

# County Connection

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

## **BOARD OF DIRECTORS MEETING AGENDA**

**Thursday, August 17, 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 July 20, 2017\*
5. Report of Chair
  - a) Election of CCCTA Officers
6. Report of General Manager
  - a) Update on APTA's approach on Federal Regulatory Reform
  - b) Announce Awards BBQ on August 31, 2017
7. Report of Standing Committee
  - a) Administration & Finance Committee  
(Committee Chair: Al Dessayer)
    - 1) Report on the Performance of the Battery Electric Trolleys (BEB)\*
  - b) Marketing, Planning & Legislative Committee  
(Committee Chair: Jim Diaz)
    - 1) TLC Grant—Walnut Creek Bus Stop Access and Safety Improvements\*  
(The MP& L Committee recommends Board approval to allocate \$100,000 in TPI funds to support bus stop improvements in the City of Walnut Creek as outlined in the TLC application approved by CCTA.)

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

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

8. Board Communication  
Under this item, Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report (on any matter) be made at another meeting.
  9. Closed Session:  
Public Employee Performance Evaluation; Conference with Labor Negotiator Pursuant to Government Code Sections 54957, 54957.6  
Position: General Manager
  10. Open Session:  
Consideration of Adjustment to the General Manager's Compensation Resolution No. 2018-002\*\*
  11. Adjournment
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\*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](http://www.countyconnection.com).

Accessible Public Meetings: Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service so that it is received by County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Board Clerk, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or [hill@countyconnection.com](mailto:hill@countyconnection.com)

Shuttle Service: With 24-hour notice, a County Connection LINK shuttle can be available at the BART station nearest the meeting location for individuals who want to attend the meeting. To arrange for the shuttle service, please call Katrina Lewis – 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, September 21 , 9:00 a.m., County Connection Board Room
Administration & Finance:	Wednesday, October 4, 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, September 7, 10:00 a.m., 1676 N. California Blvd., Suite 620, Walnut Creek, CA,
Operations & Scheduling:	Friday, September 1, 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](http://www.countyconnection.com)) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting.**

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

# County Connection

2477 Arnold Industrial Way

Concord, CA 94520-5326

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Agenda Item No. 4.a.

## CCCTA BOARD OF DIRECTORS

### MINUTES OF THE REGULAR MEETING

July 20, 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 Andersen, Dessayer, Diaz, Hudson, Noack, Schroder, Storer, Tatzin, Wilk and Worth. Director Tatzin was absent.

Staff: Ramacier, Chun, Barnes, Cheung, Churchill, Duenas, Hill, Horta, Martinez, Mitchell, Moran and Rodriguez

#### Public Comment:

Ralph Hoffman, a citizen from Walnut Creek came to praise County Connection on the free trolley in downtown Walnut Creek. He would like to see more free bus lines.

#### CONSENT CALENDAR

**MOTION:** Director Hudson moved approval of the Consent Calendar, consisting of the following items:  
(a) Approval of Minutes of Regular Meeting of June 15, 2017. Director Worth seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Diaz, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth  
No: None  
Abstain: None  
Absent: Director Tatzin

#### REPORT OF CHAIR:

##### Report from Nominating Committee for Election of CCCTA Officers

Chair Hoffmeister stated that she and the past two Chairs, Directors Dessayer and Storer met and they nominated the following officers:

Robert Schroder representing the City of Martinez as Chair  
Sue Noack representing the City of Pleasant Hill as Vice Chair  
Jim Diaz representing the City of Clayton as Secretary

The Board will vote at the next Board Meeting.

#### REPORT OF GENERAL MANAGER:

## Recognition of Employee with 20 Years of Service

Richard Rodriguez-Transit Operator

## Report on US Department of Transportation (DOT) Notice of Request for Input regarding unnecessary obstacles to transportation projects.

Rick Ramacier explained that he has been asked for his input regarding unnecessary obstacles to transportation projects. He will be considering comments on the federal role under the federal 13(c) labor protection statute in regards to state pension reform law, the scope of Federal Triennial Reviews and federal procurement requirements, including the DBE program. As new developments occur, he will keep the Board informed.

## Report on recent and new Cap and Trade Legislation and the possible impacts on public transportation.

Rick Ramacier stated the state Cap and Trade bill was passed and signed into law by the Governor. He will monitor how it will be implemented and its impact on funding for transit programs. He noted that the definition of disadvantaged communities, one of the eligibility criteria, had not been changed. He will report back on the law's effect on CCCTA.

