

# County Connection

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

## **BOARD OF DIRECTORS MEETING AGENDA**

**Thursday, April 19, 2018  
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 March 15, 2018\*
  - b) Defaulting to Marin Clean Energy (MCE)\*  
(The A & F Committee recommends that County Connection default to MCE as its provider of electricity for the facility. The committee further recommends that staff report back as needed should MCE prices increase and/or service issues arise.)
5. Report of Chair
6. Report of General Manager
  - a) Update on the work of the California Air Resources Board (CARB) to adopt a public transit Zero Emission Based (ZEB) bus purchase mandate
  - b) Report on the APTA Legislative Conference, Washington, DC
  - c) Report on the LAVTA Autonomous Vehicle Demonstration Project in Dublin
  - d) Recognition of the services of the departing Director of Innovation & Shared Mobility
7. Report of Standing Committee

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

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

- a) Administrative & Finance Committee  
(Committee Chair: Al Dessayer)
  - 1) Fiscal Year 2019 Draft Budget and Ten Year Forecast\*  
Resolution No. 2018-017\*  
(The A&F committee recommends the Board approve the preliminary budget so a timely TDA claim can be submitted to MTC.)
  - 2) Proposal to Restructure County Connection Fares\*  
(The A & F Committee and staff request that the Board authorize staff to conduct a public review process on the attached fare restructuring proposals.)
- b) Operating & Scheduling Committee  
(Committee Chair: Robert Storer)
  - 1) Preliminary Draft Service Restructuring Proposal: Staff will give a detailed presentation on the draft restructuring of the fixed route services. The purpose of the restructuring is to create additional service efficiency, adjust services to the changing conditions that we operate in and to support County Connection in becoming more sustainable.\*  
(The O & S Committee and staff recommends that the Board provide comment and direction on the draft proposal and authorize staff to release it for a public review process. This review will include a formal public hearing, meeting with stake holders and interested parties and the completion of a Title VI analysis.)

8. Board Communication

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

9. Closed Session:

Conference with Labor Negotiator-Pat Glenn (pursuant to Government Code Section 54957 and 54957.6)

Employee Organizations:

Amalgamated Transit Union, Local 1605

Machinists Automotive Trades District Lodge No. 1173

Teamsters, Local 856

10. 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@cccta.org](mailto:hill@cccta.org)

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, May 17, 9:00 a.m., County Connection Board Room
- Administration & Finance: Wednesday, May 9, 9:00 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA 9454
- Advisory Committee: TBA. County Connection Board Room
- Marketing, Planning & Legislative: Thursday, May 10, 10:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA 9454
- Operations & Scheduling: Friday, May 2, 2:00 p.m. Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA 9454

**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

March 15, 2018

#### CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

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

Staff: Chun, Mitchell, Barnes, Cheung, Churchill, Glenn, Hedgpeth, Hill, Horta, Martinez, McCarthy and Rettig

**Public Comment:** None

#### CONSENT CALENDAR

**MOTION:** Director Storer moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of February 15, 2018; (b) CCCTA Investment Policy-Quarterly Reporting Requirement; (c) Authorize execution of certifications and assurances for Cap and Trade Grant (LCTOP) –FY2017-18, Resolution No. 2018-013; (d) Authorize Financial Audit Services One Year Extension, Resolution No. 2018-014. Director Dessayer seconded the motion and it received the following vote of approval:

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

#### REPORT OF CHAIR:

##### Recognition of Jim Diaz for his Service on CCCTA Board of Directors

The Vice Chair on behalf of the Board, presented a plaque and thanked Jim Diaz for his service as a member of the Board of Directors.

##### Appoint Representative to the Innovate 680 Policy Advisory Committee

At the request of the Contra Costa Transportation Authority, Vice Chair Noack appointed Board member Robert Storer to serve on the Innovate 680 Policy Advisory Committee and appointed Board member Kevin Wilk as the alternate.

#### REPORT OF GENERAL MANAGER:

Recognition of Retired Employee

Transportation: Constance Theal

**REPORT OF STANDING COMMITTEES**

**Marketing, Planning & Legislative Committee**

Title VI Program Report Update

Director Andersen introduced the item and turned the meeting over to Manager of Planning, Sean Hedgpeth. He explained that every three years FTA funding recipients must submit a Title VI Program. Accordingly, CCCTA has updated its Title VI Program, including updating its ridership information, The FTA requires that the governing board approve the Title VI program as a condition to applying for federal funding.

MOTION: Director Dessayer moved that the Board approve the Title VI Program Report Update. Director Worth seconded the motion and it received the following vote of approval:

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

**Operating & Scheduling Committee**

Fuel Bid and Contract-Cancellation of Contract with Pinnacle Petroleum

Director Storer introduced the item and Scott Mitchell, COO, explained that Pinnacle Petroleum, CCCTA's fuel supplier, defaulted on the agreement that was in place with County Connection. Mansfield Oil was the second lowest responsible bidder for the fuel contract, and is willing to provide fuel for the remainder of the contract term in accordance with its bid prices and the contract requirements.

MOTION: Director Worth moved to adopt Resolution No. 2018-015, authorizing the General Manager to terminate the contract with Pinnacle Petroleum, and to award a contract to Mansfield Oil Company for the supply of renewable ultra low sulfur diesel fuel for the remainder of the three year base term, at an estimated cost of \$2,104,798, with the option for two (2) one (1) year extensions, at an estimated cost of \$1,095,865. Director Storer seconded the motion and it received the following vote of approval:

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

LCTOP Grant-Route Proposal

Sean Hedgpeth informed the Board that staff has developed a new express route that directly serves a Disadvantaged Community as defined under the Low Carbon Transit Operations Program. This route would connect Capitol Corridor Amtrak trains to North Concord BART, via the Pacheco Transit Hub near the Highway 4/680 interchange on Pacheco Blvd., and serves only limited stops along the route.

MOTION: Director Storer moved that the Board approve a joint Title VI analysis for the elimination of Route 3 and the implementation of the new proposed Route 99X, and a public outreach process for these changes, which will include a public hearing. Director Tatzin seconded the motion and it received the following vote of approval:

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

**Report from the Advisory Committee**

Appointment of Mark Lewis to Advisory Committee Representing City of Orinda

MOTION: Director Worth moved that Mark Lewis be appointed to the Advisory Committee representing the City of Orinda. Director Tatzin seconded the motion and it received the following vote of approval:

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

Reappointment of Jeremy Weinstein to Advisory Committee Representing City of Walnut Creek

MOTION: Director Noack moved that Jeremy Weinstein be appointed to the Advisory Committee representing the City of Walnut Creek. Director Haydon, Jr. seconded the motion and it received the following vote of approval:

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

**BOARD COMMUNICATION:** None

**ADJOURNMENT:** Vice Chair Noack adjourned the regular Board meeting at 9:14 a.m.

Minutes prepared by

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Lathina Hill  
Assistant to the General Manager

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Date

## INTER OFFICE MEMO

To: Board of Directors

Date: April 12, 2018

From: J. Scott Mitchell  
Chief Operating Officer

Reviewed by:

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### **SUBJECT: Electrical Provider**

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**BACKGROUND:** On June 13, 2017, the Concord City Council adopted Ordinance 17-18 authorizing the City to join MCE, a community choice energy program.

**SUMMARY OF ISSUES:** On April 1, 2018, MCE began providing service to the cities of Concord, Danville, Martinez, Moraga, San Ramon, and unincorporated Contra Costa County. County Connection's facility is located in the City of Concord, so it defaulted to MCE as its energy provider on April 1, 2018. County Connection staff met with and requested MCE to do a cost comparison of our electric rates. Their comparison showed that using MCE over PG&E will result in a cost savings of 2.5 to 4%, based on our current energy usage. Staff has reviewed their analysis and believe their assumptions are accurate.

County Connection has sixty (60) days from April 1, 2018, to opt out of MCE at no cost to County Connection. After the sixty (60) days, County Connection may opt out of MCE with a six (6) month advance notice and a \$25 administration fee.

**ACTION REQUESTED:** Staff recommends that County Connection default to MCE for the Concord facility. Staff will monitor costs and update the Board as needed.

To: Board of Directors

Date: April 19, 2018

From: Erick Cheung, Chief Finance Officer

Reviewed by: Rick Ramacier, GM

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**SUBJECT: Fiscal Year 2019 Draft Budget and Ten Year Forecast**

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**SUMMARY:**

County Connection's Fiscal Year (FY) 2019 Draft Budget and Ten Year Forecast has been reviewed by the Administration and Finance Committee's (A&F Committee) and is forwarding for review and approval for the purpose of filing a timely Transportation Development Act (TDA) claim with the Metropolitan Transportation Commission (MTC).

The FY 2019 Budget proposes \$39,270,942 in operational expenses for fixed route and paratransit with revenues to offset these costs. County Connection's main revenue source is TDA 4.0 funds from MTC; the budget proposes using \$20,138,151, which is \$1,826,027 more than MTC estimates we will receive next fiscal year of \$18,312,124. Therefore, TDA reserves will be needed and bringing our balance to \$8,265,000 by the end of the FY 2019. Assuming no additional revenues, the reserves will continue to decline to \$753,000 in FY 2022 and will go negative the following year as expenses are growing at a faster rate than TDA revenue. The main driver to our rising costs relates to the increases in pension costs. The CalPERS employer rates and unfunded liability payments will rise significantly over the next several years due to lower than expected investment returns and assumption changes over the past several years.

The outlook has improved compared to the FY 2018 Budget when TDA reserves were estimated to be negative by FY 2021. There are a couple of major differences from the current forecast and the prior year; the first being the inclusion of Senate Bill 1 (SB1) funds. SB1 is the Road Repair and Accountability Act of 2017 and estimated to raise \$52.4 billion for transportation investments statewide over the next decade. County Connection currently estimates additional STA funding of \$1,235,000 from SB1 compared to the previous year. These funds are proposed in the budget to continue current operations; otherwise we would need to drawdown additional TDA reserves. The second is the Contra Costa Auditor's Office has revised their sales tax estimates for FY 2018 by an additional \$406,660 (2.3%) to \$17,741,483 based on improved sales tax revenue.

Details on SB1 allocations still need to be resolved as these funds will now be allocated and disbursed by Contra Costa Transportation Authority (CCTA) and no longer by MTC. Staff is still working with CCTA on the allocations for next fiscal year and will be updated when resolved. Also, staff will be providing an update on County Connection's Other Post-Employment Benefits (OPEB) Liability and the budget may need to be amended to reflect changes.

The A&F Committee recommends that the Board of Directors approve Resolution No. 2018-016 which will approve the FY 2019 Draft Budget so a timely TDA claim can be filed. An updated draft budget will be presented in May and the final proposed budget will be submitted in June for Board approval following a public hearing.



## Overview of Fiscal Year 2018

### Expenses

Estimated Operating Expenses (Page 2) for FY 2018 are expected to be \$37,024,797, which is below the adopted budget of \$38,112,258 by \$1,087,461 (2.9%). The following is an analysis of estimated expenses in comparison to budget:

Category	Description	FY 2018 Estimated Amount (\$ in thousands)	FY 2018 Budget Amount (\$ in thousands)	Estimated Amount Over (Under) Budget (\$ in thousands)
<b>FIXED ROUTE</b>				
Wages and benefits	Wages and benefits are slight under budget due to several vacancies (i.e. Marketing and Customer Service Manager, Mechanics) but were partially offset by adjustments due to the staff reorganization.	\$ 24,807	\$ 24,851	\$ (44)
Services	Services are currently under budget with fewer service repairs costs for \$45K and information technology services for \$38K. This is partially offset by additional management costs of \$31K and Clipper fees of \$21K.	\$ 2,064	\$ 2,085	\$ (21)
Materials and supplies	Diesel fuel costs are rising, but lower than budget by \$263K and coach repair parts are less than budget by \$63K.	\$ 2,578	\$ 2,944	\$ (366)
Utilities	Cellular telephone costs are \$21K higher as unlimited 3G plans are no longer available for buses and staff is currently looking for new options.	\$ 348	\$ 321	\$ 27
Other Categories		\$ 1,595	\$ 1,608	\$ (13)
Contingency	Contingency is not currently needed based on estimated expenses	\$ -	\$ 500	\$ (500)
	<b>Total Fixed Route</b>	<b>\$ 31,392</b>	<b>\$ 32,309</b>	<b>\$ (917)</b>
<b>PARATRANSIT</b>				
Wages and benefits	Wages and benefits are over budget with the hire of the ADA Manager through the staff reorganization.	\$ 122	\$ 100	\$ 22
Purchased transportation	First Transit Services are currently under budget.	\$ 5,400	\$ 5,599	\$ (199)
Other Categories		\$ 110	\$ 104	\$ 6
	<b>Total Paratransit</b>	<b>\$ 5,632</b>	<b>\$ 5,803</b>	<b>\$ (171)</b>
	<b>Grand Total</b>	<b>\$ 37,024</b>	<b>\$ 38,112</b>	<b>\$ (1,088)</b>

## Revenues

Estimated Operating Revenues for FY 2018 are equal with estimated expenses at \$37,024,797, since the majority of County Connection's revenue is on a reimbursement basis. The following is an analysis of estimated revenues expenses in comparison to budget:

Category	Description	FY 2018 Estimated Amount (\$ in thousands)	FY 2018 Budget Amount (\$ in thousands)	Estimated Amount Over (Under) Budget (\$ in thousands)
<b>FIXED ROUTE</b>				
Fare/Special Fare Revenue	Fare revenue is lower than budget as ridership has decreased over the previous year. Fare revenue has declined by 2%-3% or \$21K and passes have decreased \$27K over the previous year.	\$ 4,160	\$ 4,397	\$ (237)
Non-Operating Revenue	County Connection sold 27 buses for \$134K that were fully depreciated and were replaced in the previous fiscal year.	\$ 341	\$ 136	\$ 205
Measure J	Measure J is lower due to a swap for Paratransit Funds done after budget adoption.	\$ 4,399	\$ 4,543	\$ (144)
Other revenues		\$ 4,035	\$ 4,084	\$ (49)
TDA 4.0	TDA 4.0 is considered revenue of last resort, as estimated expenses are lower than budgeted, the use of TDA 4.0 revenues is also lowered.	\$ 18,457	\$ 19,149	\$ (692)
	<b>Total Fixed Route</b>	<b>\$ 31,392</b>	<b>\$ 32,309</b>	<b>\$ (917)</b>
<b>Paratransit</b>				
Fare/Special Fare Revenue	Fare revenue appears similar to the previous year.	\$ 507	\$ 507	\$ -
FTA Section 5307	FTA fund allocation is normally not complete till June 2018 for the fiscal year we are currently in, but funding appears on track.	\$ 1,375	\$ 1,375	\$ -
Measure J	Measure J is higher due to swap for Paratransit Funds done after budget adoption.	\$ 1,831	\$ 1,526	\$ 305
Other revenues		\$ 1,706	\$ 1,666	\$ 40
TDA 4.0	TDA 4.0 is considered revenue of last resort, as estimated expenses are lower than budgeted, the use of TDA 4.0 revenues is also lowered.	\$ 213	\$ 729	\$ (516)
	<b>Total Paratransit</b>	<b>\$ 5,632</b>	<b>\$ 5,803</b>	<b>\$ (171)</b>
	<b>Grand Total</b>	<b>\$ 37,024</b>	<b>\$ 38,112</b>	<b>\$ (1,088)</b>

## Overview of FY 2019 Proposed Budget

### Expenses

The FY 2019 Proposed Operating Budget is \$39,280,942, which is \$2,256,145 or 6.1% more than the FY 2018 estimated amount (increase of \$1,168,684 or 3.1% of FY 2018 Budget). The budget includes an operating contingency of \$500,000. For budget purposes, the wages and fringe benefits currently assume that the current MOU's were to continue knowing that they will expire prior to next fiscal year and may need to be adjusted pending on the final agreement. This also incorporates the higher pension costs from CalPERS due to lowering the discount rate and lower investment return assumption of 7.5%, when actual returns during FY 2015 and FY 2016 were 2.4% and 0.6%, respectively. The pension costs are discussed in more detail in the forecast section. The following highlights the proposed expenses and comparing them to the FY 2018 estimated and budget amount:

Category for Fixed Route and Paratransit	Description	(\$ In Thousands)						
		Proposed FY 2019 Budget Amount	Estimated FY 2018 Amount	Amount Over (Under) Estimate	% Over (Under) Estimate	Budget FY 2018 Amount	Amount Over (Under) Budget	% Over (Under) Budget
Wages/Fringe Benefits Paid Time Off	Includes increases of 3% based on forecast as current MOUs will expire next fiscal year. Budget amount is higher than estimated since it include amounts for vacant Planning Administration, Marketing/Customer Service Manager and Mechanic positions.	\$ 17,502	\$ 16,964	\$ 538	3.1%	\$ 16,958	\$ 544	3.1%
Fringe Benefits Other	Incorporates the higher pension costs related to PERS reducing discount rate which raises employer rate and unfunded actuarial liability payment. Budget assumes fully staffed and higher medical premium increases of 6% which effect the cafeteria plan. Also, we are currently updating our OPEB Liability as part of GASB 75 and will have more information in a few months.	\$ 8,464	\$ 8,017	\$ 447	5.3%	\$ 8,050	\$ 414	4.9%
Services	Services includes legal fees, service repair, IT agreements and promotions are higher due to legal costs for labor negotiations and additional work related to potential service adjustment.	\$ 2,254	\$ 2,091	\$ 163	7.2%	\$ 2,101	\$ 153	6.8%
Materials and supplies	Diesel fuel prices have risen, but the FY 2018 estimated amount is still lower than the FY 2018 Budget. The FY 2019 Budget assumes continued rising gas prices from estimated FY 2018.	\$ 2,914	\$ 2,581	\$ 333	11.4%	\$ 2,948	\$ (34)	-1.2%
Utilities	Reflects higher cellular telephone costs as unlimited 3G plans are no longer available for buses and staff is currently looking for new options.	\$ 381	\$ 375	\$ 6	1.6%	\$ 347	\$ 34	8.9%
Casualty and liability	Insurance premiums are assumed to increase 10%, but the information from CalTIP will be released at the April Board Meeting.	\$ 898	\$ 826	\$ 72	8.0%	\$ 851	\$ 47	5.2%
Other	Taxes, Leases & Rental & Miscellaneous expense categories.	\$ 510	\$ 493	\$ 17	3.3%	\$ 491	\$ 19	3.7%
Purchased transportation	The contract was extended one year for 3%	\$ 5,848	\$ 5,677	\$ 171	2.9%	\$ 5,866	\$ (18)	-0.3%
Contingency	Estimated contingency.	\$ 500	\$ -	\$ 500	100.0%	\$ 500	\$ -	0.0%
	<b>Total</b>	<b>\$ 39,271</b>	<b>\$ 37,024</b>	<b>\$ 2,247</b>	<b>5.7%</b>	<b>\$ 38,112</b>	<b>\$ 1,159</b>	<b>3.0%</b>

## Revenues

The Proposed Operating Revenues for FY 2019 are equal with expenses, since the majority of County Connection's revenue is on a reimbursement basis. As noted earlier, the budget proposes the use of \$20,138,151 in TDA 4.0 funds, which is \$1,826,027 more than MTC estimates we will receive next fiscal year. Based on MTC's current estimate, our TDA 4.0 revenue for FY 2019 is estimated to increase \$570,641 from a revised \$17,741,483 to \$18,312,124 based on improved sales tax revenue. The estimated amount for FY 2018 will be revised and will increase or decrease as additional sales tax information becomes available.

