Board meeting.

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, March 16 , 9:00 a.m., County Connection Board Room
- Administration & Finance: Wednesday, March 1, 9:00 a.m. Candace Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA 94549
- Advisory Committee: TBA, County Connection Board Room
- Marketing, Planning & Legislative: Thursday, March 2, 10:00 a.m., 1676 N. California Blvd., Suite 620, Walnut Creek, CA,
- Operations & Scheduling: Friday, March 3, 8:00a.m., Supervisor Andersen's Office 309 Diablo Road, Danville, CA

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.

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County Connection

2477 Arnold Industrial Way

Concord, CA 94520-5326

(925) 676-7500

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Agenda Item No. 4.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

January 19, 2017

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Hoffmeister called the regular meeting of the Board of Directors to order at 9 a.m. Board Members present were Directors Dessayer, Diaz, Noack, Storer and Tatzin. Director Schroder arrived after the meeting convened. Directors Andersen, Hudson, Wilk and Worth were absent.

Staff: Ramacier, Chun, Barnes, Cheung, Churchill, Cordero, Dean, Hill, Horta, Jackson, Martinez, Mitchell and Robinson

Public Comment: None

CONSENT CALENDAR

MOTION: Director Dessayer moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of December 15, 2016; (b) Resolution No. 2017-008 Allocation Request for Prop 1B Transit Security Funding FY 2016-17. Director Tatzin seconded the motion and it received the following vote of approval:

Aye: Directors, Dessayer, Diaz, Hoffmeister, Noack, Storer, Tatzin

No: None

Abstain: None

Absent: Directors Andersen, Hudson, Schroder Wilk and Worth.

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

2017 APTA Legislative Conference, Washington, DC

Rick Ramacier reviewed upcoming APTA conferences that Board members may be interested in attending. Currently, four Board members have expressed interest in going to the APTA Legislative Conference in March: Directors Dessayer, Hoffmeister, Hudson and Schroder. Director Storer expressed his interest in case anyone cannot make the trip.

Director Schroder arrived.

Brief Report on the State of Automation Technology for Transit

Rick Ramacier introduced the topic of technology and automation as an important area for public agencies to prepare for and be ready to address. Agencies need to be more engaged in three major areas: Shared Mobility, The World of Autonomous Vehicles and the Future of Transit Vehicles. Rashidi Barnes recently attended the Transportation Research Board (TRB) annual meeting where this was a hot topic. Mr. Barnes will be County Connection's point person on this issue; he will continue to participate in TRB meetings and monitor developments in this area. As new information develops he will update the Board.

Update on Implementation of the Walnut Creek Electric Trolley Buses

Senior Manager of Transportation, Rashidi Barnes informed the Board that the Electric Trolleys are working, with more positive and supportive reactions from the public and the bus operators. Almost all of the bus operators have been trained and all will be trained in the coming months. He will continue to update the Board on the trolleys and the new services. The Board expressed its appreciation to the bus mechanics and the operators for all of their work to make this a successful project.

BOARD COMMUNICATION:

Director Dessayer praised Director of Maintenance Scott Mitchell and his staff for repairing the walking path around the County Connection property, which was not in good condition. Staff did an excellent job in getting it repaired. The path is fit for the employees and the public to use.

ADJOURNMENT: Chair Hoffmeister adjourned the regular Board meeting at 9:28 a.m.

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

To: Board of Directors

Date: 02/06/2017

From: Ruby Horta, Manager of Planning

Reviewed by:

SUBJECT: Cap and Trade Grant (LCTOP) – FY 2016-17

Background:

The Cap and Trade funding program for transit is officially titled the Low Carbon Transit Operations Program (LCTOP). The initial round of funding was available in FY 2014-15 and the funds were utilized to operate the Martinez Shuttle – Route 3. In FY 2014-15 County Connection received a total of \$185,881 in LCTOP funds and used \$50,419 in local funds to cover the estimated cost of operating the Martinez Shuttle. A year later, in FY 2015-16 County Connection received \$123,087 in revenue-based funds and \$492,491 in population-based funds was available for a total of \$615,578. Per LCTOP Guidelines, “at least 50% of the total funds received shall be expended on projects or services that benefit the DAC (Disadvantaged Communities)”. Since the funding exceeded the cost of operating the Martinez Shuttle (\$308,009), staff allocated the additional funds (\$307,569) to the Walnut Creek Electric Trolley project.

The State Controller’s Office issued the apportionments for the FY 2016-17 on February 3rd. County Connection will pursue all funds available to operate the Martinez Shuttle – Route 3.

Cap & Trade Allocations			
	FY 14-15	FY 15-16	FY 16-17
Revenue Based	\$ 40,496	\$ 123,087	\$ 56,812
Population-Based	\$ 145,385	\$ 492,491	\$ 228,378
Subtotal	\$ 185,881	\$ 615,578	\$ 285,190
Local Funds	\$ 50,419	\$ -	\$ 22,819
Total Revenues	\$ 236,300	\$ 615,578	\$ 308,009
Projects Funded			
Martinez Shuttle	\$ 236,300	\$ 308,009	\$ 308,009
Electric Trolley/Bus	\$ -	\$ 307,569	\$ -
Total Expenses	\$ 236,300	\$ 615,578	\$ 308,009

Recommendation:

Staff is proposing to apply for all funding available to County Connection under the LCTOP program to fund the operation of the Martinez Shuttle – Route 3.

Financial Implications:

Using FY 2016-17 LCTOP funds to offset the cost of operating the Martinez Shuttle – Route 3.