## **REPORT OF STANDING COMMITTEES**

### Administration & Finance Committee

#### Proposed reorganization of administrative staff

Director Dessayer stated that the A & F Committee reviewed the General Manager's proposed reorganization of the administrative staff in detail. The General Manager summarized the recommendations, the background for them, and answered questions. The Committee is confident that the proposed changes will help the organization move forward. General Manager Rick Ramacier stated that the reorganization is long overdue, and that he excited and optimistic that it will help to develop incoming staff and allow them to grow, as well as support current employees to reach their top potential. Chair Hoffmeister and Director Worth commended the General Manager for the thought and thoroughness that went into the proposed reorganization.

**MOTION:** Director Dessayer moved approval of the reorganization of the administrative staff, as presented in the General Manager's written report. Director Storer seconded the motion and it received the following vote of approval:

Aye:	Directors Andersen, Dessayer, Diaz, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth
No:	None
Abstain:	None
Absent:	Director Tatzin

### Operating & Scheduling Committee

#### Paratransit Van Replacement

Director Storer informed the Board that County Connection needs to replace 3 paratransit vans for the Link Service. Scott Mitchell, Director of Maintenance, recommends the procurement of the vans from Creative

Bus Sales based upon a CalACT consortium RFP for Paratransit Vans led by the Moronogo Basin Transit Authority. The funds will come from Grant#2016-057 (\$295,200) and from a local match from TDA funds (\$73,080). The cost will not exceed \$368,280.

**MOTION:** Director Storer moved adoption of Resolution No. 2018-001, authorizing the General Manager to purchase 3 Paratransit vans from Creative Bus Sales, not to exceed \$368,280. Director Wilk seconded the motion and it received the following vote of approval:

**Aye:** Directors Andersen, Dessayer, Diaz, Hoffmeister, Hudson, Noack, Schroder, Storer, Wilk and Worth  
**No:** None  
**Abstain:** None  
**Absent:** Director Tatzin

### Pilot Program in Alamo Creek

Ruby Horta, Manager of Planning, introduced the item by informing the Board that County Connection understands that transit and passenger needs and mobility options are shifting. The proposed 6-month pilot project is designed for the Alamo Creek service area, County Service Area T-1. The County formed the special CSA specifically for the purpose of financing public transit service for the residents, paid for from County fees. TransLoc is an on-demand scheduling system. The pilot project will allow staff to gain experience with this on-demand software, with minimal financial risks to County Connection. Passengers will be able to book their rides directly on their mobile devices. Upon completion of the 6-month pilot, staff will evaluate its success and lessons learned. Based on the level of success of the pilot project, staff may consider deployment in other areas. As the agency works to improve productivity, this type of transit option may provide opportunities as staff evaluates route realignments. County Connection has agreed to pay \$15,000 for the 6-month pilot which includes software licensing for up to 15 vehicles. This fee also covers the cost for the computer simulations of other potential areas that could be suitable for this type of service. This item was informational only.

### Service Changes Timeline

Ruby Horta explained that County Connection's current financial forecast anticipates the need for service changes in order to maintain a balanced budget. Over the last few months, the Board of Directors has been presented with various alternatives that would reduce expenses and/or increase revenues. The options include fare increases and service adjustments. In order to implement new service a year from now, in Fall 2018, the Board of Directors must provide direction in the next couple of months, based on options developed by staff. She explained that staff will come back to the Board in September as well as early next year with our findings. After some Board discussion, they all expressed interest in seeing this process through.

### Report from the Advisory Committee

Director Robert Storer introduced the item, stating that Jim Connelly has a strong voice in the community and he is also involved in senior issues in and around the City of Danville. He would be a great addition to the Advisory Committee.

**MOTION:** Director Storer moved approval to appoint Jim Connelly as the Representative from the City of Danville. Director Dessayer seconded the motion and it received the following vote of approval following vote of approval:

Aye: Directors Andersen, Dessayer, Diaz, Hoffmeister, Hudson, Noack, Schroder, Storer,  
Wilk and Worth  
No: None  
Abstain: None  
Absent: Director Tatzin

**BOARD COMMUNICATION:**

Director Dessayer reminded the other directors that the General Manager's performance review is due and to please send all information to him directly.