Fiscal Year	\$ In Millions		
	TDA 4.0	\$ Diff	% Diff
<b>2019 est (a)</b>	\$18.31	\$ 0.57	3.24%
<b>2018 rev est (a)</b>	\$17.74	\$ 0.41	2.34%
<b>2018 org est (a)</b>	\$17.33		
<b>2018 est (a)</b>	\$17.74	\$ 0.50	2.92%
2017 actual (b)	\$17.23	\$ 0.53	3.18%
2016 actual	\$16.70	\$ 0.56	3.46%
2015 actual	\$16.14	\$ 0.58	3.70%
2014 actual	\$15.57	\$ 0.53	3.55%
2013 actual	\$15.04	\$ 1.23	8.87%
2012 actual	\$13.81	\$ 0.75	5.70%
2011 actual	\$13.07	\$ 0.89	7.30%
2010 actual	\$12.18	\$ (2.72)	-18.28%
2009 actual	\$14.90		
(a) Information provided by MTC as of February 2018.			
(b) 2017 Original Estimate was \$17.58 million and revised to \$16.89 million in February 2017 and finalized to \$17.74 million in December 2017.			

STA revenue is expected to significantly increase in FY 2019 with the additional funding through SB1 as mentioned earlier. MTC has finalized the changes to process and allocation of the STA revenue. MTC will convert the STA Population Based Funds (funds transit, paratransit and Lifeline) from a formula based allocation to a County Block Program that will be allocated by the Congestion Management Agency (CMA) for each county. MTC estimates that Contra Costa County will receive \$8,262,186 of STA Population Based Funds. There were additions to the Block Program by adding guarantees for transit through the work of various transit operators in the Bay Area. For Contra Costa County, 60% of the block grant would be guaranteed to small operators (County Connection, ECCTA, and WestCAT). The remaining 40% will be through a grant process to apply and receive funding. The non-guarantee process could be similar to the Lifeline program (a combination of federal and STA funds for transit programs/projects for low income communities) which County Connection has received approximately \$500,000 annually. CCTA has met with transit operators on the allocation of funds but staff has requested some clarification and will amend the budget when the issues are resolved.

Contra Costa County's STA Population Funds		
Guarantee to small operators - 60%	Non Guarantee - 40%	Total
\$ 4,957,312	\$ 3,304,874	\$ 8,262,186

SB1 is providing funds for a separate category named State of Good Repair (SGR) Funds for eligible transit maintenance, rehabilitation and capital projects. The SGR funds come from the Transportation Improvement fee on vehicle registrations which took effect on January 1, 2018. County Connection's allocation is \$119,162 for FY 2019 and can be used similarly to the Transit Security Grant Program (TSGP). The TSGP ended during FY 2018 and provided approximately \$116,000 to support our ITS maintenance expense of \$245,000. The SGR funds allow us to continue funding a portion of the expense with non-TDA revenue.

The following is a summary of STA funding and assumptions:

MTC - STA	2019 Budget (a)	2018 Estimate	2017 Actual	2016 Actual
STA Population	\$ 2,853,503	\$ 1,612,760	\$ 1,475,391	\$ 1,597,874
STA Regional Paratransit (b)	\$ -	\$ 270,946	\$ 235,968	\$ 255,592
STA Revenue Based	\$ 628,747	\$ 482,118	\$ 441,617	\$ 484,822
State of Good Repair (c)	\$ 119,162	\$ -	\$ -	\$ -
Lifeline (d)	\$ 500,000	\$ 500,000	\$ 500,000	\$ 535,000
<b>STA Total</b>	<b>\$ 4,101,412</b>	<b>\$ 2,865,824</b>	<b>\$ 2,652,976</b>	<b>\$ 2,873,288</b>
<b>\$ Difference compared to Prior Year</b>	<b>\$ 1,235,588</b>	<b>\$ 212,848</b>	<b>\$ (220,312)</b>	
<b>% Difference compared to Prior Year</b>	<b>43%</b>	<b>8%</b>	<b>-8%</b>	
(a) Based upon preliminary amounts from MTC as of February 2018. Staff has estimated based on current population formula, but CCTA will need to determine process to approve and allocate funds for FY 2019.				
(b) Under MTC's proposed block grant process, the Regional Paratransit Funds which are funded by STA Population funds are no longer a separate category.				
(c) State of Good Repair funds are new through SB1, which can be used similar to Transit Security Grant Program which ended in FY 2018.				
(d) Lifeline funds are a combination of federal and STA population funding through a grant award. County Connection will need to go through a competitive grant process but assuming we will receive for FY 2019.				

Passenger fares revenues in the proposed budget for FY 2019 is \$2.52 million which is a slight decrease from the estimated amount of \$2.59 million. Fare revenues peaked in FY 2013 peaked at \$3.58 million for fixed route and has continued to decline since then. The decline in overall fare revenue seems to have slowed down but pass revenues have declined at a faster rate since the introduction of Clipper in January 2016, as riders are probably switching from passes to Clipper.

Fare Revenue	Actual 2014	Actual 2015	Actual 2016 (a)	Actual 2017	Estimate 2018	Budget 2019
Cash & Clipper Fares	\$2,166	\$2,090	\$2,034	\$2,027	\$1,955	\$1,916
Pass Fares	\$1,093	\$1,066	\$920	\$692	\$639	\$606
<b>Total</b>	<b>\$3,259</b>	<b>\$3,156</b>	<b>\$2,954</b>	<b>\$2,719</b>	<b>\$2,594</b>	<b>\$2,522</b>
Cash & Clipper Fares % Diff	n/a	-3.5%	-2.7%	-0.3%	-3.6%	-2.0%
Pass Fares & Diff	n/a	-2.5%	-13.7%	-24.8%	-7.7%	-5.2%
<b>Total % Diff</b>	<b>n/a</b>	<b>-3.2%</b>	<b>-6.4%</b>	<b>-8.0%</b>	<b>-4.6%</b>	<b>-2.8%</b>

(a) Began receiving Clipper Revenue January 2016.

FTA 5307 revenue is estimated on a continuing basis for \$1.25 million annually based on the latest information. County Connection still has some carryover federal funds from the previous year and budgeted for \$1.37 million for FY 2019. Federal funds have doubled since FY 2013, when we received approximately \$670 thousand annually. The budget assumes that the federal government continues to fund transit at its current level.

Low Carbon Transit Operations Program (LCTOP) funds are still a relatively new funding source and an original estimate by MTC was for County Connection to receive \$20 million over 25 years. The funding has improved from state auctions and County Connection will receive \$750,755 in FY 2019 compared to \$308,009. Based on new guidelines, half of these funds must benefit Disadvantaged Communities (DAC) and a proposed Martinez/Amtrak to BART Route is currently going through a Title VI process and the other half of the funds for the Electric Bus project.

### **Capital Program**

The FY 2019 Proposed Budget includes \$6,589,000 in capital purchases (see PP.6). The majority of the expenses are for the purchase of 42 paratransit vehicles.

## Key Assumptions Used for the Ten-Year Financial Forecast

### Operating Revenues

- As stated earlier, passenger fares in FY 2013 peaked for fixed route and have continue to decline since then. The proposed budget for FY 2019 is \$2.59 million which assumes a slight decrease from the estimated FY 2018 amount of \$2.55 million and stay level at \$2.55 million as we have seen the decline decrease over the last several years.

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
	actual	actual	actual	actual	actual	estimate	budget	projection
Fare Revenue	3,579,640	3,314,663	3,205,910	3,000,325	2,760,782	2,632,279	2,559,459	2,559,459
\$ Change		(264,977)	(108,753)	(205,585)	(239,543)	(128,503)	(72,820)	-
% Change		-7.4%	-3.3%	-6.4%	-8.0%	-4.7%	-2.8%	0.0%

- STA revenue for FY 2019 is estimated by MTC and assumes a 2% growth rate in the out years. Additional discussion regarding SB1 is shown below under TDA Reserves section.
- Measure J is projected to grow at the rate used in the Authority's revised Measure J Strategic Plan published in 2016 which averages 3.75% from FY 2018 to FY 2033.
- LCTOP Funds improved from \$308,000 in FY 2018 to \$750,755 in FY 2019. This amount is assumed to increase annually by 3%. The new LCTOP guidelines require that half of the funds received can be for operating funds that serve the DAC. Staff has prepared a Martinez/Amtrak to Bart route which would be eligible and the forecast assumes \$375,377 with inflation will continue. Also, half of the funds must be used for capital projects which will are currently used for the electric bus project.
- Lifeline Funds is budgeted for \$500,000 in FY 2019, but these funds will need to be applied, approved and allocated by CCTA as this has shifted with the passage of SB1. Lifeline appears to continue and we are currently assuming the \$500,000 will continue in the future.

### Operating Expenses

The forecast assumes that the service levels will remain the same and 3% wage increases per the last approved MOUs continue into future years. A 2.85% growth rate in the out years has been used for fixed route nonwage expenses except as noted in the following bullets:

- Cafeteria plan expenses are assumed to increase at 4% per year.
- County Connection was able to absorb most of the impact from the Great Recession in regards to pension and was 99.9% funded in FY 2017, since pension benefits were not enhanced in the early 2000's like many other agencies. But, additional changes were required to amend the forecast to reflect the CalPERS Board reducing the discount rate from 7.5% to 7.0% in December of 2016. There is an 8 year phase in of the new discount rate beginning in FY 2019, which is why the employer rate is increasing from 7.471% to 8.114%. The employer rate will continue to rise to 9.4% by FY 2021 and would remain level assuming no further changes by CalPERS. Also, as the discount rate is being reduced and phasing in investment losses in previous fiscal years, the Unfunded Actuarial Liability (UAL) payments will rise from \$47,020 in FY 2018 to \$1,226,000 by FY 2023. The following changes have been incorporated into the forecast and a summary is shown below:

PERS FORECAST									
Employer Contribution Rate	7.105%	8.997%	7.553%	7.471%	8.114%	8.500%	9.400%	9.400%	9.400%
Funded Status (b)	89.6%	95.1%	99.9%	95.8%	88.9%	-			
	Actual			Estimate	Budget (a)	Forecast			
Description	2015	2016	2017	2018	2019	2020	2021	2022	2023
Wage based pension costs	\$1,535,367	\$1,744,048	\$1,522,798	\$1,631,741	\$1,777,435	\$2,225,996	\$2,440,306	\$2,513,516	\$2,588,922
UAL costs	\$0	\$0	\$0	\$47,020	\$210,673	\$412,000	\$679,000	\$973,000	\$1,226,000
<b>Total costs</b>	<b>\$1,535,367</b>	<b>\$1,744,048</b>	<b>\$1,522,798</b>	<b>\$1,678,761</b>	<b>\$1,988,108</b>	<b>\$2,637,996</b>	<b>\$3,119,306</b>	<b>\$3,486,516</b>	<b>\$3,814,922</b>

(a) In December 2016, CalPERS Board approved reducing discount rate from 7.5% to 7% which results in higher employer rates for FY 2019.

(b) Information from CalPERS Actuarial Valuations which are always three years prior to current fiscal year.

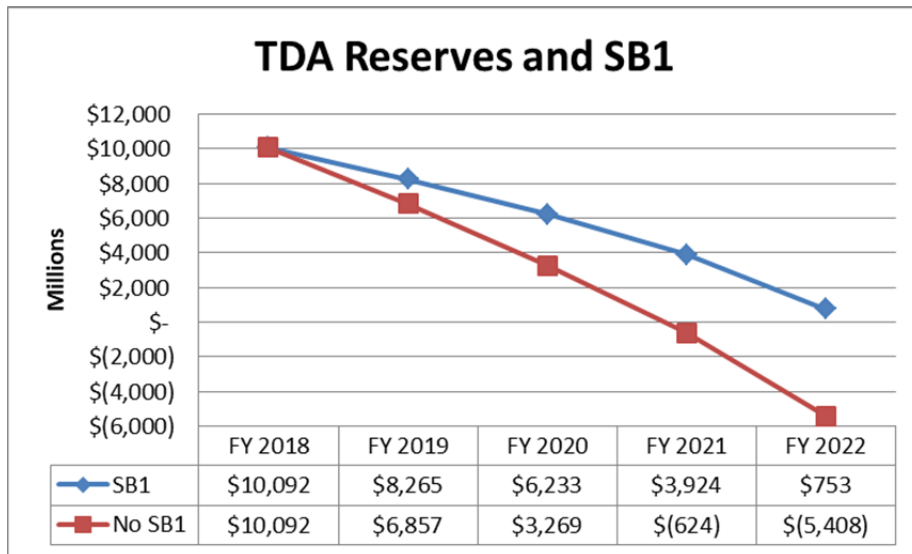
**TDA Reserve**

As stated earlier, the reserves are estimated to be \$8.27 million by the end of FY 2019. This is a significant difference from the FY 2018 Budget; the reserves were estimated to be \$472 thousand by 2020 compared to \$6.23 million in the current forecast. The major differences are additional revenues from SB1 and increased sales tax estimates for \$1.5 million and \$407 thousand, respectively. Even with the additional revenues, the reserve is expected to decline to \$753 thousand in FY 2022 and would go negative the following year. The main reason as shown in the section is above is the rising costs of pension.

SB1 has provided needed additional funding for the coming year and the future, while it doesn't resolve all our financial issues it is part of the solution. At the current time, there is a petition to repeal SB1 funding that could be on the December 2018 ballot. If no SB1 funds were coming in, County Connection would lose \$1.5 million it is expecting to receive next fiscal year and the TDA reserve would be negative \$606 thousand in FY 2021 (see attachment - FY 2019 Budget NO SB1 funding). The following is a summary of STA funds with/without SB1:

STA Funds	SB 1 Amount	No SB1 Amount	Difference	Notes
Guarantee Portion of Population	\$ 2,853,503	\$ 1,591,562	\$ (1,261,941)	
Revenue Based	\$ 628,747	\$ 482,118	\$ (146,629)	Without SB1 funds, revenue would have been flat due to LA Metro sales tax measure shifting revenue to them and our statewide percentage would decrease from 0.06% to 0.44%.
State of Good Repair	\$ 119,162	\$ -	\$ (119,162)	SGR funded through SB1.
Lifeline	\$ 500,000	\$ 500,000	\$ -	Assumes we would receive through non-guarantee portion.
<b>Total</b>	<b>\$ 4,101,412</b>	<b>\$ 2,573,680</b>	<b>\$ (1,527,732)</b>	

The following is a summary of the TDA reserves with and without SB1:



**RECOMMENDATION:**

The A&F Committee recommends that the Board of Directors approve Resolution No. 2018-016 for the purpose of approving the FY 2019 Draft Budget so a timely TDA claim can be filed. An updated draft budget will be presented in May and the final proposed budget will be submitted in June for Board approval following a public hearing.

**Attachments:**

- A. FY 2019 Budget and Ten Year Forecast
- B. FY 2019 Revenue Budget and Ten Year Forecast NO SB1
- C. Resolution No. 2018-016



# ***County Connection***

## **Operating and Capital Budget**

**Fiscal Year 2019**



**Concord, California**

**Preliminary April 19, 2018**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

# ***County Connection***

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

**Fiscal Year 2019  
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**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2019 BUDGET SUMMARY**

	<b>ESTIMATED FY 2018</b>	<b>ADOPTED BUDGET FY 2018</b>	<b>% VARIANCE</b>	<b>PROPOSED BUDGET FY 2019</b>	<b>PROPOSED OVER/(UNDER) ESTIMATED</b>
<b>Operations</b>					
Fixed Route	\$ 31,391,466	\$ 32,309,417	-2.8%	\$ 33,387,889	6.4%
Paratransit	\$ 5,632,031	\$ 5,802,841	-2.9%	\$ 5,883,053	4.5%
<b>Subtotal</b>	<b>\$ 37,023,497</b>	<b>\$ 38,112,258</b>	<b>-2.9%</b>	<b>\$ 39,270,942</b>	<b>6.1%</b>
<b>Capital</b>					
Fixed Route	\$ 931,000	\$ 931,000	0.0%	\$ 1,049,000	12.7%
Paratransit	\$ -	\$ -	N/A	\$ 5,540,000	N/A
<b>Subtotal</b>	<b>\$ 931,000</b>	<b>\$ 931,000</b>	<b>0.0%</b>	<b>\$ 6,589,000</b>	<b>607.7%</b>
<b>Grand Total</b>	<b>\$ 37,954,497</b>	<b>\$ 39,043,258</b>	<b>-2.8%</b>	<b>\$ 45,859,942</b>	<b>20.8%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2019 BUDGET- OPERATING EXPENDITURES**