RESOLUTION NO. 2017-009

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

* * *

**AUTHORIZE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR
THE LOW CARBON TRANSIT OPERATIONS 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;

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations;

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the Low Carbon Transit Operations Program (LCTOP);

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies);

WHEREAS, CCCTA desires to apply for LCTOP funds for the Martinez Shuttle in furtherance of CCCTA's public transportation purposes; and

WHEREAS, the Administration & Finance Committee has recommended that the Board authorize staff to apply for LCTOP funds and delegate authorization to execute necessary grant documents and any amendments thereto, to the General Manager, Director of Planning and Marketing, and the Director of Maintenance; and

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Central Contra Costa Transit Authority that staff is hereby authorized to seek LCTOP funding for the Martinez Shuttle; and

BE IT FURTHER RESOLVED that in furtherance thereof, the General Manager, Director of Planning and Marketing, and Director of Maintenance be authorized to execute all required documents of the LCTOP program and any amendments thereto with the California Department of Transportation.

Regularly passed and adopted this 16th day of February 2017, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Laura Hoffmeister, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

RESOLUTION NO. 2017-010

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

* * *

**AUTHORIZE EXECUTION OF THE LOW CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) PROJECTS:**

(MARTINEZ SHUTTLE, \$285,190)

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;

WHEREAS, the CCCTA is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the CCCTA wishes to implement the LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the CCCTA that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the CCCTA that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2015-16 LCTOP funds:

List project(s), including the following information:

Project Name: Martinez Shuttle

Amount of LCTOP funds requested: \$285,190

Short description of project: Martinez Shuttle service connects residents in the DAC in Martinez with shopping and health and human services.

Contributing Sponsors (if applicable): N/A

AGENCY BOARD DESIGNEE:

BY: _____
Anne Muzzini, Director of Planning and Marketing

To: Board of Directors

Date: February 8, 2017

From: J. Scott Mitchell
Director of Maintenance

Reviewed by:

SUBJECT: Authorization for the General Manager to Direct WAVE Inc. to Proceed with Inductive Charging Infrastructure Engineering for Support of the Electric Bus Project

BACKGROUND: County Connection applied for and has been awarded an FTA Low or No Emission Program (Low-No Program) Grant for the purchase of four (4) additional electric buses for fixed route service.

SUMMARY OF ISSUES: The electric buses being designed and built by Gillig with the BAE drivetrain are similar in design to the four (4) electric trolleys being operated on the route 4 in Walnut Creek. These buses will need to utilize the same 50 kw inductive charger built by WAVE Inc. to extend the vehicle range.

WAVE Inc. is an American company and meets all Federal Transit Administration (FTA) Buy America guidelines.

WAVE Inc. will work with County Connection to understand the infrastructure requirements for the initial primary in-ground charger. WAVE Inc. and County Connection will establish a schedule for infrastructure development (i.e., utility hookup, permitting, etc.) needed to meet the deployment schedule for the Gillig buses.

FINANCIAL: Project fully funded by Low-No Grant. Cost not to exceed \$630,000.

RECOMMENDATIONS: The A&F Committee recommend that the Board of Directors at its February 16, 2017, meeting, adopt a Resolution authorizing the General Manager to execute a contract with WAVE pending approval from legal council, as to form, for the purchase of the WAVE system.

To: Board of Directors

Date: February 8, 2017

From: Kristina Martinez

Reviewed by:

SUBJECT: 2017 Federal Legislative Program

MP&L Committee Discussion:

Staff brought the draft 2017 Federal Legislative Program to the MP&L committee for review. The committee recommended minor revisions to the content and supports the current format of the brochure. With these changes, the committee has forwarded the program to the Board of Directors.

Background:

Staff has prepared the 2017 Federal Legislative Program. This program is updated annually and highlights County Connection's legislative priorities at the federal level. The program also includes information about County Connection, ridership, innovation, and important transit benefits.

County Connection supports the following:

1. FY 18 federal funding at authorized levels
2. Working relationships with Congress and the Administration
3. Reforming and updating federal regulations and rules

An attachment to position #2 has been provided for reference. The program addresses the President's interest in a comprehensive infrastructure proposal. A number of various proposals have emerged, including those from the Senate Democrats and the National Governors Association; however, none of these proposals are concrete at this point.

Action Requested:

The MP&L Committee requests that the Board of Directors review and approve the 2017 Federal Legislative Program. Staff looks forward to comments and/or any additional changes the Board may have. The brochure has been attached for reference.

County Connection Provides These Important Transit Benefits

- Commuter shuttles that reduce travel time, relieve congestion, and connect to regional transportation services.
- Comprehensive local services that allow students to use public transit to go to and from school.
- Direct and convenient service between communities of concern which are transit dependent.
- Over 200 jobs directly and hundreds more indirectly through the purchase of vehicles and supplies.
- Alternative modes of transportation that support the local economy and environmental improvements, energy independence, senior mobility, student transportation, and connections to the Bay Area region for all activities.
- Direct connections to shopping via shuttles from neighborhoods and BART.



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

2017 Federal Legislative Program



COUNTY CONNECTION

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County Connection

County Connection is a joint powers agency that provides fixed-route and ADA paratransit services through the communities of Clayton, Concord, Danville, Lafayette, Martinez, Moraga, Orinda, Pleasant Hill, San Ramon, Walnut Creek, and unincorporated communities in Central Contra Costa County. County Connection operates a fleet of 121 fully accessible transit buses and 63 paratransit vehicles.

County Connection Mission

County Connection is committed to providing transportation services within the constraints of our suburban and financial environment. County Connection 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 is now using battery electric wireless powered trolley buses for its highly successful Walnut Creek downtown shuttle. A number of partners include Gillig Corporation, BAE Systems, and WAVE, Inc. This project was made possible by a federal grant.
- County Connection maintains a nationally recognized public-private partnership with the Bishop Ranch Business Park to provide frequent shuttles between Bishop Ranch and two regional rail systems, BART and the ACE Train. This features significant operating cost reimbursement as well as a fare subsidy from Bishop Ranch.
- County Connection maintains a partnership with the Shadelands business park, providing frequent service back and forth to the Pleasant Hill BART station. Fares are underwritten by the Shadelands property owners.
- County Connection is a fully technologically supported bus service. This is highlighted by Clipper (a Bay Area electronic fare payment system) and all buses enjoy Wi-Fi capability. County Connection customers can also use Bus Tracker, a real-time bus stop information system that allows people to access real-time bus arrival predictions from their laptops or smart phones.
- 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.