**ADJOURNMENT:** Chair Hoffmeister adjourned the regular Board meeting at 9:56 a.m.

Minutes prepared by

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Lathina Hill  
Assistant to the General Manager

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Date

To: Board of Directors

Date: August 7, 2017

From: Rashidi Barnes  
Director of Innovation & Mobility

Reviewed by:

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### **SUBJECT: Battery Electric Trolley Bus Update**

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#### **Background**

The Route 4 requires three (3) vehicles to operate during peak hours through the Walnut Creek downtown area. In 2012 County Connection received an FTA Clean Fuels grant to purchase four (4) battery electric trolleys (BEBs). This included the related charging infrastructure as well. The trolleys were delivered to County Connection over last November and December. Between December and March, the four trolleys were slowly and methodically introduced into revenue service. We also used this time to train all staff on the finer points of operating and maintaining the battery electric buses (BEB). Furthermore, we have been and continue work diligently with our vendor partners including GILLIG, BAE, and WAVE to make adjustments and corrections as needed. As time goes by this need to make such adjustments are generally decreasing, but remain nonetheless.

Overall, we are pleased with the performance of both the trolleys and the associated charging system. Since the introduction of the first trolley in November, we have logged over 18,000 miles and over 4,000 service hours with this BEB fleet. This is a bit better than staff anticipated. As you may recall, this project is classified as a "Prototype". Thus, we have kept the three old diesel powered trolleys in reserve to "protect" the service. Since early March of this year, these reserve old diesel trolleys have been used less and less with each passing month as the BEBs become fully integrated into revenue service.

#### **Data Collection and Performance Assessment**

Data collection on the performance of the four trolleys has been underway for a few months now. At this point, we have better data regarding the questions of what are the trolleys costing to operate and maintain than regarding how do they perform as compared to a diesel bus.

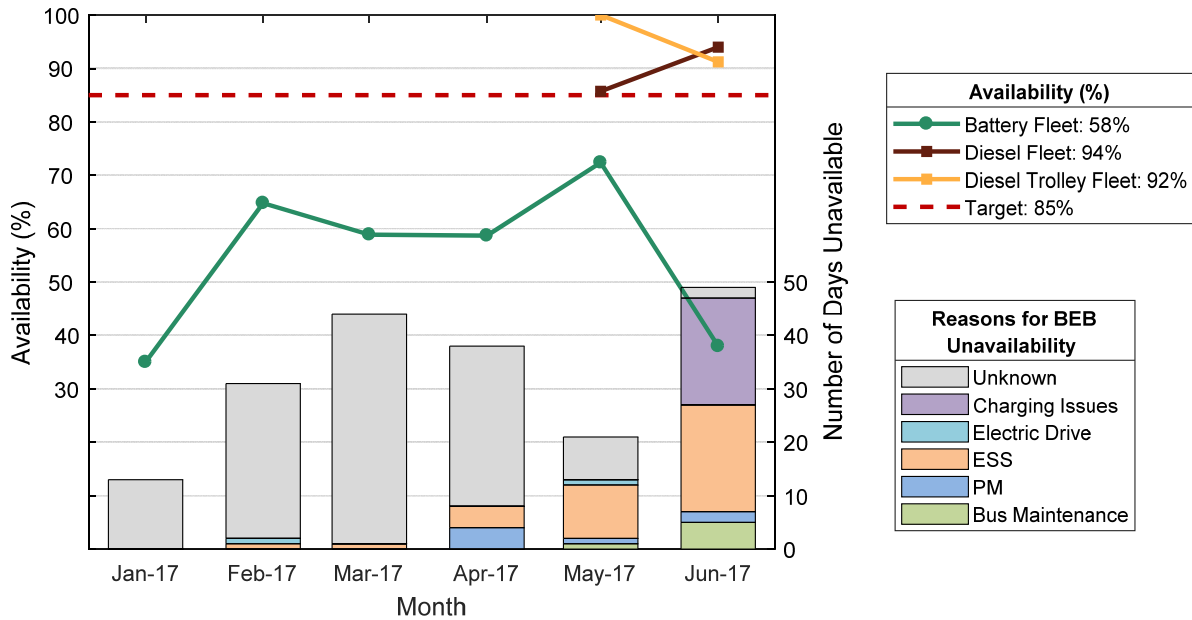
Included in this report are some preliminary data generated in part by the National Renewable Energy Laboratory (NREL), who is conducting a third-party evaluation of our BETs. NREL is using January 2017 as data collection start point in this initial report.

Ultimately, using April 1, 2017 as a data collection start point for the purpose of analysis may be used as that matches the date when the implementation period ended. Nonetheless, the initial ENRL report provides a good deal of useful data and information on our experiences with the BEBs thus far.