Category	ACTUAL FY 2017	ESTIMATED FY 2018	ADOPTED FY 2018	FY 2018 Estimate vs Budget		PROPOSED FY 2019	FY2019 vs 2018 Estimate	
				Amount +/-	% +/-		Amount +/-	% +/-
<b>Fixed Route</b>								
Wages	\$ 13,633,322	\$ 14,389,725	\$ 14,502,281	\$ (112,556)	-0.8%	\$ 14,927,044	\$ 537,319	3.7%
Fringe benefits-paid time off	2,215,137	\$ 2,452,270	2,355,738	96,532	4.1%	2,401,867	(50,403)	-2.1%
Fringe benefits-other	7,806,120	\$ 7,964,640	7,992,872	(28,232)	-0.4%	8,388,304	423,664	5.3%
Total Wages and benefits	23,654,579	\$ 24,806,635	24,850,891	(44,256)	-0.2%	25,717,215	910,580	3.7%
Services	1,756,448	\$ 2,063,766	2,084,732	(20,966)	-1.0%	2,215,799	152,033	7.4%
Materials and supplies	2,114,113	\$ 2,577,526	2,944,464	(366,938)	-12.5%	2,910,125	332,599	12.9%
Utilities	296,670	\$ 348,410	321,000	27,410	8.5%	352,550	4,140	1.2%
Casualty and liability	676,984	\$ 825,865	850,865	(25,000)	-2.9%	897,651	71,786	8.7%
Taxes	184,435	\$ 224,515	228,015	(3,500)	-1.5%	231,515	7,000	3.1%
Leases and rentals	48,466	\$ 51,500	51,500	-	0.0%	52,775	1,275	2.5%
Miscellaneous	178,397	\$ 216,249	210,850	5,399	2.6%	224,949	8,700	4.0%
Purchased transportation	269,414	\$ 277,000	267,100	9,900	3.7%	285,310	8,310	3.0%
Total Other Expenses	5,524,927	\$ 6,584,831	6,958,526	(373,695)	-5.4%	7,170,674	585,843	8.9%
Subtotal	29,179,506	\$ 31,391,466	31,809,417	(417,951)	-1.3%	32,887,889	1,496,423	4.8%
Contingency			500,000	(500,000)	-100.0%	500,000	500,000	N/A
Subtotal	29,179,506	\$ 31,391,466	32,309,417	(917,951)	-2.8%	33,387,889	1,996,423	6.4%
<b>Paratransit</b>								
Wages	72,816	\$ 122,310	100,286	22,024	22.0%	172,525	50,215	41.1%
Fringe benefits	51,722	\$ 52,141	57,055	(4,914)	-8.6%	76,378	24,237	46.5%
Total Wages and benefits	124,538	\$ 174,451	157,341	17,110	10.9%	248,903	74,452	42.7%
Services	26,772	\$ 26,818	15,600	11,218	71.9%	38,600	11,782	43.9%
Materials and supplies	4,291	\$ 3,312	3,400	(88)	-2.6%	4,400	1,088	32.9%
Utilities	23,393	\$ 26,700	26,450	250	0.9%	27,500	800	3.0%
Taxes	-	\$ 150	300	(150)	-50.0%	300	150	100.0%
Miscellaneous	382	\$ 600	700	(100)	-14.3%	850	250	41.7%
Purchased transportation	5,039,996	\$ 5,400,000	5,599,050	(199,050)	-3.6%	5,562,500	162,500	3.0%
Total Other Expenses	5,094,834	\$ 5,457,580	5,645,500	(187,920)	-3.3%	5,634,150	176,570	3.2%
Subtotal	5,219,372	\$ 5,632,031	5,802,841	(170,810)	-2.9%	5,883,053	251,021	4.5%
<b>Total Operating Expenses</b>	<b>\$ 34,398,878</b>	<b>37,023,497</b>	<b>38,112,258</b>	<b>\$ (1,088,761)</b>	<b>-2.9%</b>	<b>\$ 39,270,942</b>	<b>\$ 2,247,445</b>	<b>6.1%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2019 BUDGET- OPERATING REVENUES**

Category	ACTUAL FY 2017	ESTIMATE FY 2018	ADOPTED FY 2018	FY 2018 Estimate vs Budget Amount +/- % +/-		PROPOSED FY 2019	FY2019 vs 2018 Estimate Amount +/- % +/-	
<b>Fixed Route</b>								
Fare revenue	\$ 2,760,782	\$2,632,279	\$2,852,100	\$ (219,821)	-7.7%	\$ 2,559,459	\$ (72,820)	-2.8%
Special service revenue	1,480,747	1,527,837	\$1,545,029	(17,192)	-1.1%	1,531,293	3,456	0.2%
	4,241,529	4,160,116	4,397,129	(237,013)	-5.4%	4,090,752	(69,364)	-1.7%
Advertising revenue	582,500	589,500	589,500	-	0.0%	594,540	5,040	0.9%
Non-Operating rev	164,747	340,925	136,438	204,487	149.9%	194,677	(146,248)	-42.9%
Low Carbon Transit Ops Prog	305,582	285,190	285,190	-	0.0%	375,377	90,187	31.6%
Other State Grants	149,678	93,535	93,535	-	0.0%	119,162	25,627	27.4%
STA Population and Revenue	1,658,179	1,612,760	1,612,760	-	0.0%	2,853,503	1,240,743	76.9%
TDA 4.0	16,228,987	18,457,339	19,148,700	(691,361)	-3.6%	18,928,309	470,970	2.6%
Measure J	4,493,370	4,399,448	4,543,512	(144,064)	-3.2%	4,735,106	335,658	7.63%
BART Express Funds	693,935	807,314	807,314	-	0.0%	826,124	18,810	2.3%
Dougherty Valley Dev Fees	-	-	50,000	(50,000)	-100.0%	25,000	25,000	N/A
Other Local Grants	15,664	-	-	-	100.0%	-	-	N/A
RM 2/Other- Express	145,339	145,339	145,339	-	0.0%	145,339	-	0.0%
Lifeline	500,000	500,000	500,000	-	0.0%	500,000	-	0.0%
Subtotal	29,179,510	31,391,466	32,309,417	(917,951)	-2.8%	33,387,889	1,996,423	6.4%
<b>Paratransit</b>								
Fare revenue	515,182	\$507,500	507,500	-	0.0%	507,500	-	0.0%
Non-Operating revenue	-	100	100	-	0.0%	100	-	0.0%
FTA Section 5307	988,499	1,375,000	1,375,000	-	0.0%	1,380,000	5,000	0.4%
FTA Preventive Maintenance	14,451	14,064	-	14,064	N/A	12,800	(1,264)	-9.0%
TDA 4.5	770,897	800,163	771,677	28,486	3.7%	869,577	69,414	8.7%
TDA 4.0	655,727	213,139	729,197	(516,058)	N/A	736,842	523,703	N/A
Measure J	1,515,212	1,831,001	1,526,303	304,698	20.0%	1,609,487	(221,514)	-12.10%
STA Paratransit & Rev based	623,893	753,064	753,064	-	0.0%	628,747	(124,317)	-16.5%
BART ADA Service/Other	135,512	138,000	140,000	(2,000)	-1.4%	138,000	-	0.0%
Subtotal	5,219,373	5,632,031	5,802,841	(170,810)	-2.9%	5,883,053	251,022	4.5%
<b>Total</b>	<b>\$ 34,398,883</b>	<b>\$ 37,023,497</b>	<b>\$ 38,112,258</b>	<b>\$ (1,088,761)</b>	<b>-3.0%</b>	<b>\$ 39,270,942</b>	<b>\$ 2,247,445</b>	<b>6.1%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2019 Revenue Source Utilization**

	Anticipated Revenue	Anticipated Utilization	Difference
<b>Fixed Route</b>			
Fare revenue	\$ 2,559,459	\$ 2,559,459	\$ -
Special service revenue	1,531,293	1,531,293	-
Advertising revenue	594,540	594,540	-
Non-Operating revenue	194,677	194,677	-
Low Carbon Transit Operations Program (LCTOP)	375,377	375,377	-
Other State Grants	119,162	119,162	-
STA Population and Revenue Based	2,853,503	2,853,503	-
TDA 4.0	17,102,282	18,928,309	(1,826,027)
Measure J	4,735,106	4,735,106	-
BART Express Funds	826,124	826,124	-
Dougherty Valley Development Fees	25,000	25,000	-
RM2- Express	145,339	145,339	-
Lifeline	500,000	500,000	-
<b>Total Fixed Route Operating Revenue</b>	<b>\$ 31,561,862</b>	<b>\$ 33,387,889</b>	<b>\$ (1,826,027)</b>
<b>Paratransit</b>			
Fare revenue	\$ 507,500	\$ 507,500	\$ -
Non-operating revenue	100	100	-
FTA Section 5307	1,380,000	1,380,000	-
FTA Preventive Maintenance	12,800	12,800	-
TDA 4.5	869,577	869,577	-
TDA 4.0	736,842	736,842	-
Measure J	1,609,487	1,609,487	-
STA Paratransit	628,747	628,747	-
BART ADA Service/Other	138,000	138,000	-
<b>Total Paratransit Operating Revenue</b>	<b>\$ 5,883,053</b>	<b>\$ 5,883,053</b>	<b>\$ -</b>
<b>Capital Program</b>			
TDA 4.0	\$ 473,000	\$ 473,000	\$ -
<b>Increase (Decrease) to TDA reserve</b>			<b>\$ (1,826,027)</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**STAFFING**

	Position Type	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2014 ACTUAL	FY 2015 ACTUAL	FY 2016 ACTUAL	FY 2017 ACTUAL	FY 2018 BUDGET	FY 2018 ACTUAL	FY 2019 PROPOSED
Transportation	Transportation administration	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Training	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0 (b)
	Transit Supervisor/Dispatcher	10.0	10.0	11.0	12.0	12.0	12.0	12.0	12.0	12.0
		15.0	16.0	17.0	18.0	18.0	18.0	18.0	17.0	18.0
	Full-time runs	125.0	127.0	128.0	128.0	122.0	122.0	130.0	126.0	130.0
	Part-time runs	12.0	12.0	12.0	12.0	12.0	12.0	12.0	8.0	12.0
	Full-time stand-by (Protection)	35.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
		172.0	175.0	176.0	176.0	170.0	170.0	178.0	170.0	178.0
	<b>Total Transportation</b>	<b>187.0</b>	<b>191.0</b>	<b>193.0</b>	<b>194.0</b>	<b>188.0</b>	<b>188.0</b>	<b>196.0</b>	<b>187.0</b>	<b>196.0</b>
	Maintenance	Maintenance administration	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Facilities		5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
		10.0	10.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Mechanic, Level VI					4.0	4.0	4.0	4.0	3.0	4.0
Mechanic, Level V		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Mechanic, Level IV		4.0	4.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Mechanic, Level III		7.0	7.0	5.0	5.0	6.0	6.0	7.0	6.0	7.0
Mechanic, Level II		2.0	2.0	3.0	-	-	-	0.0	-	-
Mechanic, Level I		1.0	1.0	3.0	-	-	-	0.0	-	-
Bus service workers		10.0	10.0	10.0	9.0	9.0	9.0	10.0	9.0	10.0
		29.0	29.0	29.0	26.0	27.0	27.0	29.0	26.0	29.0
<b>Total Maintenance</b>	<b>39.0</b>	<b>39.0</b>	<b>40.0</b>	<b>37.0</b>	<b>38.0</b>	<b>38.0</b>	<b>40.0</b>	<b>37.0</b>	<b>40.0</b>	
General Administration	General Administration	4.0	3.0	3.0	4.0	4.0	4.0	4.0	5.0	5.0 (a)
	Stores & Procurement	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	Stores workers	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Finance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	Human Resources	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0 (a)
	Marketing	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0 (a)
	Customer service	6.0	6.0	6.0	8.0	8.0	8.0	8.0	5.0	8.0 (c)
	IT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0	4.0 (a)
	Planning/Scheduling	6.0	6.0	6.0	5.0	5.0	5.0	6.0	5.0	6.0 (a), (d)
	Subtotal in full time equivalents	30.0	29.0	29.0	31.0	31.0	31.0	32.0	31.0	36.0
<b>Fixed Route Operations</b>	<b>Total</b>	<b>256.0</b>	<b>259.0</b>	<b>262.0</b>	<b>262.0</b>	<b>257.0</b>	<b>257.0</b>	<b>268.0</b>	<b>255.0</b>	<b>272.0</b>
	Paratransit	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0 (a)
<b>Total Operations</b>		<b>258.0</b>	<b>261.0</b>	<b>264.0</b>	<b>264.0</b>	<b>259.0</b>	<b>259.0</b>	<b>270.0</b>	<b>258.0</b>	<b>275.0</b>

(a) The Board approved a reorganization effective July 1, 2017 which was after budget adoption and had the following changes:

- 1 General Administration added the Director of Innovation and Mobility.
- 2 Human Resources added an Administrative Assistant III.
- 3 Marketing reclassified the position from a Manager of Marketing & Customer Service to a Planner/Community Liaison position.
- 4 IT added a Developer and a System Administrator.
- 5 Planning added an Administrative Assistant III.
- 6 Paratransit added a Manager of Accessible Services.

(b) Assistant Trainer Position is vacant and not budgeted.

(c) Customer Service has 2 vacant positions that are not budgeted.

(d) Planning/Scheduling has a vacant Assistant Scheduler that is not budgeted.

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY2019 CAPITAL PROGRAM-BUDGET YEAR**  
(\$ in thousands)

Capital Category	Funding Source								Total
	Federal	State	State Prop 1B - PTMISEA Facility Rehab	State LCTOP	State Lifeline - 1B Population Based Bonds	State Bridge Tolls	MTC TPI Funds - Stop Access & IT	MTC TDA	
Non Revenue Fleet	-	-	-	-	-	-	-	78	78
Revenue Fleet	4,436	1,005	-	375	-	100	-	-	5,916
Facility Maintenance and Modernization	-	-	-	-	-	-	-	100	100
Street Amenities	-	-	-	-	-	-	200	-	200
Information Technology	-	-	-	-	-	-	-	195	195
Maintenance Equipment & Tools	-	-	-	-	-	-	-	100	100
Office Furniture and Equipment	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 4,436</b>	<b>\$ 1,005</b>	<b>\$ -</b>	<b>\$ 375</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ 200</b>	<b>\$ 473</b>	<b>\$ 6,589</b>



**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**TEN YEAR CAPITAL PROGRAM**

\$ In Thousands

Capital Program:	FY2018	FY2019	FY2020	FY2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Non Revenue Fleet	\$ 78	\$ 78	\$ 369	\$ 227	\$ -	\$ 99	\$ 126	\$ 109	\$ -	\$ 70	\$ 1,156
Revenue Fleet	-	5,916	-	-	1,189	-	25,182	-	23,711	-	55,998
Facility Maintenance & Modernization	550	100	100	100	100	500	2,100	-	-	225	3,775
Street Amenities	-	200	-	-	-	500	-	-	50	50	800
Information Technology	80	195	85	180	300	80	90	85	100	150	1,345
Maintenance Equipment & Tools	100	100	65	50	50	50	250	50	50	-	765
Office Furniture and Equipment	123	-	70	80	80	80	100	100	80	25	738
<b>Total Capital Program</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>	<b>\$ 64,577</b>

Capital Program by Service:	FY2018	FY2019	FY2020	FY2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Fixed-Route	\$ 931	\$ 1,049	\$ 689	\$ 637	\$ 530	\$ 1,309	\$ 27,848	\$ 344	\$ 20,562	\$ 520	\$ 54,419
Paratransit	-	5,540	-	-	1,189	-	-	-	3,429	-	10,158
<b>Total Capital Program by Service</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>	<b>\$ 64,577</b>

Capital Funding by Source	FY2018	FY2019	FY2020	FY2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Federal 5307	\$ -	\$ 4,435	\$ -	\$ -	\$ 989	\$ -	\$ 20,368	\$ -	\$ 18,969	\$ -	\$ 44,761
State Prop 1B PTMISEA - Rolling Stock	-	1,005	-	-	-	-	-	-	-	-	1,005
State - LCTOP	-	375	300	300	300	300	300	300	300	300	2,775
Lifeline - 1B Population based Bonds	-	-	-	300	-	300	-	-	-	-	600
MTC TPI Funds - Stop Access & IT	280	200	-	-	-	-	-	-	-	-	480
Bridge Toll Revenue	-	100	-	-	80	29	850	-	850	-	1,909
Transportation Development Act	651	474	389	37	350	680	2,330	44	3,872	220	9,047
To Be Determined	-	-	-	-	-	-	4,000	-	-	-	4,000
<b>Total Capital Funding by Source</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>	<b>\$ 64,577</b>

Revenue Fleet Replacements	FY2018	FY2019	FY2020	FY2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2026	Total
# Fixed Route Vehicles	-	-	-	-	-	-	40	-	40	-	108
# Paratransit Vehicles	-	42	-	-	21	-	-	-	-	-	63
<b>Total Revenue Fleet Replacement</b>	<b>-</b>	<b>42</b>	<b>-</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>171</b>

## County Connection

### CENTRAL CONTRA COSTA TRANSIT AUTHORITY TEN YEAR FINANCIAL FORECAST \$ In Thousands

	FY2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
<b>Revenue Hours</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>
1 Passenger Fares	2,761	2,632	2,559	2,559	2,559	2,559	2,559	2,559	2,559	2,559	2,559
2 Special Fares	1,481	1,528	1,531	1,562	1,593	1,625	1,658	1,691	1,725	1,760	1,760
3 Advertising	582	590	595	603	603	615	627	640	653	666	679
4 Non-Operating Revenue	165	341	195	197	199	201	203	205	207	209	209
5 Low Carbon Transit Operations Program	306	285	375	382	389	397	404	412	419	427	435
6 Other State Grants	150	94	119	119	119	119	119	119	119	119	119
7 STA Population & Revenue Based	1,658	1,613	2,854	2,911	2,969	3,028	3,089	3,150	3,214	3,278	3,343
8 TDA 4.0	16,229	18,457	18,928	19,689	20,820	21,872	22,905	23,871	24,932	25,923	26,989
9 Measure J	4,493	4,399	4,735	4,891	5,062	5,244	5,432	5,627	5,829	6,038	6,255
10 BART Express Funds	694	807	826	843	859	877	894	912	930	949	968
11 Dougherty Valley Dev Fees	-	-	25	50	75	85	100	100	-	-	-
12 Other Local Grants	16	-	-	-	-	-	-	-	-	-	-
13 RM2/Other - Express	145	145	145	145	145	145	145	145	145	145	145
14 Lifeline	500	500	500	500	500	500	500	500	500	500	500
<b>15 Total Fixed Route Operating Revenue</b>	<b>29,180</b>	<b>31,391</b>	<b>33,387</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
<b>Operating Expenses w/o contingency and GASB 68</b>	<b>29,180</b>	<b>31,391</b>	<b>32,888</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
% increase in expenses	2.8%	7.6%	4.8%	4.8%	4.2%	3.8%	3.7%	3.4%	3.3%	3.3%	3.3%
17 CalPERS GASB 68 adjustment	(18)	-	-	-	-	-	-	-	-	-	-
18 Operating expense contingency	-	-	500	-	-	-	-	-	-	-	-
<b>19 Total Fixed Route Operating Expenses</b>	<b>29,162</b>	<b>31,391</b>	<b>33,388</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
<b>Revenue Hours</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>
20 Passenger Fares	515	508	508	508	508	508	508	508	508	508	508
21 Non-Operating revenue	-	-	-	-	-	-	-	-	-	-	-
22 FTA Section 5307	988	1,375	1,380	1,385	1,390	1,395	1,400	1,405	1,430	1,432	1,434
23 FTA Preventative Maintenance	14	14	12	-	-	-	-	-	-	-	-
24 TDA 4.5	771	800	870	896	923	950	979	1,008	1,038	1,069	1,102
25 TDA 4.0	656	213	737	815	879	958	1,037	1,120	1,185	1,276	1,442
26 Measure J	1,515	1,831	1,609	1,662	1,720	1,782	1,846	1,912	1,981	2,052	2,052
27 STA Paratransit & Revenue Based	624	753	629	641	654	667	681	694	708	722	737
28 Bart ADA service	136	138	138	138	138	139	140	141	142	143	143
<b>29 Total Paratransit Operating Revenue</b>	<b>5,219</b>	<b>5,632</b>	<b>5,883</b>	<b>6,045</b>	<b>6,212</b>	<b>6,399</b>	<b>6,591</b>	<b>6,788</b>	<b>6,992</b>	<b>7,202</b>	<b>7,418</b>
<b>30 Total Paratransit Operating Expenses</b>	<b>5,219</b>	<b>5,632</b>	<b>5,883</b>	<b>6,045</b>	<b>6,212</b>	<b>6,399</b>	<b>6,591</b>	<b>6,788</b>	<b>6,992</b>	<b>7,202</b>	<b>7,418</b>
% increase in expenses	-3.5%	7.9%	4.5%	2.8%	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
<b>31 Total CCCTA Operating Budget</b>	<b>\$ 34,381</b>	<b>\$ 37,023</b>	<b>\$ 39,271</b>	<b>\$ 40,496</b>	<b>\$ 42,104</b>	<b>\$ 43,666</b>	<b>\$ 45,226</b>	<b>\$ 46,719</b>	<b>\$ 48,224</b>	<b>\$ 49,775</b>	<b>\$ 51,379</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**TEN YEAR FORECAST    *In \$ Thousands***