Federal Legislative Program

Position #2: Working Relationships with Congress and the Administration

The Administration has expressed an interest in pursuing a large infrastructure proposal. Nationwide, there is a projected minimum \$88 billion shortfall to keep the current transit system in a state of good repair. This amount does not include what it would take to add new capacity.

While such a comprehensive package has yet to take any final form, County Connection urges that any such proposal include public transit as a major component of it.

Position #3: Reforming and Updating Federal Regulations and Rules

Technology in transportation is growing at a rapid rate and providing more opportunities for effective public transportation services. Currently, many long standing regulations and rules are outdated or restricted when it comes to public transit taking advantage of these opportunities.

County Connection seeks to work with federal regulators and legislators to reform and update the federal regulations and rules which may inadvertently hinder transit service though technological advances.

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 close to 500,000. Annual ridership is estimated at 3.5 million for both fixed-route and paratransit services. County Connection connects people:

- Commuting to work
- Using regional rail like BART, Capitol Corridor and ACE Train (Altamont Commuter Express)
- Traveling for education
- Seniors, persons with disabilities, and veterans who are dependent on public transit
- Actively using public transportation to reduce their carbon footprint

For our residents, County Connection is a life sustaining service!



Federal Legislative Program

County Connection relies on over \$7 million dollars annually in federal transit funding for necessities crucial to the Authority such as federally mandated bus replacement and preventive maintenance. Moreover, sufficient federal investments in public transit will be imperative in order to attract new ridership and acquire long-term solutions to issues such as air quality and traffic congestion.

County Connection supports the following:

1. FY 18 federal funding at authorized levels
2. Working relationships with Congress and the Administration
3. Reforming and updating federal regulations and rules



Position #1: FY 18 Federal Funding at Authorized Levels

County Connection relies on federal funds to maintain service levels and capital equipment to a state of good repair. The recently enacted FAST Act must be honored by appropriating to the full authorized levels of funding in FY 18.

The Authority expects to receive \$1.5 million in 5307 funds in FY 18 for the use of paratransit operating contracting. This portion of funding is 25% of the paratransit operating budget. Without this revenue, County Connection would need to transfer \$1.5 million from fixed-route operations to cover paratransit needs. Consequently, this would amount to a 10% cut of fixed-route service.





Rick Ramacier <ramacier@cccta.org>

Washington Update Jan 26th 2017

Ed Redfern <ed@buscoalition.com>
Reply-To: Ed Redfern <ed@buscoalition.com>
To: ramacier@countyconnection.com

Thu, Jan 26, 2017 at 12:32 PM

Washington Update 1 26 2017

[View this email in your browser](#)

Washington Update

By Joel Rubin, TBC Washington Representative

Good afternoon TBC Members –

As President Trump takes the reins of the White House, it's been a busy first week here in D.C. and the transportation world. Most notably, we saw an infrastructure proposal released by Senate Democrats and learned of a list of infrastructure projects developed by the National Governors Association for the Trump team. Meanwhile the Senate continued their work on Monday and Tuesday with confirmation hearings for the President's cabinet. Lawmakers from both the Senate and House departed D.C. on Wednesday and are huddling together at their party retreats in Philadelphia (Republicans) and West Virginia (Democrats).

Democrats Unveil Infrastructure Proposal

On Monday, Democrats in the Senate released an infrastructure plan that spends \$1 trillion over the next 10 years to repair old bridges and roads, expand bus and rail systems and modernize ports, highways, airports, schools, grids and much more. Democrats estimate their plan would create 15 million jobs. Of particular interest to the Bus Coalition, the plan would include \$180 billion to replace & expand Rail and Bus

Systems.

Led by Senator Chuck Schumer, Senate Democrats are essentially calling the bluff of President Trump. Trump campaigned on a \$1 trillion infrastructure plan, which was mostly \$137 billion in tax breaks to private investors with minimal federal spending. The Democratic plan released is entirely direct federal spending, although they declined to specify where the money will come from. This specific plan is obviously DOA on the Hill, but it's a clear benchmark for Democrats to rally around. We could see the Trump administration including some of these priorities as they work with Democrats over the coming weeks on a bipartisan plan.

Sen. John Thune (R-SD) and Chairman of the Commerce, Science and Transportation Committee commented to reporters on the proposal, "They're trying to stake out their own ground on this, but in the end, any infrastructure plan, to get through Congress and signed into law, is going to have to be one that the president agrees with and that enjoys the support of a lot of Republicans. Whatever they come up with, we'd be happy to look at ... but we don't want to go down the path of another \$1 trillion stimulus."

Here are the specifics from the Democrats' proposal related to transit:

"Problem: Public transit ridership has increased by 37 percent over the past twenty years, nearly double the rate of population growth, but repair, construction and expansion projects have not kept pace with the dramatic increase in demand. The U.S. Department of Transportation estimates there is a \$90 billion backlog of repair projects facing the nation's public transportation systems. Decades of heavy use and under investment have resulted in decayed infrastructure and aging vehicles that need replacement. These circumstances contribute to significant delays and service outages for transit riders, and the risk of riders and workers being exposed to unsafe conditions is increased. Meanwhile, many subway and bus routes are overcrowded, yet 45% of American households – many in suburban and rural areas – lack any meaningful access to transit. Existing federal grant programs have huge funding backlogs causing significant delays in project delivery and increased construction costs.