#### **Vehicle Availability**



ENRL has looked at vehicle availability since January, 2017. Based on the data they are using the BEB's have been available 58 percent of the time between January and June. As noted above, November 2016 through March 2017 is considered to be our implementation period where we ramped up revenue service with the trolleys. Again, we and our vendors recognized going in that we would likely need at least six months for training, de-bugging, and adjusting to reach a point of eventual reliability expectations. Thus, between the months of March and May availability began to increase as we reached a level of regularity and predictability with the system as whole. Below is a chart from the ENRL report that is illustrative of the relative availability of the trolleys for the first six months of 2017.



1. Target of 85% fleet availability is a general expectation for transit agencies

Staff would note that our vendor partners have been excellent in responding to issues behind the reasons for unavailability of the BEBs. All three vendors have been with us every step of the way so far.

With a project of this type, unanticipated events cannot be avoided. These can be seen as opportunities to learn from and ultimately increase overall system performance. One such example that has occurred was a partial power outage at the Walnut Creek BART station. On that occasion, we were unable to use the WAVE charger at the BART station and we decided to pull the trolleys off the road. On another occasion, we pulled them off the road when a political protest put the trolleys at risk of being away from the WAVE charger for too long.

The ENRL chart states that a “Target of 85% fleet availability is a general expectation for transit agencies”. That does make a useful comparison note. However, at County Connection we look at this from a more basic place. That is, our daily goal and minimum standard is to meet “pull out”. That means having a number of ready buses to put into revenue service to meet the schedule on that day.

The four BEBs are designated for Route 4. That route has three buses on it at peak. Thus, we have a goal and a standard that at least three BEBs are available for revenue at any one time.

## Fuel Economy

The BEBs operate on the route 4 that has limited road inclines, daily medium to heavy passenger loads, low average speed and excessive congestion during peak hours of travel. These vehicles also experience high idle times due to the need to charge every time that they stop at the Walnut Creek BART station. All of these route characteristics have an affect the fuel economy of buses (both electric and diesel) on Route 4.

Between January and June of 2017, the BEBs average miles per gallon equivalent was 13.4. The monthly readings were very consistent from month-to-month.

To compare the fuel economy of all the bus fleets, NREL converted kilowatt hours (kWh) of electricity to diesel gallon equivalents using an energy conversion factor of 37.6 kWh/gallon.

ENRL's results show that fuel economy for the BEBs are is 3.5 times better than the old diesel trolleys. It's very important to note that these old diesel trolleys have not been in regular service since late last year and that they are well over 12 years old (buses are meant last 12 years). As a diesel bus ages, its fuel economy drops. Moreover, newer diesel buses are more fuel efficient than older diesel buses. So, we would expect to see the electric bus/diesel bus fuel economy gap shrink when comparing newer diesel buses to electric buses versus older diesel buses and electric buses.

ENRL has also done a comparison of the four trolleys to the entire diesel fleet. The entire diesel fleet have an average miles per gallon equivalent of 5.0. This comparison is somewhat limited. A more useful comparison that has yet to be done is one where the four BEBs are compared to the newest 29 foot diesels that recently went into service in somewhat similar operating conditions within our service area.

It is likely safe to say though that based on the data ENRL has generated that our BEBs are more "fuel efficient" than our diesel buses in terms of miles per gallon equivalent.

## **Broad Cost Comparisons**

Costs comparisons ought to consider energy costs, maintenance costs, and operating costs. Maintenance costs and operating – particularly one-time costs such as training, etc. are one thing. However, on-going maintenance and operating costs are another thing.

With the current trolley project, on-going operating costs are primarily related to having to send out a replacement bus when an issue arises with an electric bus in service. This is due to the ability to charge in-route using the WAVE inductive charging system.

Maintenance costs related to maintaining an electric bus versus a diesel bus have been roughly equal in terms of routine maintenance. It is too early (vendor involvement, warranties, etc.) to provide you with a sense of on-going maintenance cost differences. These will of course emerge as we get further along in the project.

The main costs that we expect to have an effect on us are the costs related to price of fuel and how that interacts with fuel efficiencies.

Staff is working with NREL on determining the cost of operating and maintaining the trolleys. At this point, we have a pretty good sense of the fuel costs – electric versus diesel. Based off of the preliminary data, the trolleys average fuel cost per mile is \$.71 compared to an average of \$.43 for the diesel trolleys. On average County Connection is currently paying \$.25/kWh or \$9.40/dge (diesel gallon equivalent) for the trolleys while only \$1.54/gal for the diesel buses.