	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>32 Capital Revenue</b>											
33 Federal 5307	16,722	-	4,435	-	-	989	-	20,368	-	18,969	-
34 State Prop 1B PTMISEA - Rolling Stock	1,580	-	1,005	-	-	-	-	-	-	-	-
35 State Prop 1B PTMISEA - Facility Rehab	800	-	-	-	-	-	-	-	-	-	-
36 State - LCTOP	-	-	375	300	300	300	300	300	300	300	300
37 Lifeline - 1B Population based Bonds	-	-	-	-	300	-	300	-	-	-	-
38 MTC TPI Funds - Stop Access & IT	280	280	200	-	-	-	-	-	-	-	-
39 Bridge Toll Revenue	480	-	100	-	-	80	29	850	-	850	-
40 Transportation Development Act	148	651	474	389	37	350	680	2,330	44	3,872	220
41 To Be Determined	-	-	-	-	-	-	-	4,000	-	-	-
<b>42 Total Capital Revenue</b>	<b>\$ 20,010</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>
<b>43 Capital Projects</b>	<b>\$ 20,010</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**TDA RESERVE \$ In Thousands**

	FY2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
44 Beginning Balance	\$ 11,474	\$ 11,672	\$ 10,092	\$ 8,265	\$ 6,233	\$ 3,924	\$ 753	\$ (3,258)	\$ (9,350)	\$ (13,645)	\$ (22,194)
45 Estimated TDA 4.0 Allocation	\$ 17,231 2.79%	\$ 17,741 2.96%	\$ 18,312 3.22%	\$ 18,861 3.00%	\$ 19,427 3.00%	\$ 20,010 3.00%	\$ 20,610 3.00%	\$ 21,229 3.00%	\$ 21,866 3.00%	\$ 22,522 3.00%	\$ 23,197 3.00%
<b>TDA 4.0 Needed for Operations and Capital:</b>											
46 Used for Fixed route operations	(16,229)	(18,457)	(18,928)	(19,689)	(20,820)	(21,872)	(22,905)	(23,871)	(24,932)	(25,923)	(26,989)
47 Used for Paratransit operations	(656)	(213)	(737)	(815)	(879)	(958)	(1,037)	(1,120)	(1,185)	(1,276)	(1,442)
48 TDA Used for Operations	<b>(16,885)</b>	<b>(18,670)</b>	<b>(19,665)</b>	<b>(20,504)</b>	<b>(21,699)</b>	<b>(22,830)</b>	<b>(23,942)</b>	<b>(24,991)</b>	<b>(26,117)</b>	<b>(27,199)</b>	<b>(28,431)</b>
49 Used for Capital Program	(148)	(651)	(474)	(389)	(37)	(350)	(680)	(2,330)	(44)	(3,872)	(220)
50 <b>Ending TDA Reserve</b>	<b>\$ 11,672</b>	<b>\$ 10,092</b>	<b>\$ 8,265</b>	<b>\$ 6,233</b>	<b>\$ 3,924</b>	<b>\$ 753</b>	<b>\$ (3,258)</b>	<b>\$ (9,350)</b>	<b>\$ (13,645)</b>	<b>\$ (22,194)</b>	<b>\$ (27,649)</b>
51 Number Of Months of Operating Expenses in Reserve	4.1	3.3	2.5	1.8	1.1	0.2	(0.9)	(2.4)	(3.4)	(5.4)	(6.5)
52 Percentage of operating budget	33.9%	27.3%	21.0%	15.4%	9.3%	1.7%	-7.2%	-20.0%	-28.3%	-44.6%	-53.8%
<b>Reserve Percentage of:</b>	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
53 12%	\$ 4,126	\$ 4,443	\$ 4,713	\$ 4,860	\$ 5,052	\$ 5,240	\$ 5,427	\$ 5,606	\$ 5,787	\$ 5,973	\$ 6,165
54 Amount Above/(Below) Reserve Level	\$ 7,546	\$ 5,649	\$ 3,552	\$ 1,373	\$ (1,128)	\$ (4,487)	\$ (8,685)	\$ (14,956)	\$ (19,432)	\$ (28,167)	\$ (33,814)
55 16%	\$ 5,501	\$ 5,924	\$ 6,283	\$ 6,479	\$ 6,737	\$ 6,987	\$ 7,236	\$ 7,475	\$ 7,716	\$ 7,964	\$ 8,221
56 Amount Above/(Below) Reserve Level	\$ 6,171	\$ 4,168	\$ 1,982	\$ (246)	\$ (2,813)	\$ (6,234)	\$ (10,494)	\$ (16,825)	\$ (21,361)	\$ (30,158)	\$ (35,870)

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
<b>FIXED ROUTE</b>							
Wages, Operators	7,806,502	8,160,000	8,190,000	(30,000)	8,435,000	275,000	
Wages, Operator/trainer	160,648	175,000	160,000	15,000	160,000	(15,000)	
Wages, Trans Admin	1,100,683	1,031,061	1,158,981	(127,920)	1,046,644	15,583	
Wages, Scheduling	103,005	75,000	131,107	(56,107)	68,671	(6,329)	
Wages, Maint Admin	467,883	495,000	461,479	33,521	507,291	12,291	
Wages, Building Maint.	313,442	325,000	339,668	(14,668)	347,541	22,541	
Wages, Customer Service	407,347	383,644	446,285	(62,641)	336,574	(47,070)	
Wages, Promotion	150,635	114,561	148,498	(33,937)	137,024	22,463	
Wages, EE Services	177,021	224,949	176,231	48,718	237,318	12,369	
Wages, Finance	374,573	405,000	411,886	(6,886)	416,494	11,494	
Wages, Safety & Trng	134,343	80,590	149,520	(68,930)	79,255	(1,335)	
Wages, General Admin	551,506	626,233	509,319	116,914	661,813	35,580	
Wages, Board	17,500	22,600	26,400	(3,800)	26,400	3,800	
Wages, Planning	482,898	734,759	520,564	214,195	786,246	51,487	
Wages, Service Workers	391,129	425,000	457,755	(32,755)	474,781	49,781	
Wages, Serv Wrkr Bonus	200	1,250	2,250	(1,000)	1,250	-	
Wages, Mechanics	983,696	1,100,000	1,207,838	(107,838)	1,193,492	93,492	
Wages, Mechanic Bonus	10,311	10,078	4,500	5,578	11,250	1,172	
<b>Total Wages</b>	<b>13,633,322</b>	<b>14,389,725</b>	<b>14,502,281</b>	<b>(112,556)</b>	<b>14,927,044</b>	<b>537,319</b>	<b>4%</b>
Sick, Operators	296,460	311,000	324,500	(13,500)	325,000	14,000	
Sick, Trans Admin	34,067	36,838	49,556	(12,718)	44,630	7,792	
Sick, Scheduling	2,382	2,500	5,654	(3,154)	2,994	494	
Sick, Maintenance Admin	21,154	25,030	20,089	4,941	22,084	(2,946)	
Sick, Building Maintenance.	16,620	28,152	14,339	13,813	14,642	(13,510)	
Sick, Customer Svc	15,902	16,475	18,800	(2,325)	13,871	(2,604)	
Sick, Promotion	951	1,076	6,474	(5,398)	5,850	4,774	
Sick, EE Services	4,227	1,800	7,683	(5,883)	10,292	8,492	
Sick, Finance	21,691	13,000	17,588	(4,588)	17,848	4,848	
Sick, Safety & Training	5,284	2,390	6,519	(4,129)	3,455	1,065	
Sick, General Admin	17,646	16,600	21,911	(5,311)	28,571	11,971	
Sick, Planning	12,629	22,140	22,670	(530)	33,957	11,817	
Sick, Service Workers	8,881	16,970	6,317	10,653	6,598	(10,372)	
Sick, Mechanics	27,867	22,433	23,097	(664)	22,802	369	
<b>Total Sick Pay</b>	<b>485,761</b>	<b>516,404</b>	<b>545,197</b>	<b>(28,793)</b>	<b>552,594</b>	<b>36,190</b>	<b>7%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Holiday, Operators	369,131	395,000	398,000	(3,000)	401,000	6,000	
Holiday, Trans Admin	64,782	62,290	62,769	(479)	56,529	(5,761)	
Holiday, Scheduling	7,003	6,348	7,161	(813)	3,792	(2,556)	
Holiday, Maintenance Admin	23,823	28,860	25,444	3,416	27,971	(889)	
Holiday, Building Maintenance.	20,288	18,000	18,163	(163)	18,545	545	
Holiday, Customer Svc	21,917	23,585	23,812	(227)	17,570	(6,015)	
Holiday, Promotion	7,469	6,300	8,201	(1,901)	7,409	1,109	
Holiday, EE Services	11,955	11,289	9,731	1,558	13,035	1,746	
Holiday, Finance	19,396	21,547	22,278	(731)	22,606	1,059	
Holiday, Safety & Training	9,312	4,492	8,256	(3,764)	4,376	(116)	
Holiday, General Admin	32,361	36,312	27,752	8,560	36,188	(124)	
Holiday, Planning	32,333	42,311	28,715	13,596	43,011	700	
Holiday, Service Workers	20,379	20,500	22,446	(1,946)	23,456	2,956	
Holiday, Mechanics	41,709	62,509	62,777	(268)	61,978	(531)	
<b>Total Holiday Pay</b>	<b>681,858</b>	<b>739,343</b>	<b>725,505</b>	<b>13,838</b>	<b>737,466</b>	<b>(1,877)</b>	<b>0%</b>
Vacation, Operators	459,697	515,000	517,100	(2,100)	530,450	15,450	
Vacation, Trans Admin	104,067	109,647	96,232	13,415	85,612	(24,035)	
Vacation, Scheduling	12,202	9,038	10,516	(1,478)	6,320	(2,718)	
Vacation, Maintenance Admin	37,246	46,190	41,692	4,498	45,882	(308)	
Vacation, Building Maintenance.	20,739	24,020	24,020	-	24,579	559	
Vacation, Customer Svc	28,809	41,262	31,810	9,452	25,103	(16,159)	
Vacation, Promotion	12,227	35,295	13,667	21,628	9,496	(25,799)	
Vacation, EE Services	18,342	18,377	16,219	2,158	20,471	2,094	
Vacation, Finance	24,060	25,805	28,664	(2,859)	30,558	4,753	
Vacation, Safety & Training	16,824	7,247	13,760	(6,513)	7,294	47	
Vacation, General Admin	44,635	62,973	39,486	23,487	53,841	(9,132)	
Vacation, Planning	41,822	47,300	47,300	-	64,324	17,024	
Vacation, Service Wrks	23,548	28,339	28,210	129	32,290	3,951	
Vacation, Mechanics	150,326	151,144	89,841	61,303	87,996	(63,148)	
<b>Total Accrued Vacation</b>	<b>994,544</b>	<b>1,121,637</b>	<b>998,517</b>	<b>123,120</b>	<b>1,024,216</b>	<b>(97,421)</b>	<b>-9%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Abs Pay, Operators	43,685	63,000	61,025	1,975	61,200	(1,800)	
Abs Pay, Trans Admin	-	2,000	6,351	(4,351)	5,718	3,718	
Abs Pay, Scheduling	-	250	725	(475)	384	134	
Abs Pay, Maintenance Admin	-	750	2,574	(1,824)	2,829	2,079	
Abs Pay, Building Maintenance.	-	500	1,837	(1,337)	1,876	1,376	
Abs Pay, Customer Svc	-	1,000	2,409	(1,409)	1,777	777	
Abs Pay, Promotion	-	300	829	(529)	750	450	
Abs Pay, EE Services	-	400	985	(585)	1,319	919	
Abs Pay, Finance	-	500	2,254	(1,754)	2,287	1,787	
Abs Pay, Safety & Training	-	400	835	(435)	443	43	
Abs Pay, General Admin	-	500	2,807	(2,307)	3,662	3,162	
Abs Pay, Planning	-	500	2,904	(2,404)	4,351	3,851	
Separation Pay/Benefits	6,814	2,081	-	2,081	-	(2,081)	
Abs Pay, Service Wrkrs	-	100	438	(338)	456	356	
Abs Pay, Mechanics	2,475	2,605	546	2,059	539	(2,066)	
<b>Total Absence Pay</b>	<b>52,974</b>	<b>74,886</b>	<b>86,519</b>	<b>(11,633)</b>	<b>87,591</b>	<b>12,705</b>	<b>17%</b>
<b>Total Paid Time Off</b>	<b>2,215,137</b>	<b>2,452,270</b>	<b>2,355,738</b>	<b>96,532</b>	<b>2,401,867</b>	<b>(50,403)</b>	<b>-2%</b>
<b>Total Compensation</b>	<b>15,848,459</b>	<b>16,841,995</b>	<b>16,858,019</b>	<b>(16,024)</b>	<b>17,328,911</b>	<b>486,916</b>	<b>3%</b>
FICA, Operators	127,468	135,000	139,050	(4,050)	139,050	4,050	
FICA, Trans Admin	18,021	17,838	19,914	(2,076)	17,961	123	
FICA, Scheduling	1,794	1,141	2,250	(1,109)	1,191	50	
FICA, Maintenance Admin	2,206	2,347	3,805	(1,458)	4,195	1,848	
FICA, Building Maintenance.	5,148	5,472	5,770	(298)	5,902	430	
FICA, Customer Service	6,965	6,351	7,586	(1,235)	5,727	(624)	
FICA, Promotion	2,503	2,065	2,577	(512)	2,328	263	
FICA, EE Services	3,129	3,938	3,057	881	4,095	157	
FICA, Finance	6,225	6,826	6,999	(173)	7,102	276	
FICA, Safety & Training	1,221	250	1,323	(1,073)	-	(250)	
FICA, General Admin	9,352	10,975	9,406	1,569	11,476	501	
FICA, Board Members	1,392	1,796	2,020	(224)	2,020	224	
FICA, Planning	8,250	11,279	9,021	2,258	13,512	2,233	
FICA, Service Workers	5,664	5,576	6,795	(1,219)	7,087	1,511	
FICA, Mechanics	13,254	13,979	17,979	(4,000)	17,820	3,841	
<b>Total FICA/Medicare</b>	<b>212,592</b>	<b>224,833</b>	<b>237,552</b>	<b>(12,719)</b>	<b>239,466</b>	<b>14,633</b>	<b>7%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
PERS-RET, Operators	788,169	843,991	904,031	(60,040)	1,034,959	190,968	
PERS-RET, Trans Admin	142,815	167,384	165,601	1,783	166,859	(525)	
PERS-RET, Scheduling	15,335	16,255	17,511	(1,256)	11,564	(4,691)	
PERS-RET, Maintenance Admin	75,009	87,513	79,752	7,761	99,955	12,442	
PERS-RET, Bldg Maintenance.	38,322	44,910	43,198	1,712	50,586	5,676	
PERS-RET, Customer Svc	48,049	55,094	56,753	(1,659)	50,082	(5,012)	
PERS-RET, Promotion	23,339	23,754	24,116	(362)	17,084	(6,670)	
PERS-RET, EE Services	26,519	31,350	28,783	2,567	41,692	10,342	
PERS-RET, Finance	54,079	64,252	61,610	2,642	67,949	3,697	
PERS-RET, Sfty & Training	20,155	23,727	26,494	(2,767)	17,281	(6,446)	
PERS-RET, Gen Admin	71,374	90,004	79,049	10,955	115,559	25,555	
PERS-RET, Planning	64,087	59,003	78,995	(19,992)	105,810	46,807	
GM-457 Retirement	17,400	18,000	18,000	-	18,540	540	
PERS-RET, Service Wrkr	40,531	45,216	48,553	(3,337)	57,317	12,101	
PERS-RET, Mechanics	115,015	126,308	137,402	(11,094)	151,411	25,103	
<b>Total Retirement</b>	<b>1,540,198</b>	<b>1,696,761</b>	<b>1,769,848</b>	<b>(73,087)</b>	<b>2,006,648</b>	<b>309,887</b>	<b>18%</b>
Medical, Operators	616,380	749,969	751,277	(1,308)	708,894	(41,075)	
Medical, Trans Admin	95,896	126,922	112,883	14,039	135,279	8,357	
Medical, Scheduling	13,715	10,261	16,840	(6,579)	9,519	(742)	
Medical, Maintenance Admin	28,750	29,782	32,468	(2,686)	23,481	(6,301)	
Medical, Building Maintenance.	41,092	65,594	68,993	(3,399)	69,389	3,795	
Medical, Customer Svc	35,366	49,205	43,054	6,151	45,647	(3,558)	
Medical, Promotion	10,722	7,522	11,936	(4,414)	3,969	(3,553)	
Medical, EE Services	1,009	-	-	-	-	-	
Medical, Finance	22,714	20,145	25,115	(4,970)	13,180	(6,965)	
Medical, Safety & Training	18,971	6,433	21,485	(15,052)	5,968	(465)	
Medical, General Admin	60,429	55,595	66,376	(10,781)	30,130	(25,465)	
Medical, Planning	30,202	63,774	40,824	22,950	86,974	23,200	
Medical, Service Workers	170,883	217,017	210,970	6,047	217,730	713	
Medical, Mechanics	330,458	398,705	400,843	(2,138)	413,687	14,982	
Medical Admin Charge	9,972	11,000	11,300	(300)	11,300	300	
Vision Plan, Operators	(272)	-	-	-	-	-	
Medical, Retirees	168,770	181,000	185,400	(4,400)	186,430	5,430	
OPEB benefits	580,450	444,600	444,600	-	480,835	36,235	
<b>Total Medical</b>	<b>2,235,507</b>	<b>2,437,524</b>	<b>2,444,364</b>	<b>(6,840)</b>	<b>2,442,412</b>	<b>4,888</b>	<b>0%</b>