Solution: We will invest \$90 billion to reverse the national repair

backlog: \$15 billion to support large, urgent repair projects that address critical safety risks, \$30 billion to replace many of the 46,000 buses and 8,000 rail vehicles that will exceed their useful service life by 2025, and \$45 billion to increase core formula programs, which support repair projects across the country. Formula investments also support rural transit, tribal transit and specialized transit services for seniors and persons with disabilities. To address overcrowding and ridership growth, we will invest \$25 billion to advance subway, light rail, streetcar and bus rapid transit projects that are under development but lack funding and \$15 billion to expand existing public transportation facilities, like stations. An infrastructure package should also include a bipartisan plan that ensures the long-term solvency of the Federal Highway Trust Fund, including the Mass Transit Account.”

Trump and Governors Association Team on Infrastructure Projects

On Tuesday evening it was initially reported by McClatchy ([Link to McClatchy story](#)) that National Governors Association and President Trump’s team had worked to compile a list of infrastructure projects in need of funding. While there has indeed been a process of collecting potential projects from the Governors, the list reported by McClatchy was debunked the next day by a former member of the Trump transition’s landing team who said the list was not circulated by their team. He noted that while some of the projects listed are good candidates, some have been completed already, are in development, or would not be the types of projects recommended.

However, it is interesting to know that there is a process of collecting projects from the Governors. At this point, 43 states and territories have submitted projects to the National Governors Association. You can click on this ([link to the list](#)) to see the type of large scale projects that are being submitted.

We’ll continue to keep you posted as we hear more.

Note: The next all TBC Membership call will be on February 17th at 2:30 PM EST!

DC Contact:
Joel Rubin,
CFM Strategic Communications

joelr@cfmdc.com / (202) 347-9171

Membership Contact:
Ed Redfern, The Bus Coalition
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To: Board of Directors

Date: 02/07/2017

From: Anne Muzzini Director of Planning

Reviewed by:

SUBJECT: Cover Memo - Fixed Route Productivity

Background:

One of the goals identified by Board of Directors is to improve system-wide route productivity. Staff prepared the attached fixed route productivity analysis, which was presented to the Operations and Scheduling (O&S) Committee, for discussion. The measure calculated in this analysis is "cost per passenger". Routes are ranked based on the cost per passenger, ranging from \$0 to \$20.65.

Given the results from this data, staff can identify the least productive routes and begin the process of restructuring the system as a whole. This process will allow staff to reallocate revenue hours from unproductive service to more productive service. It is understood that some recommendations may leave certain communities without a fixed route; however, they may be better served with alternative modes of transportation, such as those under the umbrella of shared mobility.

Recommendation:

This item is for informational purposes only. No action is required at this time.

Financial Implications:

None.

To: Board of Directors

Date: 02/3/2017

From: Anne Muzzini, Director of Planning and Marketing

Reviewed by:

SUBJECT: Fixed Route Productivity

Background:

The Measure X sales tax measure would have given the Authority a chance to enhance service frequency without cutting or redistributing service. Without new funding the only way to increase productivity and/or frequency on BART feeder routes is to move service from the low end of the range and redeploy it to routes on the high end of the range of performance.

At the last O&S meeting, the Director of Planning and Marketing described a strategy where the first step in re-tooling the routes would be to create service alternatives that were less expensive than the low performing fixed route service such as taxi and Uber/Lift subsidies and/or in-house operated door to door service using dynamic scheduling. For instance, instead of paying \$20.65 per passenger on Route #2 you could subsidize passengers \$5 per trip to take a taxi.

While working to create service alternatives, staff has begun to evaluate the relative performance of routes using cost per passenger as the measure. Cost per passenger is a good indicator because it reflects ridership and thus fare revenues, as well as subsidies by special contracts, and route cost.

Summary:

County Connection offers 55 weekday routes and 11 weekend routes. Of the 55 weekday routes, 19 are school tripper routes, 7 express routes, and 3 special shuttles (St. Mary's, Cal State East Bay and Alamo Creek).

All of the shuttle services have their separate funding stream and are completely paid for by the supporting entity. For example, Contra Costa County provides the funding to run the Alamo Creek service. Therefore, the cost per passenger to County Connection is \$0. Additionally, some of the free fixed routes, such as Route 4, have fare revenues paid through a contract. In this case, the remaining cost per passenger is \$2.11.

The tables that follow show the details behind the development of the cost per passenger for each route, rank routes by cost per passenger, and show what a \$5.00 cost per passenger cut-off would look like. This is for demonstration purposes only to show the range of cost per passenger and a potential policy and its results. If routes

below a certain cut off point are eliminated (to be replaced with some service alternative that costs less) then those hours could be redeployed onto routes that serve major corridors and feed BART with high frequency. In other words eliminate costly routes and allocate those resources to more productive service.

Based on our analysis, there are 21 routes that have a cost exceeding \$5/passenger and 8 routes exceed \$10/passenger. Routes that are costing more than \$5 per passenger utilize 92,426 service hours, about 38% of all weekday hours. Reallocating this number of hours would create a very different system, but one that provides frequent direct service to BART in corridors with high transit ridership. Historically County Connection has tried to provide coverage to a large suburban area and has not focused on short direct and frequent feeder routes to BART. Routes that do this are the most productive in the system. Routes that are long and circuitous and infrequent are not productive.

The 2016-2025 Short Range Transit Plan (SRTP) included a proposal for a 15-minute BART feeder Network to overlay our current system. This was the basis for the Transportation Expenditure Plan (TEP) request. The additional hours required to implement it would be 76,245 hrs/year on the weekday service and 42,000 hours/year on the weekend service. If service hours were re allocated from costly routes to the 15 minute feeder network, there would be an increase in overall system productivity.