At these prices, the greater fuel economy of the electric buses is currently being fully negated and more by the cost of electricity from PG&E.

## **Conclusions**

This is just a preliminary report. We hope to get you a more comprehensive report early in the fall. Then, we will provide you with regular and routine updates. However, with this report, we can state a few early conclusions.

With diesel costs relatively low and electricity costs in the Bay Area relatively high, efforts should be made to bring electricity costs more in line with current diesel cost. Furthermore, there are a multitude of variables with electricity rates (peak vs. demand charges) which all impact the operational cost when compared to a very stable fuel cost like diesel.

If the bus transit systems in the Bay Area are to find using electric buses to be economically viable in the long term, energy providers like PG&E are going to need to treat public transit systems in a different manner than the usual commercial customer. This will likely take further state action.

The reliability of the trolleys is progressing as anticipated and shows the promise of meeting our reliability goals. A long term item to watch will be how well the inductive charging process works over time. The ongoing success of that charging process may be the ultimate key to our project.

Finally, it is way too early to make any definitive determinations with our project so far. Moreover, with the related technology and political climate changing rapidly, the overall viability of battery electric buses will no doubt change rapidly as well.

**To:** Board of Directors

**Date:** 8/10/2017

**From:** Ruby Horta, Acting Director of Planning & Marketing

**Reviewed by:**

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**SUBJECT: TLC Grant—Walnut Creek Bus Stop Access and Safety Improvements**

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**Background:**

In September 2016, the Contra Costa Transportation Authority (CCTA) released the Coordinated Call for Projects (CCP) for the second cycles of the One Bay Area Grant (OBAG 2) and Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. In response, CCTA received 77 applications by the December 2016 deadline. The City of Walnut Creek, partnering with County Connection, submitted an application for TLC funding to improve accessibility and safety at bus stop locations throughout the City of Walnut Creek. At its June 21<sup>st</sup> Board meeting, CCTA approved funding allocations for the CCP and the City of Walnut Creek was awarded the requested amount of \$852,000. City staff has programmed the project for FY 2018 and is currently developing a work plan.

The bus stop locations identified for improvements are listed below. Attached to this memo is a map of the locations.

- A) Mitchell Dr. & Park and Ride (WB)
- B) Newell Ave. & Kaiser Medical Center (EB)
- C) Mitchell Dr. & Park and Ride (EB)
- D) Montego & Tampico (WB)
- E) S. California Blvd., between Mt. Diablo Blvd. and Olympic Dr. (SB)
- F) S. Main St. & Kaiser Medical Center (SB)
- G) S. California Blvd. & Botelho Dr. (NB)
- H) N. California Blvd. & Trinity Ave. (SB)
- I) N. California Blvd. & Mt. Diablo Blvd. (NB)
- J) John Muir Medical Center (NB)
- K) N. Civic Dr. & Parkside Dr. (NB)
- L) Montego & Tampico (EB)
- M) N. California Blvd. & Lacassie Ave. (SB)
- N) Main St. & Civic Dr. (NB)
- O) Oak Grove Rd. & Peach Willow Ln. (WB)
- P) Oak Grove Rd. & Shadelands Dr. (SB)
- Q) Lennon Ln. & N. Wiget Ln. (SB)

- R) S. California Blvd. & Newell Ave. (NB)
- S) Creekside Dr. & Creekside Oaks (NB)
- T) Treat Blvd. & Candelerero Dr. (WB)
- U) S. Main St. & Creekside Dr. (NB)
- V) Ygnacio Valley Rd. & Bancroft Rd. (WB)

County Connection has worked with other cities in its service area, including Martinez, Concord, and Pleasant Hill to make similar improvements to bus stop locations. County Connection agreed to support improvements in Walnut Creek using \$100,000 out of a grant already awarded by the Metropolitan Transportation Commission (MTC) for their Transportation Performance Program (TPI). This effort is part of an ongoing plan to upgrade all major bus stops in our service area leveraging Federal, State, and local funding.

**Recommendation:**

The MP&L Committee recommends Board approval to allocate \$100,000 in TPI funds to support bus stop improvements in the City of Walnut Creek as outlined in the TLC application approved by CCTA.

**Financial Implications:**

County Connection has set aside \$100,000 in TPI funds as part of the local match for TLC funds.



# Bus Stop Access & Safety Improvements Locations