**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Dental, Operators	228,782	230,546	241,615	(11,069)	244,587	14,041	
Dental, Trans Admin	27,304	27,501	28,311	(810)	28,326	825	
Dental, Scheduling	2,556	2,736	2,721	15	2,819	83	
Dental, Maintenance Admin	5,706	5,922	5,654	268	6,100	178	
Dental, Building Maintenance.	10,954	11,252	11,293	(41)	11,589	337	
Dental, Customer Svc	15,865	17,836	18,790	(954)	18,371	535	
Dental, Promotion	2,133	1,682	2,229	(547)	1,732	50	
Dental, EE Services	2,971	3,082	3,071	11	3,175	93	
Dental, Finance	9,172	10,137	9,461	676	10,441	304	
Dental, Safety & Training	2,971	759	3,071	(2,312)	2,222	1,463	
Dental, General Admin	7,911	7,516	8,184	(668)	7,741	225	
Dental, Planning	7,881	11,896	8,377	3,519	13,044	1,148	
<b>Total Dental</b>	<b>324,206</b>	<b>330,867</b>	<b>342,777</b>	<b>(11,910)</b>	<b>350,147</b>	<b>19,280</b>	<b>6%</b>
WC, Operators	934,228	682,848	663,055	19,793	693,089	10,241	
WC, Trans Admin	101,266	63,521	61,679	1,842	64,473	952	
WC, Scheduling	9,788	7,940	7,710	230	8,059	119	
WC, Maintenance Admin	45,255	19,850	19,275	575	20,148	298	
WC, Building Maintenance.	22,214	23,820	23,130	690	24,178	358	
WC, Customer Svc	52,426	31,760	30,840	920	32,237	477	
WC, Promotion	26,626	7,940	7,710	230	8,059	119	
WC, EE Services	26,626	11,910	7,710	4,200	12,089	179	
WC, Finance	45,255	19,850	19,275	575	20,148	298	
WC, Safety & Training	26,626	7,940	7,710	230	8,059	119	
WC, General Admin	48,840	26,460	26,985	(525)	26,857	397	
WC, Planning	39,173	31,760	23,130	8,630	32,237	477	
WC, Service Workers	77,259	39,700	38,550	1,150	40,296	596	
WC, Mechanics	232,742	75,431	73,244	2,187	76,562	1,131	
<b>Total Workers Comp</b>	<b>1,688,324</b>	<b>1,050,730</b>	<b>1,010,003</b>	<b>40,727</b>	<b>1,066,491</b>	<b>15,761</b>	<b>2%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Life, Operators	68,322	70,176	74,150	(3,974)	74,150	3,974	
Life, Trans Admin	7,424	7,550	9,660	(2,110)	7,776	226	
Life, Scheduling	824	792	950	(158)	952	160	
Life, Maintenance Admin	4,095	4,230	7,161	(2,931)	4,360	130	
Life, Building Maintenance.	3,102	3,475	3,260	215	3,560	85	
Life, Customer Svc	5,396	5,594	6,220	(626)	5,810	216	
Life, Promotion	1,406	1,299	1,490	(191)	1,500	201	
Life, EE Services	1,652	1,645	1,800	(155)	1,800	155	
Life, Finance	3,701	3,436	3,720	(284)	3,720	284	
Life, Safety & Training	785	728	750	(22)	750	22	
Life, General Admin	3,232	3,163	3,390	(227)	3,390	227	
Life, Planning	4,279	6,100	4,190	1,910	6,642	542	
<b>Total Life Insurance</b>	<b>104,218</b>	<b>108,188</b>	<b>116,741</b>	<b>(8,553)</b>	<b>114,410</b>	<b>6,222</b>	<b>6%</b>
SUI, Operators	59,849	70,000	77,000	(7,000)	72,000	2,000	
SUI, Trans Admin	4,620	7,000	7,088	(88)	7,974	974	
SUI, Scheduling	616	473	886	(413)	443	(30)	
SUI, Maintenance Admin	1,540	2,000	2,215	(215)	2,215	215	
SUI, Building Maintenance.	1,800	2,614	2,658	(44)	2,658	44	
SUI, Customer Svc	2,464	2,626	4,430	(1,804)	3,101	475	
SUI, Promotion	616	473	886	(413)	886	413	
SUI, Safety & Training	619	473	886	(413)	443	(30)	
SUI, General Admin	2,258	2,685	3,101	(416)	3,544	859	
SUI, EE Services	616	886	886	-	1,329	443	
SUI, Finance	1,577	2,196	2,215	(19)	2,215	19	
SUI, Planning	2,400	3,526	2,658	868	3,987	461	
SUI, Service Workers	3,108	3,214	4,430	(1,216)	4,430	1,216	
SUI, Mechanics	5,235	7,246	8,417	(1,171)	8,417	1,171	
<b>Total SUI</b>	<b>87,318</b>	<b>105,412</b>	<b>117,756</b>	<b>(12,344)</b>	<b>113,642</b>	<b>8,230</b>	<b>8%</b>
Operator Uniforms	45,950	50,000	50,000	-	50,000	-	
Uniforms - Maintenance. Pers.	17,799	16,904	16,500	404	17,000	96	
<b>Total Uniforms</b>	<b>63,749</b>	<b>66,904</b>	<b>66,500</b>	<b>404</b>	<b>67,000</b>	<b>96</b>	<b>0%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Operator Medical Exams	15,430	15,820	16,000	(180)	17,000	1,180	
Emp Assistance Prog.	12,362	12,612	14,000	(1,388)	14,500	1,888	
Cafeteria Plan- Admin	424,540	507,662	482,706	24,956	539,772	32,110	
Cafeteria Plan-ATU	1,058,987	1,353,574	1,315,425	38,149	1,357,816	4,242	
Mechanic Tool Allowance	12,468	15,680	16,200	(520)	16,500	820	
Wellness Program	17,842	26,181	30,000	(3,819)	30,000	3,819	
Substance Abuse Prog.	8,379	9,393	10,500	(1,107)	10,000	607	
Ergonomics/W/C Prog	-	2,500	2,500	-	2,500	-	
<b>Total Other Benefits</b>	<b>1,550,008</b>	<b>1,943,422</b>	<b>1,887,331</b>	<b>56,091</b>	<b>1,988,088</b>	<b>44,666</b>	<b>2%</b>
<b>Total Benefits</b>	<b>10,021,257</b>	<b>10,416,910</b>	<b>10,348,610</b>	<b>68,300</b>	<b>10,790,171</b>	<b>373,261</b>	<b>4%</b>
<b>Total Wages and Benefits</b>	<b>23,654,579</b>	<b>24,806,635</b>	<b>24,850,891</b>	<b>(44,256)</b>	<b>25,717,215</b>	<b>910,580</b>	<b>4%</b>
Management Services	56,807	56,000	25,000	31,000	35,000	(21,000)	
Agency Fees	50	150	150	-	150	-	
In-Service Monitoring	-	6,000	2,000	4,000	5,500	(500)	
Mobility Services	19,323	30,000	32,000	(2,000)	30,000	-	
Schedules/Graphics	50,793	69,790	70,000	(210)	115,000	45,210	
Promotions	76,607	149,173	150,000	(827)	150,000	827	
Recruitment	5,118	8,357	20,000	(11,643)	15,000	6,643	
Hiring Costs	10,635	13,465	15,000	(1,535)	15,000	1,535	
Legal Fees	222,215	330,000	330,000	-	375,000	45,000	
Financial services	-	15,000	15,000	-	7,500	(7,500)	
Auditor Fees	44,996	47,000	48,500	(1,500)	48,500	1,500	
Freight In and Out	1,111	7,041	7,000	41	7,000	(41)	
Bid and Hearing Notices	1,161	1,095	1,000	95	1,000	(95)	
Service Development	9,813	40,000	40,000	-	80,000	40,000	
Trans. Printing/Reproduc.	5,325	3,328	7,000	(3,672)	7,000	3,672	
Payroll Services	81,593	83,000	76,220	6,780	85,490	2,490	
Bank service charge	23,192	23,000	24,000	(1,000)	24,000	1,000	
Commuter check process fee	142	300	300	-	300	-	
Pay PERS file upload	2,544	2,650	2,650	-	2,730	80	
Special Planning- reimb expenses	31,840	-	-	-	-	-	
Temporary Help-All depts	84,694	62,176	27,000	35,176	25,000	(37,176)	
Temporary Help-Finance	31,952	-	-	-	-	-	
Clipper Fees	39,286	52,000	31,500	20,500	53,560	1,560	
SVR-Differential/Radiator	20,730	12,000	15,000	(3,000)	15,800	3,800	

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

<b>Account Desc</b>	<b>FY 2017 Actual</b>	<b>FY 2018 Estimated</b>	<b>FY 2018 Budget</b>	<b>Over (Under) FY 2018 Budget</b>	<b>Proposed FY 2019 Budget</b>	<b>Over (Under) FY 2018 Est/Actual</b>	<b>Over (Under) % FY 2018 Est/Actual</b>
SVR-Transmission	10,306	31,658	40,000	(8,342)	34,400	2,742	
SVR-Upholstery/Glass	10,110	22,691	35,000	(12,309)	30,000	7,309	
SVR-Towing	8,370	12,413	18,400	(5,987)	16,000	3,587	
SVR-Engine Repair	16,526	33,691	44,000	(10,309)	40,720	7,029	
SVR-Body Repair	73,438	104,978	110,000	(5,022)	105,000	22	
Emission controls	15,795	31,255	32,000	(745)	42,000	10,745	
Phone Maintenance. Services	8,490	-	9,000	(9,000)	-	-	
Support Vehicle maint	12,153	13,409	13,500	(91)	13,500	91	
IT Supplies/replacements	8,724	11,865	10,000	1,865	12,000	135	
Clever Devices/rideck maint	244,622	226,190	245,000	(18,810)	239,349	13,159	
Office Equipment Maint.	16,952	18,000	20,000	(2,000)	20,000	2,000	
Building Maint. Service	94,133	84,195	87,000	(2,805)	87,000	2,805	
Landscape Service	65,743	89,370	89,400	(30)	89,400	30	
IT Contracts	102,509	139,596	159,000	(19,404)	150,000	10,404	
Radio Maint. Service	10,778	17,984	18,500	(516)	18,000	16	
RED Support Expense	7,875	3,000	4,000	(1,000)	4,000	1,000	
Contract Cleaning Service	2,385	2,670	2,500	170	2,600	(70)	
Waste Removal	15,287	17,913	18,000	(87)	19,800	1,887	
Hazardous Waste	124,496	93,670	93,112	558	95,000	1,330	
Fire Monitoring	3,106	3,156	4,000	(844)	4,000	844	
Security Services	80,215	89,037	89,000	37	89,000	(37)	
Other Services	4,508	5,500	4,000	1,500	5,500	-	
<b>Total Services</b>	<b>1,756,448</b>	<b>2,063,766</b>	<b>2,084,732</b>	<b>(20,966)</b>	<b>2,215,799</b>	<b>152,033</b>	<b>7%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Diesel Fuel	1,104,108	1,376,557	1,639,240	(262,683)	1,650,000	273,443	
Oils and Lubricants	76,413	85,121	90,000	(4,879)	90,000	4,879	
Gasoline	21,904	22,991	29,120	(6,129)	25,000	2,009	
PG&E - WC Trolley	12,884	52,278	70,000	(17,722)	85,000	32,722	
Tires and Tubes	229,923	226,904	226,904	-	231,000	4,096	
Safety Supply	1,933	5,500	5,500	-	5,500	-	
Transportation Supplies	18,219	14,000	14,000	-	14,000	-	
BART Relief Tickets	53,183	57,000	57,000	-	58,425	1,425	
CSS-Soaps	2,343	7,429	8,500	(1,071)	8,000	571	
CSS-Cleaning	11,348	9,720	8,500	1,220	9,000	(720)	
CSS-Safety	10,990	8,938	8,000	938	8,500	(438)	
CSS-Antifreeze	8,357	6,200	6,400	(200)	6,400	200	
CSS-Gases	5,065	4,038	3,500	538	4,000	(38)	
Oil Analysis	-	16,760	18,000	(1,240)	8,000	(8,760)	
Equipment/Garage Exp.	18,308	23,615	25,000	(1,385)	25,000	1,385	
Coach Repair Parts	421,273	482,133	545,000	(62,867)	495,000	12,867	
Shelter/Bus Stop Supply	-	15,000	15,000	-	15,000	-	
Janitorial Supplies	23,464	21,027	21,000	27	21,000	(27)	
Lighting Supply	1,127	4,091	5,000	(909)	5,000	909	
Building Repair Supply	30,572	41,761	45,000	(3,239)	45,000	3,239	
Landscape Supply	3,952	5,000	10,000	(5,000)	5,000	-	
Tickets, Passes, Xfrs	20,669	19,784	20,000	(216)	20,000	216	
Supplies - Offsites	1,433	2,168	2,300	(132)	2,300	132	
Personnel Office Supply	1,951	2,134	3,000	(866)	3,000	866	
Computer Supplies	1,725	-	-	-	-	-	
Office Supplies-Administration	17,732	17,406	17,500	(94)	17,500	94	
Office Supplies-2nd Floor	-	29	-	29	-	(29)	
Office Supplies-Maint.	1,702	3,470	3,500	(30)	3,500	30	
Postage	6,865	10,000	11,000	(1,000)	10,000	-	
Safety Contingency Plans	1,505	3,000	3,000	-	3,000	-	
Training Supply	1,489	1,500	1,500	-	5,000	3,500	
Contracts & Grants Supply	-	1,000	1,000	-	1,000	-	
Supplies- IC	3,676	5,972	6,000	(28)	6,000	28	
Repair parts-grant exp	-	25,000	25,000	-	25,000	-	
<b>Total Materials &amp; Supplies</b>	<b>2,114,113</b>	<b>2,577,526</b>	<b>2,944,464</b>	<b>(366,938)</b>	<b>2,910,125</b>	<b>332,599</b>	<b>13%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
Telephone Svc - TC				-		-	
Pacific Gas and Electric	172,021	185,000	185,000	-	190,550	5,550	
Telephone Svc - Concord	21,881	31,947	25,000	6,947	36,000	4,053	
Contra Costa Water District	16,890	26,000	26,000	-	26,000	-	
Telephone-Cellular	85,878	105,463	85,000	20,463	100,000	(5,463)	
<b>Total Utilities</b>	<b>296,670</b>	<b>348,410</b>	<b>321,000</b>	<b>27,410</b>	<b>352,550</b>	<b>4,140</b>	<b>1%</b>
Physical Damage	85,944	118,000	118,000	-	141,600	23,600	
Property Premiums	45,500	46,865	46,865	-	48,271	1,406	
Other Premiums	21,160	26,000	25,000	1,000	26,780	780	
Liability Premiums	373,141	460,000	486,000	(26,000)	506,000	46,000	
Insurance/Liability losses	151,239	175,000	175,000	-	175,000	-	
<b>Total Insurance</b>	<b>676,984</b>	<b>825,865</b>	<b>850,865</b>	<b>(25,000)</b>	<b>897,651</b>	<b>71,786</b>	<b>9%</b>
Property Tax	16,759	16,000	13,500	2,500	18,000	2,000	
Licenses / Registrations	722	2,015	2,015	-	2,015	-	
Fuel Storage Tank Fees	9,773	14,000	15,000	(1,000)	14,000	-	
Use and Other Taxes	4,886	7,500	7,500	-	7,500	-	
Sales Tax	152,295	185,000	190,000	(5,000)	190,000	5,000	
<b>Total Taxes</b>	<b>184,435</b>	<b>224,515</b>	<b>228,015</b>	<b>(3,500)</b>	<b>231,515</b>	<b>7,000</b>	<b>3%</b>
Radio Site Lease-Diablo	40,457	42,500	42,500	-	43,775	1,275	
Equipment Leases	8,009	9,000	9,000	-	9,000	-	
<b>Total Leases</b>	<b>48,466</b>	<b>51,500</b>	<b>51,500</b>	<b>-</b>	<b>52,775</b>	<b>1,275</b>	<b>2%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

<b>Account Desc</b>	<b>FY 2017 Actual</b>	<b>FY 2018 Estimated</b>	<b>FY 2018 Budget</b>	<b>Over (Under) FY 2018 Budget</b>	<b>Proposed FY 2019 Budget</b>	<b>Over (Under) FY 2018 Est/Actual</b>	<b>Over (Under) % FY 2018 Est/Actual</b>
Business Expense- Tran	346	-	-	-	500	500	
Business Expense-admin	-	400	250	150	400	-	
Business Expense-Fin	2,730	2,000	2,000	-	2,000	-	
Board Travel	20,653	28,000	20,000	8,000	25,000	(3,000)	
Staff Travel	56,048	67,500	55,000	12,500	60,000	(7,500)	
CTA Dues	14,236	14,950	14,950	-	15,399	449	
APTA Dues	35,029	35,560	36,650	(1,090)	36,650	1,090	
Other Memberships	-	3,000	-	3,000	3,000	-	
Business Expense	2,982	4,000	4,000	-	4,000	-	
Training Program	6,301	9,139	25,000	(15,861)	25,000	15,861	
Training / Subs-Gm	1,533	7,000	7,000	-	7,000	-	
Misc exp	445	1,000	1,000	-	1,000	-	
Employee Functions	30,409	35,000	35,000	-	35,000	-	
Employee Awards	4,376	5,000	5,000	-	5,000	-	
Departing Emp gifts	207	300	1,000	(700)	1,000	700	
Paypal fees	3,102	3,400	4,000	(600)	4,000	600	
<b>Total Miscellaneous</b>	<b>178,397</b>	<b>216,249</b>	<b>210,850</b>	<b>5,399</b>	<b>224,949</b>	<b>8,700</b>	<b>4%</b>
Alamo Creek Shuttle	122,057	124,000	125,000	(1,000)	127,720	3,720	
St Mary's Shuttle	48,564	48,000	48,000	-	49,440	1,440	
Cal State rte. 260 Shuttle	98,793	105,000	94,100	10,900	108,150	3,150	
<b>Total Purchased Transportation</b>	<b>269,414</b>	<b>277,000</b>	<b>267,100</b>	<b>9,900</b>	<b>285,310</b>	<b>8,310</b>	<b>3%</b>
<b>Total Other Operating Expense</b>	<b>5,524,927</b>	<b>6,584,831</b>	<b>6,958,526</b>	<b>(373,695)</b>	<b>7,170,674</b>	<b>585,843</b>	<b>9%</b>
Contingency			500,000	(500,000)	500,000	500,000	
<b>TOTAL FIXED ROUTE EXPENSE</b>	<b>29,179,506</b>	<b>31,391,466</b>	<b>32,309,417</b>	<b>(917,951)</b>	<b>33,387,889</b>	<b>1,996,423</b>	<b>6%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**OPERATING EXPENSE DETAIL**