Routes Ranked by Cost/Passenger

	Route	Passengers	Bishop Ranch Passengers	BR Fares (\$2.23/pass)	Special Contract Revenues	Passengers Paying Their Fare	Fare from Everyone Else	Total Fares, Contract Fares, BR	Total Miles	Total Hours	Marginal Cost (1.81/mile & \$54.26/hour)	Cost Less Fares, Contract, BR	Cost per Passenger
Weekday													
1	250 *	1,477			\$57,715			\$57,715		438	\$57,715	\$0	\$0.00
2	260 *	2,579			\$101,675			\$101,675	27,966	2,307	\$101,675	\$0	\$0.00
3	Alamo Creek *	5,366			\$162,498			\$162,498	60,414	2,560	\$162,498	\$0	\$0.00
4	649	139			\$25,730	139	\$153	\$25,883	5,067	308	\$25,883	\$0	\$0.00
5	627	14,272	3	\$7		14,269	\$15,696	\$15,703	4,119	385	\$28,345	\$12,643	\$0.89
6	613	7,570				7,570	\$8,327	\$8,327	1,354	307	\$19,109	\$10,782	\$1.42
7	611	15,734				15,734	\$17,307	\$17,307	4,607	587	\$40,189	\$22,882	\$1.45
8	615	5,663				5,663	\$6,229	\$6,229	1,210	255	\$16,026	\$9,797	\$1.73
9	619	6,957	1	\$2		6,956	\$7,652	\$7,654	1,829	314	\$20,348	\$12,694	\$1.82
10	4	212,999			\$180,000			\$180,000	53,167	9,832	\$629,717	\$449,717	\$2.11
11	10	299,493	1,702	\$3,795		297,791	\$327,570	\$331,366	152,414	12,760	\$968,227	\$636,861	\$2.13
12	20	294,354	1,456	\$3,247		292,898	\$322,188	\$325,435	98,678	14,759	\$979,431	\$653,996	\$2.22
13	5	127,336			\$54,999			\$54,999	49,812	5,485	\$387,776	\$332,777	\$2.61
14	602	26,297	31	\$69		26,266	\$28,893	\$28,962	19,031	1,292	\$104,550	\$75,588	\$2.87
15	612	8,259				8,259	\$9,085	\$9,085	6,436	416	\$34,221	\$25,136	\$3.04
16	614	7,289				7,289	\$8,018	\$8,018	4,970	396	\$30,483	\$22,465	\$3.08
17	14	165,516	1,594	\$3,555		163,922	\$180,314	\$183,869	75,664	10,442	\$703,535	\$519,666	\$3.14
18	11	81,162	433	\$966		80,729	\$88,802	\$89,767	49,428	5,324	\$378,345	\$288,577	\$3.56
19	15	136,904	2,405	\$5,363		134,499	\$147,949	\$153,312	104,755	8,657	\$659,335	\$506,023	\$3.70
20	16	206,737	865	\$1,929		205,872	\$226,459	\$228,388	146,201	13,890	\$1,018,295	\$789,907	\$3.82
21	17	70,518	582	\$1,298		69,936	\$76,930	\$78,227	42,587	5,002	\$348,491	\$270,264	\$3.83
22	605	12,479				12,479	\$13,727	\$13,727	7,309	892	\$61,629	\$47,902	\$3.84
23	606	65,539	21	\$47		65,518	\$72,070	\$72,117	56,339	4,259	\$333,067	\$260,950	\$3.98
24	622	5,063	102	\$227		4,961	\$5,457	\$5,685	5,729	315	\$27,461	\$21,777	\$4.30
25	9	148,397	3,536	\$7,885		144,861	\$159,347	\$167,232	105,042	11,495	\$813,845	\$646,612	\$4.36
26	616	6,929	1	\$2		6,928	\$7,621	\$7,623	3,648	576	\$37,857	\$30,234	\$4.36
27	601	13,205				13,205	\$14,526	\$14,526	11,656	948	\$72,536	\$58,010	\$4.39
28	18	115,516	575	\$1,282		114,941	\$126,435	\$127,717	97,576	8,650	\$645,962	\$518,244	\$4.49
29	98X	107,791	6,956	\$15,512		100,835	\$110,919	\$126,430	128,817	7,134	\$620,250	\$493,819	\$4.58
30	623	7,600	2	\$4		7,598	\$8,358	\$8,362	6,524	583	\$43,442	\$35,080	\$4.62
31	636	11,528	252	\$562		11,276	\$12,404	\$12,966	11,481	843	\$66,522	\$53,556	\$4.65
32	7	89,487			\$73,200			\$73,200	82,641	6,410	\$497,387	\$424,187	\$4.74
33	608	4,446				4,446	\$4,891	\$4,891	5,487	299	\$26,155	\$21,265	\$4.78
34	35	146,754	19,311	\$43,064		127,443	\$140,187	\$183,251	184,950	10,598	\$909,807	\$726,556	\$4.95
35	19	42,764	284	\$633		42,480	\$46,728	\$47,361	42,766	3,705	\$278,440	\$231,078	\$5.40
36	1 (1M)	93,252	1,608	\$3,586		91,644	\$100,808	\$104,394	79,090	8,706	\$615,540	\$511,146	\$5.48
37	6	117,214	153	\$341		117,061	\$128,767	\$129,108	133,530	9,843	\$775,770	\$646,662	\$5.52
38	91X	16,650	221	\$493		16,429	\$18,072	\$18,565	15,810	1,510	\$110,549	\$91,984	\$5.52
39	95X	45,854	15,832	\$35,305		30,022	\$33,024	\$68,330	76,285	3,407	\$322,940	\$254,610	\$5.55
40	96X	144,078	109,364	\$243,882		34,714	\$38,185	\$282,067	268,654	11,197	\$1,093,813	\$811,746	\$5.63
41	21	155,677	6,247	\$13,931		149,430	\$164,373	\$178,304	186,703	14,147	\$1,105,549	\$927,245	\$5.96
42	92X	54,678	20,145	\$44,923		34,533	\$37,986	\$82,910	103,175	4,377	\$424,243	\$341,333	\$6.24
43	625	6,914				6,914	\$7,605	\$7,605	10,760	582	\$51,055	\$43,450	\$6.28