Account Desc	FY 2017 Actual	FY 2018 Estimated	FY 2018 Budget	Over (Under) FY 2018 Budget	Proposed FY 2019 Budget	Over (Under) FY 2018 Est/Actual	Over (Under) % FY 2018 Est/Actual
<b>Paratransit</b>							
Wages	72,816	122,310	100,286	22,024	172,525	50,215	
Sick Wages	4,133	4,300	4,360	(60)	7,332	3,032	
Holiday Pay	2,681	5,000	5,724	(724)	9,687	4,687	
Vacation Pay	7,252	6,000	8,746	(2,746)	10,709	4,709	
Absence pay	-	558	558	-	940	382	
Cafeteria Plan	6,804	7,734	9,406	(1,672)	9,406	1,672	
FICA	1,013	1,736	1,736	-	2,917	1,181	
PERS	18,806	13,615	13,497	118	18,264	4,649	
Medical	8,659	9,136	9,630	(494)	9,630	494	
Dental	1,321	2,188	1,592	596	4,534	2,346	
Life Insurance	814	988	920	68	1,630	642	
SUI	239	886	886	-	1,329	443	
Legal Fees	-	3,000	3,000	-	15,000	12,000	
Bank Service Charge	218	164	-	164	-	(164)	
Building Maint Services	1,100	1,572	1,500	72	1,500	(72)	
Radio Maint Services	5,655	6,018	6,100	(82)	6,100	82	
Community Van Maint	19,799	16,064	5,000	11,064	16,000	(64)	
Office Supply, PTF	4,291	3,312	3,400	(88)	4,400	1,088	
Gas and Electric	22,273	25,000	25,000	-	25,000	-	
Cell Phone	1,120	1,700	1,450	250	2,500	800	
Sales Tax	-	150	300	(150)	300	150	
Purchased Trans-LINK	4,902,547	5,250,000	5,433,250	(183,250)	5,407,500	157,500	
Purchased Trans-BART	137,449	150,000	164,800	(14,800)	154,500	4,500	
Other Purch Trans	-	-	1,000	(1,000)	500	500	
Training / Subscriptions	-	350	200	150	350	-	
Other Misc Expenses	382	250	500	(250)	500	250	
<b>Total Paratransit</b>	<b>5,219,372</b>	<b>5,632,031</b>	<b>5,802,841</b>	<b>(170,810)</b>	<b>5,883,053</b>	<b>251,021</b>	<b>4%</b>
<b>TOTAL CCCTA</b>	<b>34,398,878</b>	<b>37,023,497</b>	<b>38,112,258</b>	<b>(1,088,761)</b>	<b>39,270,942</b>	<b>2,247,445</b>	<b>6%</b>
PERS GASB 68 Adjustment	(17,761)	-	-	-	-	-	
<b>TOTAL CCCTA</b>	<b>34,381,117</b>	<b>37,023,497</b>	<b>38,112,258</b>	<b>(1,088,761)</b>	<b>39,270,942</b>	<b>2,247,445</b>	<b>6%</b>



***County Connection***  
***ALTERNATIVE DRAFT***  
**Operating and Capital Budget NO SB1**

**Fiscal Year 2019**

**Concord, California**

**Preliminary March 7, 2018**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

## County Connection

### CENTRAL CONTRA COSTA TRANSIT AUTHORITY

#### FY 2019 BUDGET- OPERATING REVENUES NO SB1 (ALTERNATIVE DRAFT)

Category	ACTUAL FY 2017	ESTIMATE FY 2018	ADOPTED FY 2018	FY 2018 Estimate vs Budget Amount +/-      % +/-		PROPOSED FY 2019	FY2019 vs 2018 Estimate Amount +/-      % +/-	
<b>Fixed Route</b>								
Fare revenue	\$ 2,760,782	\$2,632,279	\$2,852,100	\$ (219,821)	-7.7%	\$ 2,559,459	\$ (72,820)	-2.8%
Special service revenue	1,480,747	1,527,837	\$1,545,029	(17,192)	-1.1%	1,531,293	3,456	0.2%
	<b>4,241,529</b>	<b>4,160,116</b>	<b>4,397,129</b>	(237,013)	-5.4%	<b>4,090,752</b>	(69,364)	-1.7%
Advertising revenue	582,500	589,500	589,500	-	0.0%	594,540	5,040	0.9%
Non-Operating rev	164,747	340,925	136,438	204,487	149.9%	194,677	(146,248)	-42.9%
FTA Section 5303 /Mobility	-	-	-	-	N/A	-	-	N/A
FTA Preventive Maintenance	-	-	-	-	N/A	-	-	N/A
FTA New Freedom	-	-	-	-	N/A	-	-	N/A
Federal Stimululs	-	-	-	-	N/A	-	-	N/A
Low Carbon Transit Ops Prog	305,582	285,190	285,190	-	0.0%	375,377	90,187	31.6%
Other State Grants	149,678	93,535	93,535	-	0.0%	119,162	25,627	27.4%
STA Population and Revenue	1,658,179	\$1,612,760	1,612,760	-	0.0%	1,591,562	(21,198)	-1.3%
TDA 4.0	16,228,987	18,457,339	19,148,700	(691,361)	-3.6%	20,190,250	1,732,911	9.4%
Measure J	4,493,370	4,399,448	4,543,512	(144,064)	-3.2%	4,735,106	335,658	7.63%
BART Express Funds	693,935	\$807,314	807,314	-	0.0%	826,124	18,810	2.3%
Dougherty Valley Dev Fees	-	-	50,000	(50,000)	-100.0%	25,000	25,000	N/A
Other Local Grants	15,664	-	-	-	100.0%	-	-	N/A
RM 2/Other- Express	145,339	145,339	145,339	-	0.0%	145,339	-	0.0%
Lifeline	500,000	500,000	500,000	-	0.0%	500,000	-	0.0%
Subtotal	<b>29,179,510</b>	<b>31,391,466</b>	<b>32,309,417</b>	(917,951)	-2.8%	<b>33,387,889</b>	1,996,423	6.4%
<b>Paratransit</b>								
Fare revenue	515,182	\$507,500	507,500	-	0.0%	507,500	-	0.0%
Non-Operating revenue	-	100	100	-	0.0%	100	-	0.0%
FTA Section 5307	988,499	1,375,000	1,375,000	-	0.0%	1,380,000	5,000	0.4%
FTA Preventive Maintenance	14,451	14,064	-	14,064	N/A	12,800	(1,264)	-9.0%
TDA 4.5	770,897	800,163	771,677	28,486	3.7%	869,577	69,414	8.7%
TDA 4.0	655,727	213,139	729,197	(516,058)	N/A	883,471	670,332	N/A
Measure J	1,515,212	1,831,001	1,526,303	304,698	20.0%	1,609,487	(221,514)	-12.10%
STA Paratransit & Rev based	623,893	753,064	753,064	-	0.0%	482,118	(270,946)	-36.0%
BART ADA Service/Other	135,512	138,000	140,000	(2,000)	-1.4%	138,000	-	0.0%
Subtotal	<b>5,219,373</b>	<b>5,632,031</b>	<b>5,802,841</b>	(170,810)	-2.9%	<b>5,883,053</b>	251,022	4.5%
<b>Total</b>	<b>\$ 34,398,883</b>	<b>\$ 37,023,497</b>	<b>\$ 38,112,258</b>	<b>\$ (1,088,761)</b>	<b>-3.0%</b>	<b>\$ 39,270,942</b>	<b>\$ 2,247,445</b>	<b>6.1%</b>

**County Connection**  
**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2019 Revenue Source Utilization NO SB1 (ALTERNATIVE DRAFT)**

	Anticipated Revenue	Anticipated Utilization	Difference
<b>Fixed Route</b>			
Fare revenue	\$ 2,559,459	\$ 2,559,459	\$ -
Special service revenue	1,531,293	1,531,293	-
Advertising revenue	594,540	594,540	-
Non-Operating revenue	194,677	194,677	-
Low Carbon Transit Operations Program (LCTOP)	375,377	375,377	-
Other State Grants	119,162	119,162	-
STA Population and Revenue Based TDA 4.0	1,591,562	1,591,562	-
	<b>16,777,653</b>	20,190,250	(3,412,597)
Measure J	4,735,106	4,735,106	-
BART Express Funds	826,124	826,124	-
Dougherty Valley Development Fees	25,000	25,000	-
Other Local Grants	-	-	-
RM2- Express	145,339	145,339	-
Lifeline	500,000	500,000	-
<b>Total Fixed Route Operating Revenue</b>	<b>\$ 29,975,292</b>	<b>\$ 33,387,889</b>	<b>\$ (3,412,597)</b>
<b>Paratransit</b>			
Fare revenue	\$ 507,500	\$ 507,500	\$ -
Non-operating revenue	100	100	-
FTA Section 5307	1,380,000	1,380,000	-
TDA 4.5	869,577	869,577	-
TDA 4.0	<b>883,471</b>	883,471	-
Measure J	1,609,487	1,609,487	-
STA Paratransit	482,118	482,118	-
BART ADA Service/Other	138,000	138,000	-
<b>Total Paratransit Operating Revenue</b>	<b>\$ 5,870,253</b>	<b>\$ 5,870,253</b>	<b>\$ -</b>
<b>Capital Program</b>			
TDA 4.0	<b>\$ 651,000</b>	\$ 473,000	\$ 178,000
<b>Increase (Decrease) to TDA reserve</b>			<b>\$ (3,234,597)</b>

**County Connection**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

**TEN YEAR FINANCIAL FORECAST NO SB1 \$ In Thousands(ALTERNATIVE DRAFT)**

	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>Revenue Hours</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>	<b>220,582</b>
1 Passenger Fares	2,761	2,632	2,559	2,559	2,559	2,559	2,559	2,559	2,559	2,559	2,559
2 Special Fares	1,481	1,528	1,531	1,562	1,593	1,625	1,658	1,691	1,725	1,760	1,760
3 Advertising	582	590	595	603	603	615	627	640	653	666	679
4 Non-Operating Revenue	165	341	195	197	199	201	203	205	207	209	209
5 Low Carbon Transit Operations Program	306	285	375	382	389	397	404	412	419	427	435
6 Other State Grants	150	94	-	-	-	-	-	-	-	-	-
7 STA Population & Revenue Based	1,658	1,613	1,592	1,623	1,656	1,689	1,723	1,757	1,792	1,828	1,865
8 TDA 4.0	16,229	18,457	20,190	21,096	22,252	23,330	24,390	25,383	26,473	27,492	28,586
9 Measure J	4,493	4,399	4,735	4,891	5,062	5,244	5,432	5,627	5,829	6,038	6,255
10 BART Express Funds	694	807	826	843	859	877	894	912	930	949	968
11 Dougherty Valley Dev Fees	-	-	25	50	75	85	100	100	-	-	-
12 Other Local Grants	16	-	-	-	-	-	-	-	-	-	-
13 RM2/Other - Express	145	145	145	145	145	145	145	145	145	145	145
14 Lifeline	500	500	500	500	500	500	500	500	500	500	500
<b>15 Total Fixed Route Operating Revenue</b>	<b>29,180</b>	<b>31,391</b>	<b>33,268</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
<b>Operating Expenses w/o contingency and GASB 68</b>	<b>29,180</b>	<b>31,391</b>	<b>32,888</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
% increase in expenses	2.8%	7.6%	4.8%	4.8%	4.2%	3.8%	3.7%	3.4%	3.3%	3.3%	3.3%
17 CalPERS GASB 68 adjustment	(18)	-	-	-	-	-	-	-	-	-	-
18 Operating expense contingency	-	-	500	-	-	-	-	-	-	-	-
<b>19 Total Fixed Route Operating Expenses</b>	<b>29,162</b>	<b>31,391</b>	<b>33,388</b>	<b>34,451</b>	<b>35,892</b>	<b>37,267</b>	<b>38,635</b>	<b>39,931</b>	<b>41,232</b>	<b>42,573</b>	<b>43,961</b>
<b>Revenue Hours</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>	<b>74,394</b>
20 Passenger Fares	515	508	508	508	508	508	508	508	508	508	508
21 Non-Operating revenue	-	-	-	-	-	-	-	-	-	-	-
22 FTA Section 5307	988	1,375	1,380	1,385	1,390	1,395	1,400	1,405	1,430	1,432	1,434
23 FTA Preventative Maintenance	14	14	12	-	-	-	-	-	-	-	-
24 TDA 4.5	771	800	870	896	923	950	979	1,008	1,038	1,069	1,102
25 TDA 4.0	656	213	883	964	1,031	1,113	1,196	1,282	1,350	1,444	1,614
26 Measure J	1,515	1,831	1,609	1,662	1,720	1,782	1,846	1,912	1,981	2,052	2,052
27 STA Paratransit & Revenue Based	624	753	482	492	502	512	522	532	543	554	565
28 Bart ADA service	136	138	138	138	138	139	140	141	142	143	143
<b>29 Total Paratransit Operating Revenue</b>	<b>5,219</b>	<b>5,632</b>	<b>5,882</b>	<b>6,045</b>	<b>6,212</b>	<b>6,399</b>	<b>6,591</b>	<b>6,788</b>	<b>6,992</b>	<b>7,202</b>	<b>7,418</b>
<b>30 Total Paratransit Operating Expenses</b>	<b>5,219</b>	<b>5,632</b>	<b>5,883</b>	<b>6,045</b>	<b>6,212</b>	<b>6,399</b>	<b>6,591</b>	<b>6,788</b>	<b>6,992</b>	<b>7,202</b>	<b>7,418</b>
% increase in expenses	-3.5%	7.9%	4.5%	2.8%	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
<b>31 Total CCCTA Operating Budget</b>	<b>\$ 34,381</b>	<b>\$ 37,023</b>	<b>\$ 39,271</b>	<b>\$ 40,496</b>	<b>\$ 42,104</b>	<b>\$ 43,666</b>	<b>\$ 45,226</b>	<b>\$ 46,719</b>	<b>\$ 48,224</b>	<b>\$ 49,775</b>	<b>\$ 51,379</b>

**County Connection**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

**TEN YEAR FINANCIAL FORECAST NO SB1 \$ In Thousands(ALTERNATIVE DRAFT)**

	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>32 Capital Revenue</b>											
33 Federal 5307	16,722	-	4,435	-	-	989	-	20,368	-	18,969	-
34 State Prop 1B PTMISEA - Rolling Stock	1,580	-	1,005	-	-	-	-	-	-	-	-
35 State Prop 1B PTMISEA - Facility Rehab	800	-	-	-	-	-	-	-	-	-	-
36 State - LCTOP	-	-	375	300	300	300	300	300	300	300	300
37 Lifeline - 1B Population based Bonds	-	-	-	-	300	-	300	-	-	-	-
38 MTC TPI Funds - Stop Access & IT	280	280	200	-	-	-	-	-	-	-	-
39 Bridge Toll Revenue	480	-	100	-	-	80	29	850	-	850	-
40 Transportation Development Act	148	651	474	389	37	350	680	2,330	44	3,872	220
41 To Be Determined	-	-	-	-	-	-	-	4,000	-	-	-
<b>42 Total Capital Revenue</b>	<b>\$ 20,010</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>
<b>43 Capital Projects</b>	<b>\$ 20,010</b>	<b>\$ 931</b>	<b>\$ 6,589</b>	<b>\$ 689</b>	<b>\$ 637</b>	<b>\$ 1,719</b>	<b>\$ 1,309</b>	<b>\$ 27,848</b>	<b>\$ 344</b>	<b>\$ 23,991</b>	<b>\$ 520</b>

**County Connection**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

**TEN YEAR FINANCIAL FORECAST NO SB1 \$ In Thousands(ALTERNATIVE DRAFT)**

	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
44 Beginning Balance	\$ 11,474	\$ 11,672	\$ 10,092	\$ 6,857	\$ 3,269	\$ (624)	\$ (5,408)	\$ (11,063)	\$ (18,829)	\$ (24,830)	\$ (35,116)
45 Estimated TDA 4.0 Allocation	\$ 17,231 2.79%	\$ 17,741 2.96%	\$ 18,312 3.22%	\$ 18,861 3.00%	\$ 19,427 3.00%	\$ 20,010 3.00%	\$ 20,610 3.00%	\$ 21,229 3.00%	\$ 21,866 3.00%	\$ 22,522 3.00%	\$ 23,197 3.00%
<b>TDA 4.0 Needed for Operations and Capital:</b>											
46 Used for Fixed route operations	(16,229)	(18,457)	(20,190)	(21,096)	(22,252)	(23,330)	(24,390)	(25,383)	(26,473)	(27,492)	(28,586)
47 Used for Paratransit operations	(656)	(213)	(883)	(964)	(1,031)	(1,113)	(1,196)	(1,282)	(1,350)	(1,444)	(1,614)
48 TDA Used for Operations	<b>(16,885)</b>	<b>(18,670)</b>	<b>(21,073)</b>	<b>(22,060)</b>	<b>(23,283)</b>	<b>(24,443)</b>	<b>(25,586)</b>	<b>(26,665)</b>	<b>(27,823)</b>	<b>(28,936)</b>	<b>(30,200)</b>
49 Used for Capital Program	(148)	(651)	(474)	(389)	(37)	(350)	(680)	(2,330)	(44)	(3,872)	(220)
<b>50 Ending TDA Reserve</b>	<b>\$ 11,672</b>	<b>\$ 10,092</b>	<b>\$ 6,857</b>	<b>\$ 3,269</b>	<b>\$ (624)</b>	<b>\$ (5,408)</b>	<b>\$ (11,063)</b>	<b>\$ (18,829)</b>	<b>\$ (24,830)</b>	<b>\$ (35,116)</b>	<b>\$ (42,340)</b>
51 Number Of Months of Operating Expenses in Reserve	4.1	3.3	2.1	1.0	(0.2)	(1.5)	(2.9)	(4.8)	(6.2)	(8.5)	(9.9)
52 Percentage of operating budget	33.9%	27.3%	17.5%	8.1%	-1.5%	-12.4%	-24.5%	-40.3%	-51.5%	-70.6%	-82.4%
<b>53 Reserve Percentage of:</b>	<b>FY2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
12%	\$ 4,126	\$ 4,443	\$ 4,713	\$ 4,860	\$ 5,052	\$ 5,240	\$ 5,427	\$ 5,606	\$ 5,787	\$ 5,973	\$ 6,165
54 Amount Above/(Below) Reserve Level	\$ 7,546	\$ 5,649	\$ 2,144	\$ (1,591)	\$ (5,676)	\$ (10,648)	\$ (16,490)	\$ (24,435)	\$ (30,617)	\$ (41,089)	\$ (48,505)
<b>55 16%</b>	<b>\$ 5,501</b>	<b>\$ 5,924</b>	<b>\$ 6,283</b>	<b>\$ 6,479</b>	<b>\$ 6,737</b>	<b>\$ 6,987</b>	<b>\$ 7,236</b>	<b>\$ 7,475</b>	<b>\$ 7,716</b>	<b>\$ 7,964</b>	<b>\$ 8,221</b>
56 Amount Above/(Below) Reserve Level	\$ 6,171	\$ 4,168	\$ 574	\$ (3,210)	\$ (7,361)	\$ (12,395)	\$ (18,299)	\$ (26,304)	\$ (32,546)	\$ (43,080)	\$ (50,561)

**RESOLUTION NO. 2018-017**

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

\* \* \*

**AUTHORIZES FILING APPLICATIONS AND SUPPORTING DOCUMENTS  
WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION  
OF TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE,  
AND RM2 FUNDS FOR FY 2019**

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

WHEREAS, the Transportation Development Act (TDA) (Public Utilities Code Section 99200, *et seq.*), provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Contra Costa for use by eligible applicants for the purpose of public transit; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Code of Regs. Section 6600, *et seq.*) a prospective applicant wishing to receive an allocation from the LTF shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code Sections 99310 *et seq.*; and

WHEREAS, the STA fund makes funds available pursuant to Public Utilities Code Section 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the LTF of Contra Costa County and STA funds will be required by CCCTA in Fiscal Year 2019 for public transit capital and operating assistance; and

WHEREAS, CCCTA is an eligible applicant for TDA and STA funds pursuant to Public Utilities Code Sections 99260(a), 99262, 99275, 99313 and 99314 as attested by the opinion of Authority's Counsel; and

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 (RM2) funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, CCCTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Express Bus Routes are eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which CCCTA is requesting that MTC allocate Regional Measure 2 funds, and

WHEREAS, the certification by CCCTA of assurances is required for the allocation of funds by MTC; and

WHEREAS, CCCTA requires an allocation of these funds for capital and operating assistance to support CCCTA's provision of public transit services in the Central Contra Costa County area for Fiscal Year 2019.

NOW, THEREFORE, BE IT RESOLVED, that CCCTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that CCCTA certifies that the project is consistent with the Regional Transportation Plan (RTP), and be it further

RESOLVED, that CCCTA approves the Express Bus routes operating proposals; and be it further

RESOLVED, that CCCTA approves the certification of assurances; and be it further

RESOLVED, that CCCTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that CCCTA is authorized to submit an application for Regional Measure 2 funds for Express Bus Operations in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that CCCTA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et seq.* and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to CCCTA making allocation requests for Regional Measure 2 funds; and be it further

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



RESOLVED, that CCCTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from any and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of CCCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that CCCTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED by the Board of Directors of the Central Contra Costa Transit Authority that the General Manager, or his designee, is authorized to execute and file appropriate applications, together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA, STA and RM2 funds for Fiscal Year 2019; and be it further

RESOLVED that the General Manager, or his designee, is delegated the authority to make non-substantive changes and minor amendments to the Initial Project Report as he deems appropriate; and be it further

RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claims, and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Regularly passed and adopted this 19th day of April 2018 by the following vote.

Ayes:

Noes:

Abstain:

Absent:

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Rob Schroder, Chair, CCCTA Board of Directors

ATTEST:

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Lathina Hill, Clerk of the Board

To: Board of Directors

Date: 3/29/2018

From: Bill Churchill, Assistant General Manager

Reviewed by: R. Ramacier

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**SUBJECT: Initial Fare Proposal**

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**Background:**

Current budget projections demonstrate that expenses are increasing more rapidly than known revenue streams resulting in an undesirable loss of reserves. In light of these upcoming budgetary challenges staff has begun the process of exploring potential solutions, one reasonable option is raising the current base fare and potentially restructure the current County Connection fare system. The last time fares were increased was in 2009, nearly ten years ago, as a response to the loss in revenue resulting from the economic crises of 2008.

Although the Board approved a fare increase in 2009, it was really adopting a pre-planned fare increase scheduled to take place in 2010 but implemented one year early due to financial necessity. The last fare increase plan was a five year program with a series of pre-scheduled fare increases that was adopted in 2005. Moving forward staff would not recommend a multi-year plan as part of this work since future fare increases would be anticipated to the Clipper fare structure requiring a coordinated agreement with the other east bay operators. As a result, this body of work will focus solely on the non-Clipper fares, i.e. cash, punch cards, monthly cards and transfers.

Since 2009, many neighboring agencies have either increased cash fares, eliminated transfers, or introduced a cash surcharge to encourage Clipper usage. AC Transit, TriDelta Transit, SolTrans and San Joaquin Regional Transit (SJRTD) have all eliminated transfers and SJRTD have eliminated all paper products. As part of our ongoing review of operations and projected revenue, staff has prepared a detailed fare analyses with the goal of simplifying the fare structure and potentially optimizing revenue while mitigating ridership loss. By restructuring the existing fare system staff anticipates more customers will use the Clipper system resulting in faster boarding times with less disputes between operators and customers. Additionally, this will streamline the administrative processes in purchasing, distributing and accounting for a myriad of paper fare products. Finally, and most importantly, staff believes this will increase fare revenue bringing budgetary projections

more in line with anticipated expenses as well as maintain the Authority's fare recovery ratio such that other revenue streams are not compromised such as new the STA Block Grant.

Due to the complexities of modifying transit fares in the current environment this work represents a coordinated multi departmental effort including the Finance department, Planning department and the Marketing department. Staff will continue to use multiple disciplines in order to achieve a successful restructuring of the County Connection fare structure.

### **Proposed Modification to the Existing Fare System:**

#### Cash Fares

Adult cash fares are proposed to be raised to \$2.50, with Senior/Disabled local and express rides increasing to \$1.25. This is in contrast to Clipper single fares, which would remain unchanged (\$2 Adult/\$1 Senior). This is in part an effort to increase revenue as well as a cash surcharge to guide our customers to use Clipper, which speeds fare payment and is easier for the drivers as they can continue focusing on operating the vehicle instead of facilitating cash payments. For purposes of our revenue projection, we assume about half of current cash payers will switch to Clipper payment.

Additionally, an increase to the base fixed route cash fare provides the opportunity to consider raising the ADA paratransit fare from the current \$4.00 per ride to \$5.00 per ride. This will be explored in the public process.

#### Transfers

While increasing the cash fare may seem to be the core element of the proposal, the elimination of paper transfers, will have a much bigger impact on our bottom line. Currently, County Connection has a generous paper transfer policy of two hours on weekdays and up to three hours on weekends. This paper transfer slip allows for unlimited rides during this period. Transfers are particularly vulnerability to fraud and result in the highest number of uncomfortable fare disputes between operators and passengers.

Since transfers will still be available to customers through Clipper, the elimination of paper transfers should provide a significant incentive to shift to the use of the Clipper product. Additionally, as customers make the shift to Clipper and begin using the system staff anticipates more customers will realize the savings of the bargain day pass potentially resulting in increased ridership.

In addition to the elimination of bus to bus paper transfers, staff proposes to eliminate the paper BART transfers, which reduces cash fares by \$1.00. This BART transfer discount will still be available automatically when using a Clipper Card from BART to a County Connection bus. As with

other transit agencies, no reciprocal BART discount is offered when transferring to BART from a County Connection bus. Commuter Cards are a program to purchase 20 bus rides and 20 BART transfer rides, which is proposed for elimination to be replaced by Clipper.

#### Paper Passes

Before the launch of Clipper, County Connection introduced several paper pass products intended to provide a discount and convenience for frequent users. These products include senior and adult punch cards, a paper adult monthly pass, and commuter cards. For all proposals, these are proposed to be eliminated as we now have Clipper. This will reduce staff time delivering the paper passes to various vendors and will incentivize the use of Clipper. Staff will promote the Clipper Day Pass to replace many of these paper products.

#### Senior Midday Free

In January 2014, the Senior Midday Free Fare from 10am to 2pm was introduced. Since then, we have heard anecdotally from operators that abuse such as getting a paper transfer from a 'free bus' for subsequent use, as well as other anecdotes that seniors have just shifted trips they already intended to make outside of the free midday. With Clipper, seniors can still ride for only \$1.00 for a single fare, and \$1.75 with Clipper Day Pass. Staff proposes to eliminate the Senior Midday Free Fare from 10am to 2pm.

#### Express Fares

All cash fare increases will subsequently eliminate the current higher fare surcharge for express routes. This will streamline our system and will allow for more seamless use of parallel routes for regular pass holders.

#### Summer Youth Pass

As part of this proposal, the Summer Youth Pass will be modified to become an unlimited pass for \$60 for the whole summer. The previous Youth Pass was a punch card for 20 rides for \$15. This change is proposed to be consistent with our neighboring transit agencies and may induce more ridership due to the unlimited nature of the pass as opposed to youth riders rationing their punch card trips.

#### Clipper

For current Clipper users, nothing will change except the possible elimination of the Senior Midday Free. One issue that will effect revenue is our agreement with the Clipper fare contractor, which charges a transaction fee of around 6% per fare.

County Connection will work to promote Clipper use including the Clipper Only Day Pass, which is automatically loaded when two fares on County Connection, Wheels, Tri-Delta, or WestCat are

purchased via your Clipper Card. This is commonly called an accumulator pass, which caps maximum fares. A day pass is \$3.75 for Adults and \$1.75 for Senior/Disabled. Day Passes are underutilized at this time as only about 70 or so day passes are sold per month on our buses. In contrast, nearby properties like SamTrans sell over 15,000 day passes per month. If one takes two buses a day or more per day outside of the transfer window, converting to a day pass from two cash fares will actually be a fare decrease as you save a quarter from current fares and \$1.75 when fares increase to \$2.50, or \$5 for two fares. In addition, the elimination of paper transfers will likely induce more Clipper use as that will be the only way to transfer for free.

For a more simplified summary of the proposed modification please refer to the chart below:

<b>Proposed Fare Modification</b>			
<b>Fare Type</b>	<b>Existing Cost</b>	<b>Proposed Cost</b>	<b>Details</b>
<b>Cash</b>			
Adults and Youth over 6 years old Local	\$ 2.00	\$ 2.50	Regular routes
Adults and Youth over 6 years old Express	\$ 2.25	\$ 2.50	Express routes (90 series routes) (Express fare to be eliminated and combined with local)
Children under 6 years old	Free	Free	When accompanied by an adult
Senior (65+)/Medicare	\$ 1.00	\$ 1.25	All regular and express routes
Senior (65+)/Medicare 10am-2pm	Free	\$ 1.25	All routes between 10am - 2pm every day (to be eliminated)
Paper Transfers	Free	-	Paper transfers good for 2 hours weekdays, 3 hours weekends (to be eliminated)
BART Transfer: Adult/Youth	\$ 1.00	-	With BART paper transfer ticket (to be eliminated)
BART Transfer: Senior/RTC/Medicare	\$ 0.50	-	With BART paper transfer ticket (to be eliminated)
<b>Paper Passes (to be eliminated)</b>			
Regular Monthly East Bay Pass	\$ 60.00	-	Unlimited rides for one calendar month on all regular routes on County Connection, TriDelta Transit, Wheels, and WestCAT.
Express Monthly East Bay Pass	\$ 70.00	-	Unlimited rides for one calendar month on all express routes on County Connection, TriDelta Transit, Wheels, and WestCAT.
Adult/Youth 12-Ride Pass	\$ 20.00	-	12 rides on County Connection regular routes (a \$24 value)
Adult/Youth 12-Ride Express Pass	\$ 23.00	-	12 rides on County Connection express routes (a \$27 value)
Senior/RTC/Medicare 20-Ride Pass	\$ 15.00	-	20 rides on regular or express routes (a \$20 value)
Commuter Card	\$ 40.00	-	20 ride on regular routes and 20 BART transfer rides with BART transfer ticket (a \$60 value)

Clipper (No proposed changes due to required coordination with East Bay Small Operators)			
East Bay Day Pass Accumulator - Adult	\$ 3.75	\$ 3.75	Adults/Youth: Fares on County Connection, TriDelta Transit, Wheels, and WestCAT routes are capped at this maximum daily fare with use of e-cash.
East Bay Day Pass Accumulator - Senior/Disabled	\$ 1.75	\$ 1.75	Senior/Disabled: Maximum daily fare
East Bay Regional 31-day pass - local routes	\$ 60.00	\$ 60.00	Accepted for local bus service on County Connection, TriDelta Transit, Wheels, and WestCAT (except Lynx).
East Bay Regional 31-day pass - express routes	\$ 70.00	\$ 70.00	Accepted for express bus service on County Connection, TriDelta Transit, Wheels, and WestCAT (except Lynx).
BART Clipper transfers - Adult	\$ 1.00	\$ 1.00	Clipper transfer credit automatically given coming from BART.
BART Clipper transfers - Senior/Disabled	\$ 0.50	\$ 0.50	Clipper transfer credit automatically given coming from BART.
Clipper transfers (Internal)	Free	Free	2 hour transfer automatically given on Clipper.

Although the proposed modification to the existing County Connection fare structure and rate is rather bold, it is in keeping with the direction that other transit agencies within the region are already moving to. Additionally it is important to keep in mind this is just an initial proposal that requires a public outreach process as well as a Title VI analyses and a fare equity analyses. Staff will bring back to the committee the results from each of these processes which will also provide the opportunity to modify the proposal as the committee and the Board deems necessary.

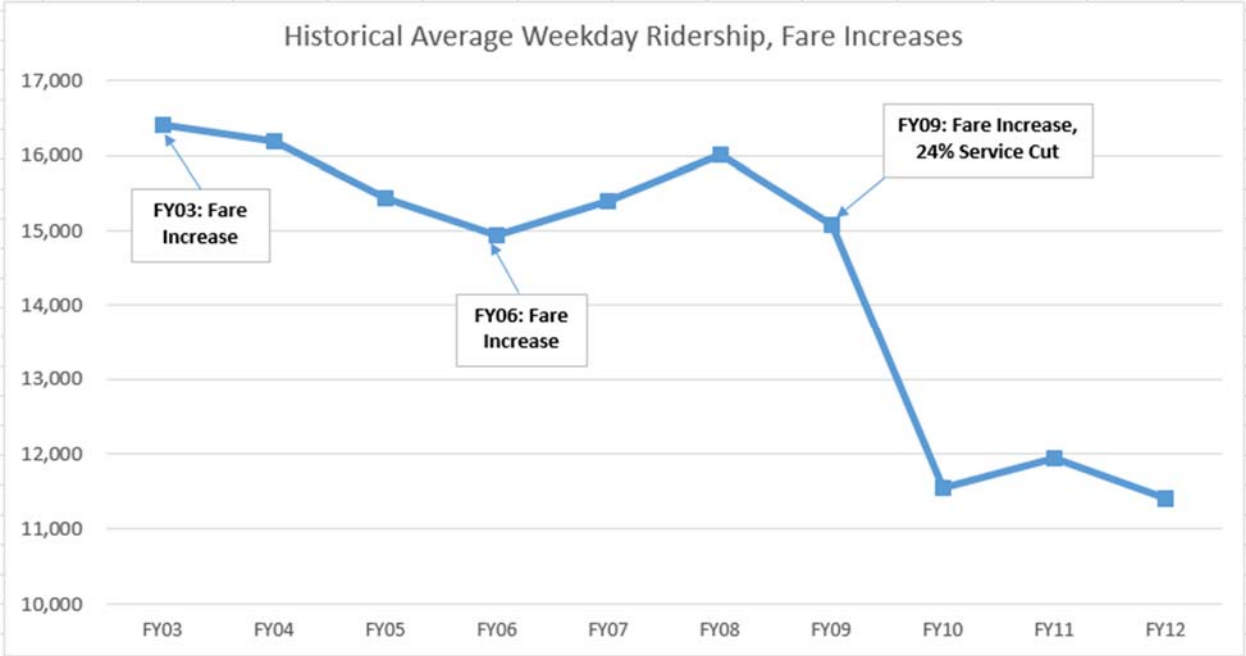
#### **Public Outreach:**

Staff anticipates a high level of public interest and will conduct extensive public outreach. In addition to public meetings and a public hearing, the public will have the opportunity to comment via email, calling customer service, and on all County Connection social media platforms. All information associated with the fare proposal will be readily available on our website. County Connection staff, with the support from legal counsel, will also complete Title VI and a Fare Equity Analysis. Comments received during the public outreach process and all reports will be made available to the committee and the Board before a decision on fares or fare structure is finalized.

#### **Financial Implications:**

There are two significant factors that will have an impact on projected revenues from the proposed modification to the County Connection fare structure. The most difficult factor to estimate is the loss in ridership due to a fare increase. Fare elasticity has long been troublesome for the transit industry given the wide array of variables from income levels, car ownership, gas prices, trip frequency, among others. A frequently-used rule-of-thumb, known as the Simpson – Curtin rule, is that each 3% fare increase reduces ridership by 1%. Like most rules-of-thumb, this

can be useful for rough analysis but it is too simplistic and outdated for detailed planning and modeling. Due to variability and uncertainty it is preferable to use ranges rather than point values for elasticity analysis. Based on the studies reviewed, it is suggested that any time a bus transit agency raises fares there should be an expected reduction of 10 to 25 percent in riders. County Connection has never experienced anything like this after a fare increase, following the fare increase in 2003 ridership fell by 1.3% and following the fare increase in 2006 ridership actually went up by 3.1%. Following the fare increase in 2009 ridership plunged by a large margin but staff links the drop in ridership to the 24% reduction in service provided and not the increase in fares. However despite County Connection’s historically low sensitivity to elasticity, staff does believe there will be a negative impact to raising fares. The current year to date data collected has demonstrated about a 3% drop in ridership without modifying the current fare structure, therefore staff estimates with current ridership erosion that and a fare increase will result in a loss of ridership ranging from 5% to 10%.



The second factor that is difficult to calculate is the rate at which customers will adopt the Clipper card as a result of both the increase of the fares and the elimination of the paper products. Since the Clipper card maintains the benefits of the paper products such as free transfers and has additional products discounting fares such as the day pass as well as the cost per transaction to County Connection for customers using the system, it is imperative for staff to estimate the number of non-Clipper customers making the transition to Clipper. With the absence of significant data to make this calculation staff has estimated that 50% of the non-Clipper passengers will make this transition.

Using these two projections staff estimates projected increase in fare revenue of \$909,000 assuming a 10% drop in ridership to \$1,130,000 assuming ridership only decreases 5%. Since fare elasticity is so difficult to pin down staff believes it is more productive to provide a reasonable range for potential ridership decreases. The following chart provides more detail regarding projected revenue increases. The chart assumes 50 percent of the current non-Clipper users will make the transition to the Clipper system. Additionally as staff conducts more public outreach and conducts a fare equity analyses these assumptions may change. Staff will bring updated financial analyses to the committee if changes are made.