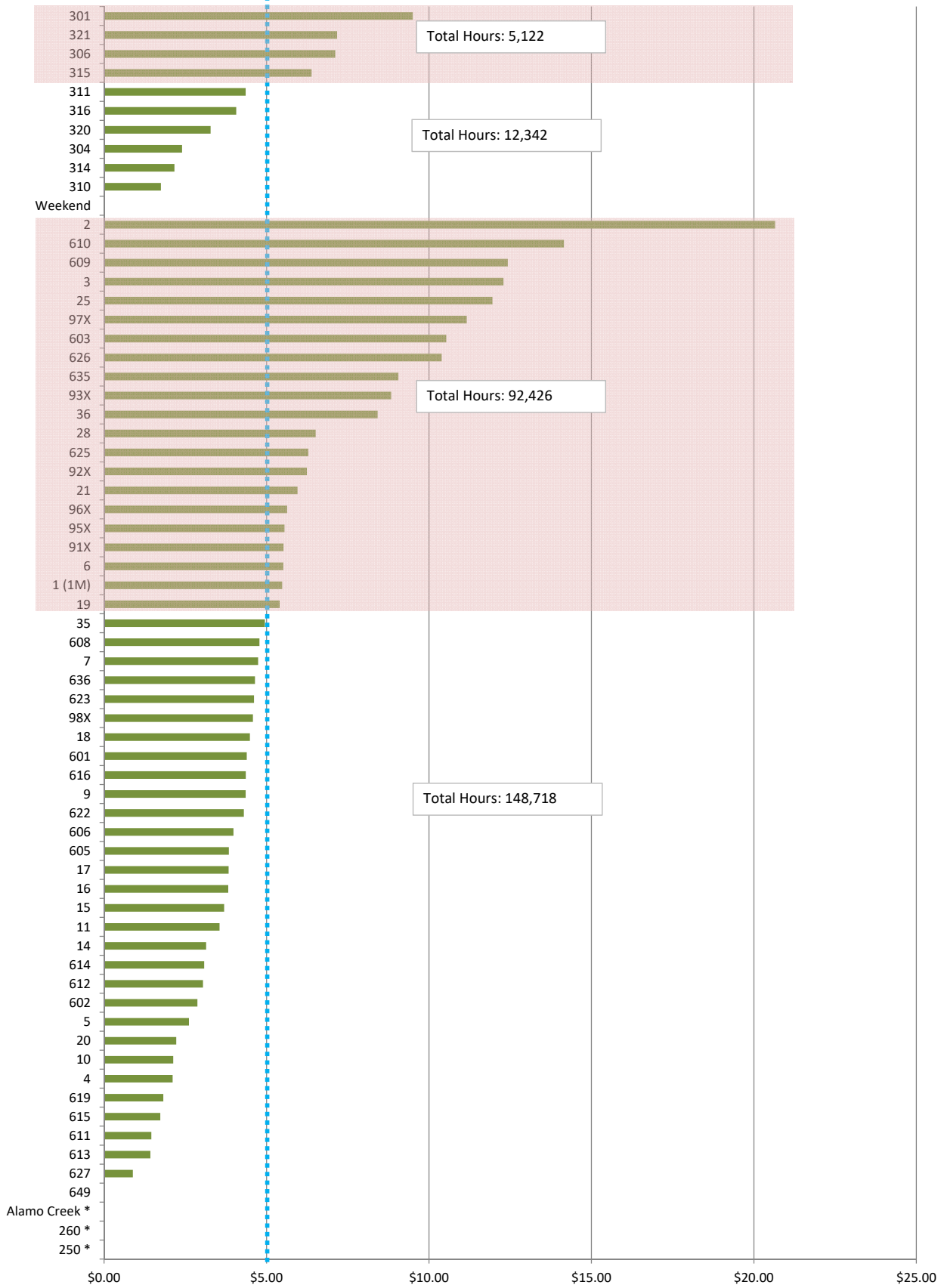
Routes Ranked by Cost/Passenger

	Route	Passengers	Bishop Ranch Passengers	BR Fares (\$2.23/pass)	Special Contract Revenues	Passengers Paying Their Fare	Fare from Everyone Else	Total Fares, Contract Fares, BR	Total Miles	Total Hours	Marginal Cost (1.81/mile & \$54.26/hour)	Cost Less Fares, Contract, BR	Cost per Passenger
44	28	81,533	353	\$787		81,180	\$89,298	\$90,085	102,382	8,030	\$621,019	\$530,934	\$6.51
45	36	69,278	7,637	\$17,031		61,641	\$67,805	\$84,836	125,982	8,112	\$668,185	\$583,349	\$8.42
46	93X	49,003	17,151	\$38,247		31,852	\$35,037	\$73,284	121,994	5,261	\$506,271	\$432,987	\$8.84
47	635	3,014	10	\$22		3,004	\$3,304	\$3,327	6,611	344	\$30,631	\$27,305	\$9.06
48	626	5,571				5,571	\$6,128	\$6,128	13,157	741	\$64,021	\$57,893	\$10.39
49	603	4,680				4,680	\$5,148	\$5,148	13,562	551	\$54,444	\$49,296	\$10.53
50	97X	26,224	19,704	\$43,940		6,520	\$7,172	\$51,112	79,751	3,676	\$343,809	\$292,697	\$11.16
51	25	17,526	310	\$691		17,216	\$18,938	\$19,629	38,320	2,945	\$229,155	\$209,526	\$11.96
52	3	18,987	20	\$45		18,967	\$20,864	\$20,908	33,926	3,555	\$254,300	\$233,392	\$12.29
53	609	969	2	\$4		967	\$1,064	\$1,068	1,967	176	\$13,110	\$12,042	\$12.43
54	610	1,294				1,294	\$1,423	\$1,423	3,200	257	\$19,737	\$18,313	\$14.15
55	2	4,598	23	\$51		4,575	\$5,033	\$5,084	16,181	1,304	\$100,043	\$94,959	\$20.65
Weekend													
1	250 *	1,063										\$0	\$0.00
2	310	50,116	640	\$1,427		49,476	\$54,424	\$55,851	23,875	1,849	\$143,541	\$87,690	\$1.75
3	304	49,727			\$27,058			\$27,058	12,162	2,076	\$134,683	\$107,625	\$2.16
4	314	61,090	259	\$578		60,831	\$66,914	\$67,492	27,416	3,033	\$214,214	\$146,722	\$2.40
5	320	20,288	117	\$261		20,171	\$22,188	\$22,449	8,463	1,357	\$88,924	\$66,475	\$3.28
6	316	33,416	232	\$517		33,184	\$36,502	\$37,020	26,493	2,304	\$172,962	\$135,943	\$4.07
7	311	22,500	354	\$789		22,146	\$24,361	\$25,150	16,429	1,723	\$123,232	\$98,082	\$4.36
8	306	11,586	2	\$4		11,584	\$12,742	\$12,747	17,739	1,007	\$86,729	\$73,982	\$6.39
9	321	24,110	950	\$2,119		23,160	\$25,476	\$27,595	37,450	2,421	\$199,137	\$171,542	\$7.11
10	315	5,977	68	\$152		5,909	\$6,500	\$6,652	7,259	670	\$49,511	\$42,859	\$7.17
11	301	6,406	25	\$56		6,381	\$7,019	\$7,075	6,820	1,025	\$67,943	\$60,868	\$9.50

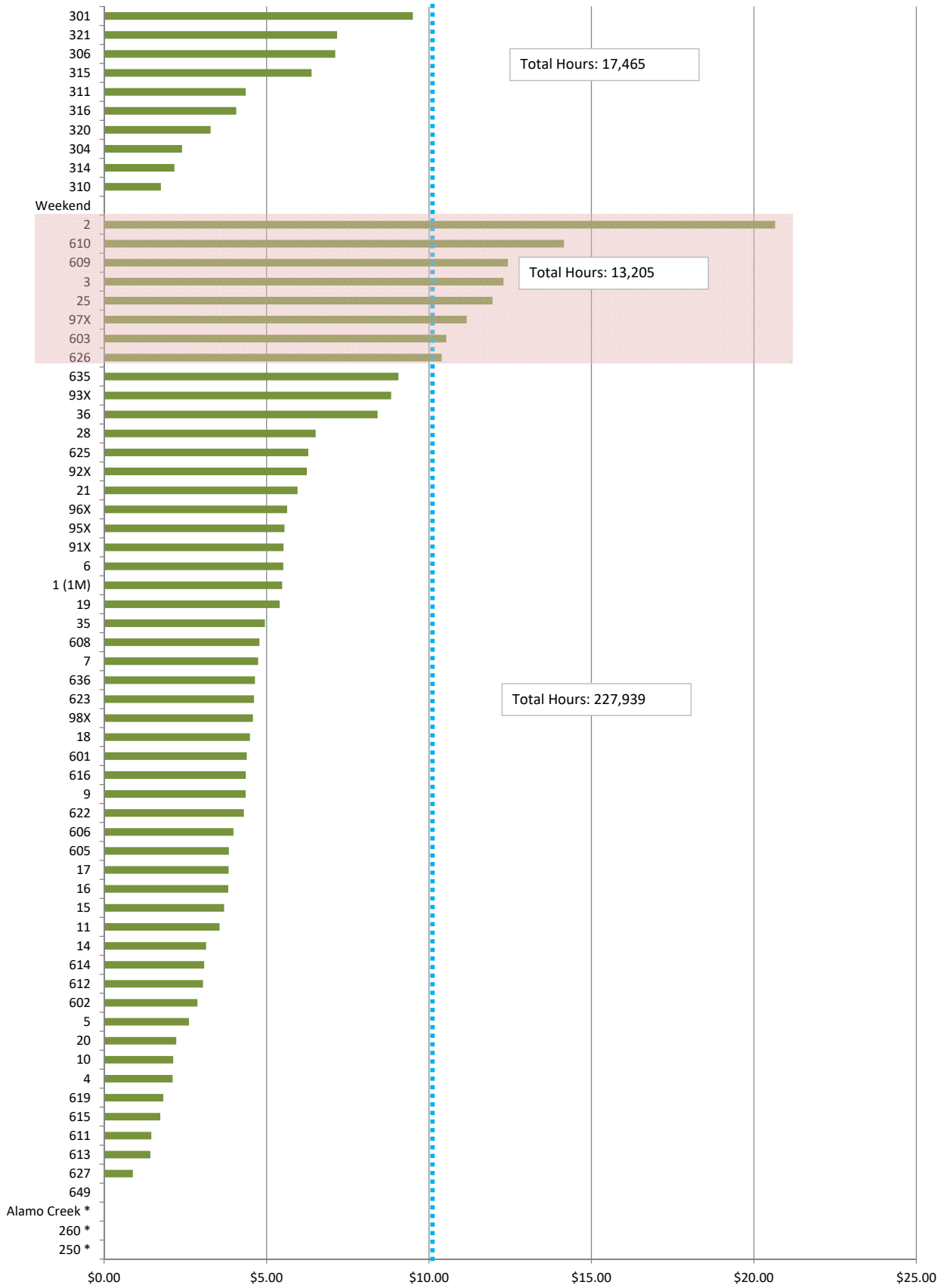
Route	Cost per Passenger	Total Hours
Weekday		
250 *	\$0.00	
260 *	\$0.00	2,307
<i>Alamo Creek *</i>	\$0.00	2,560
649	\$0.00	308
627	\$0.89	385
613	\$1.42	307
611	\$1.45	587
615	\$1.73	255
619	\$1.82	314
4	\$2.11	9,832
10	\$2.13	12,760
20	\$2.22	14,759
5	\$2.61	5,485
602	\$2.87	1,292
612	\$3.04	416
614	\$3.08	396
14	\$3.14	10,442
11	\$3.56	5,324
15	\$3.70	8,657
16	\$3.82	13,890
17	\$3.83	5,002
605	\$3.84	892
606	\$3.98	4,259
622	\$4.30	315
9	\$4.36	11,495
616	\$4.36	576
601	\$4.39	948
18	\$4.49	8,650
98X	\$4.58	7,134
623	\$4.62	583
636	\$4.65	843
7	\$4.74	6,410
608	\$4.78	299
35	\$4.95	10,598
19	\$5.40	3,705
1 (1M)	\$5.48	8,706
6	\$5.52	9,843
91X	\$5.52	1,510
95X	\$5.55	3,407
96X	\$5.63	11,197
21	\$5.96	14,147

92X	\$6.24	4,377
625	\$6.28	582
28	\$6.51	8,030
36	\$8.42	8,112
93X	\$8.84	5,261
635	\$9.06	344
626	\$10.39	741
603	\$10.53	551
97X	\$11.16	3,676
25	\$11.96	2,945
3	\$12.29	3,555
609	\$12.43	176
610	\$14.15	257
2	\$20.65	1,304
Weekend		
310	\$1.75	1,849
314	\$2.16	2,076
304	\$2.40	3,033
320	\$3.28	1,357
316	\$4.07	2,304
311	\$4.36	1,723
315	\$6.39	1,007
306	\$7.11	2,421
321	\$7.17	670
301	\$9.50	1,025

Cost per Passenger < \$5



Cost per Passenger < \$10



INTER OFFICE MEMO

To: Board of Directors

Date: February 8, 2017

From: J. Scott Mitchell
Director of Maintenance

Reviewed by:

SUBJECT: Fuel Bid and Contract

BACKGROUND:

Central Contra Costa Transit Authority (County Connection), as a participant in the Regional Transit Coordinating Council (RTCC), has acted as the lead agency in the procurement of bids for the furnishing and delivery of ultra-low sulfur diesel fuel, biodiesel, renewable diesel, and unleaded gasolines to the participating transit properties and other governmental agencies. It was the responsibility of County Connection to develop a comprehensive bid document for the solicitation of these products and to receive bids from prospective suppliers. The following agencies participated in the bid:

City of Davis
City of Fairfield
Eastern Contra Costa Transit Authority (ECCTA) Tri Delta Transit
Monterey-Salinas Transit
San Joaquin Regional Transit District
Santa Clara Valley Transportation Authority
Santa Cruz Metropolitan Transit District
Solano County Transit

SUMMARY OF ISSUES:

County Connection issued an Invitation for Bids on November 7, 2016. The Invitation for Bids was posted on the County Connection website and advertised in the public press per County Connection Procurement Manual guidelines. Bids were received until 2:00 p.m. December 5, 2016, at which time the bids were publicly opened and read. A subsequent analysis was performed by County Connection staff, and the lowest responsive, responsible bidder was determined for County Connection. A compilation of all bids received for County Connection is attached.

The analysis determined that Pinnacle Petroleum is the lowest responsible, responsive bidder for furnishing and delivering ultra-low sulfur diesel fuel to County Connection. The low bid was determined by a comparison of the anticipated total value of the contract for a three year period based on a fixed add/deduct amount applied to the Oil Price Information Service (OPIS) price for ultra-low sulfur diesel fuel for the week of November 28, 2016, times the anticipated volume of diesel fuel to be supplied. The weekly pricing for diesel fuel to County Connection by Pinnacle Petroleum will be the current week OPIS price index minus the deduct amount of .0439 cents per gallon plus applicable taxes.

“This contract will allow County Connection to purchase renewable diesel if and when it is economically feasible or when required by regulation.”

OPTION 1:

That the County Connection Board of Directors award the Ultra-Low Sulfur Diesel Fuel Contract to Pinnacle Petroleum.

FINANCIAL IMPLICATIONS:

\$3,476,970 over three (3) years, if fuel prices remain steady and consumption of diesel fuel remains at the current level.

OPTION 2:

County Connection has the option to purchase ultra-low sulfur diesel fuel off of the spot market on a weekly basis.

FINANCIAL IMPLICATIONS: The price of ultra-low sulfur diesel fuel purchased on the spot market will probably be greater than the bid price of the OPIS price index minus .0439 cents per gallon because we would be purchasing fuel from different companies in smaller quantities.

RECOMMENDATIONS: The O&S Committee recommend to the Board of Directors the award of the Ultra-Low Sulfur Diesel Fuel Contract to Pinnacle Petroleum.

ACTION REQUESTED: The O&S Committee recommend that the Board of Directors at its February 16, 2017, meeting, adopt a Resolution authorizing the General Manager to award a contract by County Connection to Pinnacle Petroleum for an initial term of three (3) years with the option for two (2) one (1) year extensions for the supply of ultra-low sulfur diesel fuel to County Connection.

ATTACHMENT: A compilation of bids received for County Connection is attached.