<b>Proposal: Discontinue Paper Products, \$2.50 Adult Cash Fare</b>			
<b>Existing Revenue by Fare Type</b>		<b>Estimated Revenue with Ridership Impacts</b>	
Fare Media, (Proposed Changes)	Total Existing Revenue	5% Drop	10% Drop
12 Ride Punch (to be eliminated)	\$ 435,441		
Senior 20 Ride Punch (to be eliminated)	\$ 44,196		
Commuter Card (to be eliminated)	\$ 33,262		
Monthly Pass (now Clipper-only)	\$ 139,991	\$ 222,665	\$ 206,812
Summer Youth Punch (to be replaced)	\$ 18,000		
Midday Free (to be eliminated)	\$ -		
Paper Bus Transfers (to be eliminated)	\$ -		
Paper BART Transfers (to be eliminated)	\$ 129,566		
Clipper	\$ 591,977	\$ 2,194,158	\$ 2,037,937
Subtotal (Non-Cash)	\$ 1,392,433	\$ 2,416,824	\$ 2,244,749
Cash	\$ 1,250,953	\$ 1,408,090	\$ 1,307,836
<b>Total Annual Revenue</b>	<b>\$ 2,643,387</b>	<b>\$ 3,824,914</b>	<b>\$ 3,552,585</b>
<b>Total Additional Revenue</b>		<b>\$ 1,181,527</b>	<b>\$ 909,199</b>

**Recommendation:**

Staff is seeking authorization to start the public process as required by our public participation board policy as well as federal Title VI Fare Equity requirements. This will include a series of public workshops, public announcements in various local media outlets, and a public hearing at the board. In addition, customer service will take public comments over the phone and via email concerning the fare proposal.

**Action Requested:**

The A & F Committee and staff request the Board authorize staff to conduct the public review process on the attached fare restructuring proposal. Once completed, staff will bring all findings and information back to A&F and the Board with a final recommendation.



**To:** Board of Directors

**Date:** 04/11/2018

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

**Reviewed by:**

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**SUBJECT: Draft Service Restructure Proposal**

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**Background:**

In an effort to understand our current ridership trends and changing demographics, County Connection staff prepared a Comprehensive Operational Analysis (COA), which was completed in January 2018. The COA has provided staff with the foundation for a data-driven planning effort to restructure County Connection's service focused on increased productivity. The last time our system was significantly overhauled was in Spring 2009 and we acknowledge that a number of factors have changed. Housing developments, traffic patterns, demographic shifts, job centers and increased congestion all contribute to changing transit needs.

Staff recognizes the need to halt the downward ridership trend by shifting revenue hours to areas with the greatest potential for successful transit. In areas where traditional public transit service is currently not productive, County Connection would pursue other transit alternatives. Transit agencies across the nation are testing various forms of Microtransit. County Connection has implemented the Microtransit App for the Alamo Creek service and LAVTA replaced unproductive routes by subsidizing fares for riders using Lyft, Uber, or a Taxi in those areas. These types of transit alternatives will be considered as staff further develops the service restructure plan, with Board feedback.

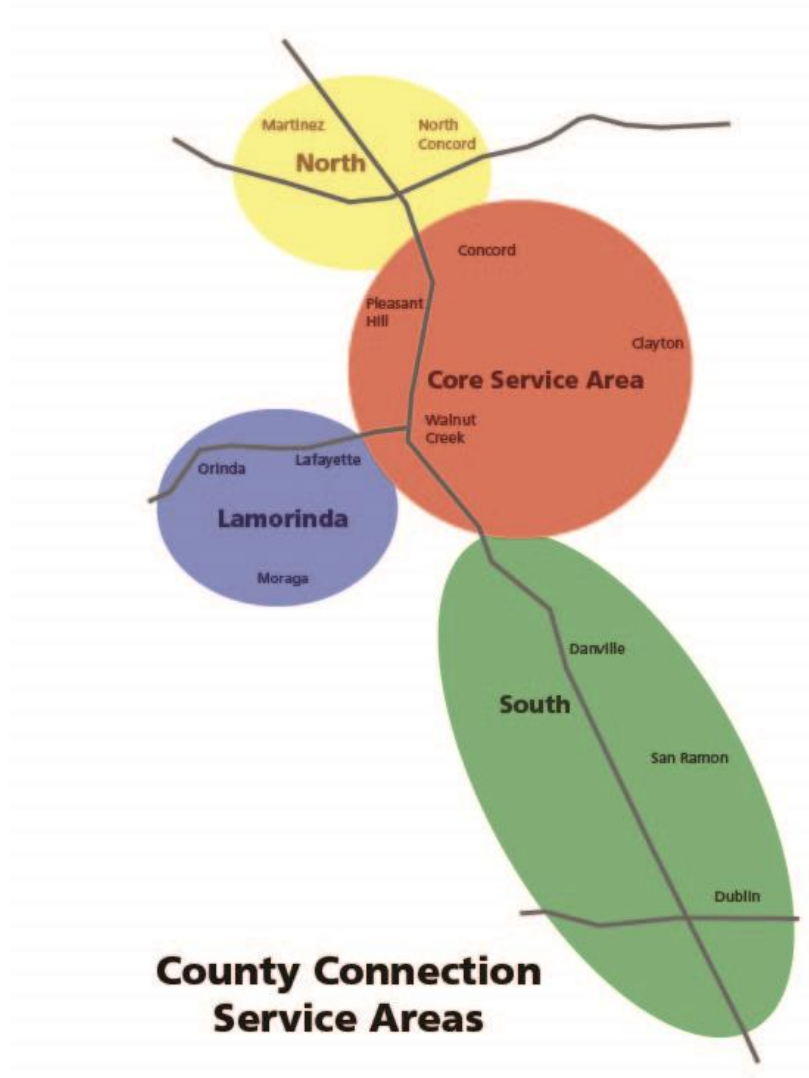
In addition to focusing on providing a more productive service, staff also recognizes the projected budgetary constraints. Revenues for transit have not kept up with expenses and our current budget projects a deficit in FY 2023. By making service adjustments that increase productivity and reduce costs, County Connection will be better positioned to address future financial constraints. It should be noted that this service proposal assumes SB1 will not be repealed in November. However, if SB1 is repealed, staff will develop a different plan with more drastic service cuts.

A brief summary of the proposed changes will be described below. Given the scope of the proposed service restructure, staff recommends a thorough public comment period. Therefore, the earliest we could implement a service change would be Spring 2019. Staff has begun the process by presenting the plan to the O&S Committee over the last couple of months. In addition

to the feedback received from the Committee, County Connection staff has met with various stakeholders including the ATU's leadership and staff from various cities in our service area. For the most part, stakeholders have been receptive to the plan and the overarching goal of increased productivity. Staff requests comments from the Board before initiating the public comment process. The public comment process will include outreach to partner transit agencies, various stakeholders throughout the service area, community meetings, public workshops, and a public hearing.

**Proposed Service Restructure Summary:**

Planning staff has divided the changes into four regions, the Core, North, South, and Lamorinda. A change matrix with level of service implications for every route is available as an attachment. A complete system map of the proposed network will be presented at the Operations and Scheduling Meeting. No changes are proposed to the supplemental '600' series routes timed to school bell times. Costs will be determined in the future when our scheduling department can input the changes into our scheduling software in a new 'runcut', or operator bid that creates shifts for drivers.



## Core Service Area Restructure Concepts

- Streamline Route 19 to use Concord Ave. instead of going to Concord BART via Sun Valley Mall.
- Streamline Route 9 by eliminating routing to JFK, Patterson Blvd., and Oak Park Blvd.
- Realign Route 18 to service Patterson Blvd., and Oak Park Blvd. and adjust trip times to meet school bell times; consider routing along Taylor Blvd. instead of Viking Dr.
- Create a new alignment for Route 10 to turn around at Washington/Michigan instead of the Ayers Rd./Kirker Pass loop. End 50% of peak trips at this loop that currently continues on to Marsh Creek Rd. in Clayton. Only one quarter of the ridership rides past Kirker Pass
- Extend Route 14 to Walnut Creek BART to expand access to jobs from the Monument Corridor. Increase frequencies to every 30 minutes.
- Terminate Route 15 at Pleasant Hill BART (it will no longer service Walnut Creek BART, this will be covered by Route 14
- Eliminate Route 1M and Route 2 due to low ridership and poor efficiency
- Realign Route 95X to exit Hwy. 680 at S. Main St., to provide direct access to Downtown Walnut Creek from the south and avoid congestion
- Eliminate Route 301 to Rossmoor due to low ridership
- Extend 311 to John Muir Hospital to cover the Ygnacio Valley Rd. portion of 301
- Increase frequency on Route 4 from 15 minutes to 12 minutes
- Adjust times, where possible, on local routes to meet school bell times in the Pleasant Hill area
- Eliminate Route 315 due to low ridership

## North Restructure Concepts

The main changes to the north service area include:

- Split Route 28 in half and retain its Martinez-DVC segments
  - New alignment with 2-way Walmart service
  - Eliminate service to Marsh Rd./Arnold Industrial Way
  - Add service to the Arnold/Morello high ridership corridor
  - Eliminate small, light industrial segment of Howe Rd.
- Create a new Route 27 to serve North Concord
  - Create new North Concord BART connections
  - Allocate at least two revenue hours of service for loop
  - Replace current Route 627, with more frequent service
- Add Route 98X peak trips to connect with Amtrak in Martinez

## Lamorinda Restructure Concepts

- Eliminate Route 25 due to low ridership
- Potentially increase peak service on Route 6

## South Restructure Concepts

- Eliminate Route 36, but retain coverage on its productive northern alignment with an extended Route 35. Review alternate transit options for San Ramon
- Extend Route 35 to Crow Canyon Rd., roughly double frequency of service
- Eliminate Route 97X and increase peak Route 35 frequency. Route 35 has similar travel times to the current Route 97X from East Dublin BART and Bishop Ranch. Route 97X has also has low ridership. This proposal requires additional discussion with Bishop Ranch
- Remove Alcosta Blvd. from Route 92X to speed up run times

### **Financial Implications:**

Based on preliminary calculations, staff projects the draft service restructure proposal will reduce costs by approximately \$1M. This is an initial projection and will be refined as the proposal is adjusted.

### **Recommendation:**

The O&S Committee and staff recommend that the Board receive an hour long presentation at the April Board meeting to review the draft service restructure proposal. Afterwards, board members will have the opportunity to provide feedback and any further direction.

### **Action Requested:**

The O & S Committee and staff requests that the Board authorize staff to release it for a public review process. This review will include a formal public hearing, meetings with stakeholders and public interest groups, community meetings, and other interested parties. Staff will complete a comprehensive Title VI analysis which will include legal review. Once completed, staff will bring all findings and information back to O&S and the Board with a final recommendation.

### **Attachment:**

PowerPoint presentation, to be presented at Board meeting.

# Draft Service Restructure

1

April 19, 2018

# Background

2

- County Connection has not made a major service change since 2009
- Ridership continues to decline
- Costs have gone up with no significant new revenue
- Some routes have been allowed to remain with poor efficiency
- Goal of increasing efficiency, improving ridership, exploring alternative service delivery options and ensuring long term sustainability

# Proposed Systemwide Annual Impacts

3

<b>Existing Annual Revenue Hours (FY17):</b>	<b>Proposed Annual Revenue Hours</b>
<b>220,933</b>	<b>202,085</b>
<b>Existing Annual Revenue Miles (FY17):</b>	<b>Proposed Annual Revenue Miles:</b>
<b>2,473,965</b>	<b>2,264,164</b>

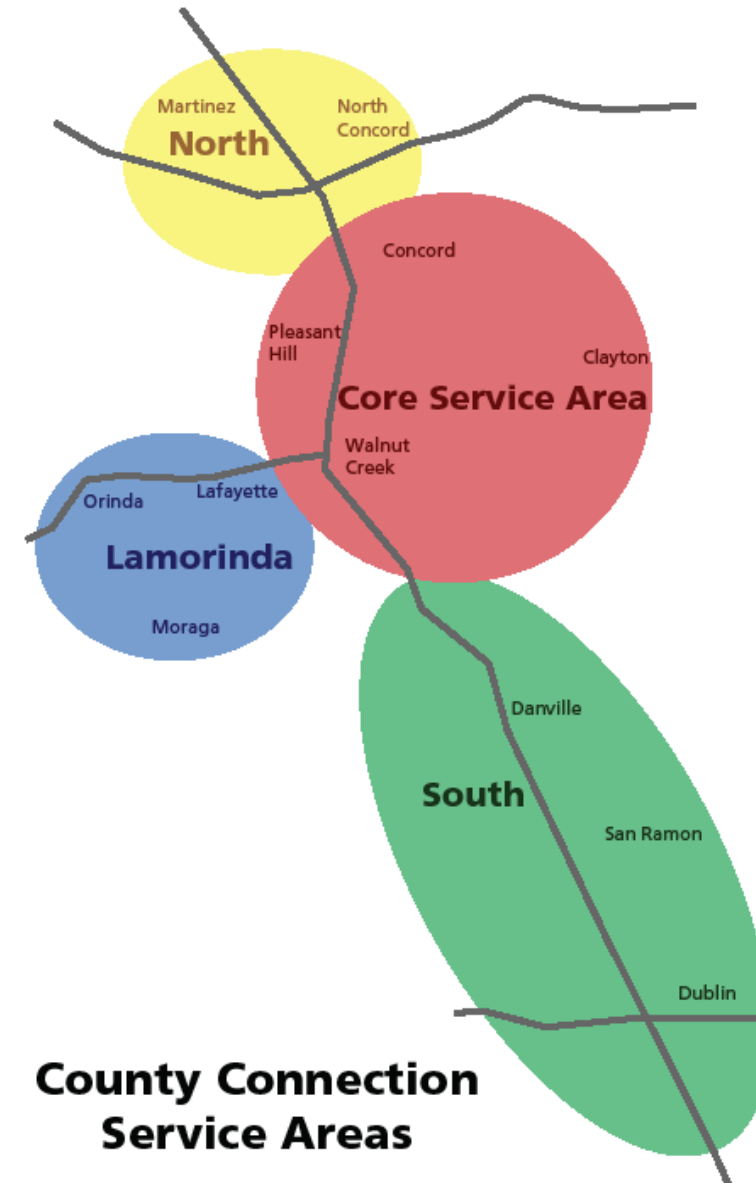
# Service Areas

North: Martinez, North Concord

Core: Concord, Pleasant Hill, Walnut Creek, Clayton

Lamorinda: Lafayette, Moraga, Orinda

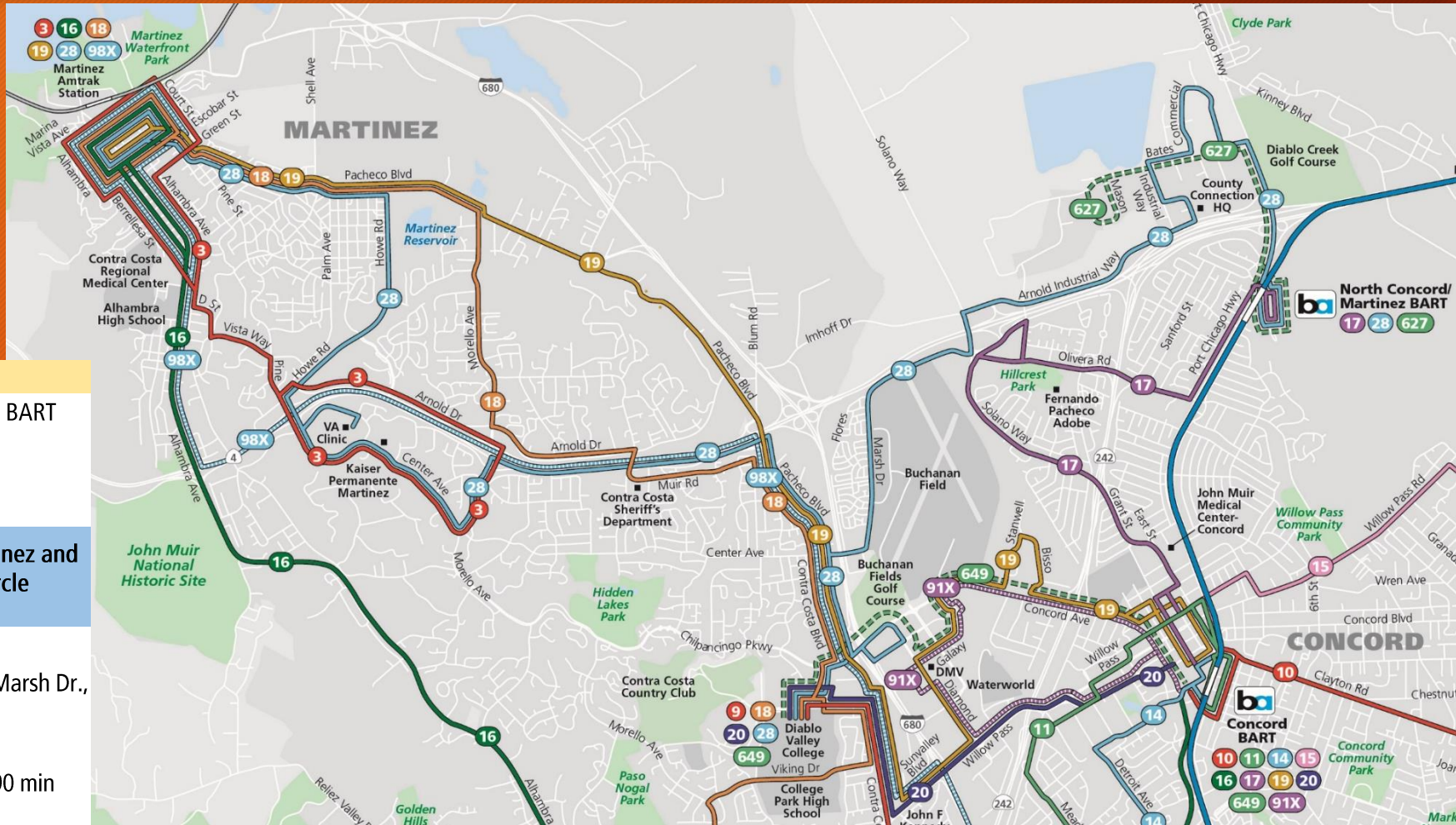
South: Danville, San Ramon, Dublin





# Martinez Existing Service Profile

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## 19-AMTRAK/BART Concord

Amtrak, Pacheco Blvd., Concord BART  
6:05am to 7:53pm

Frequency: every 120 min

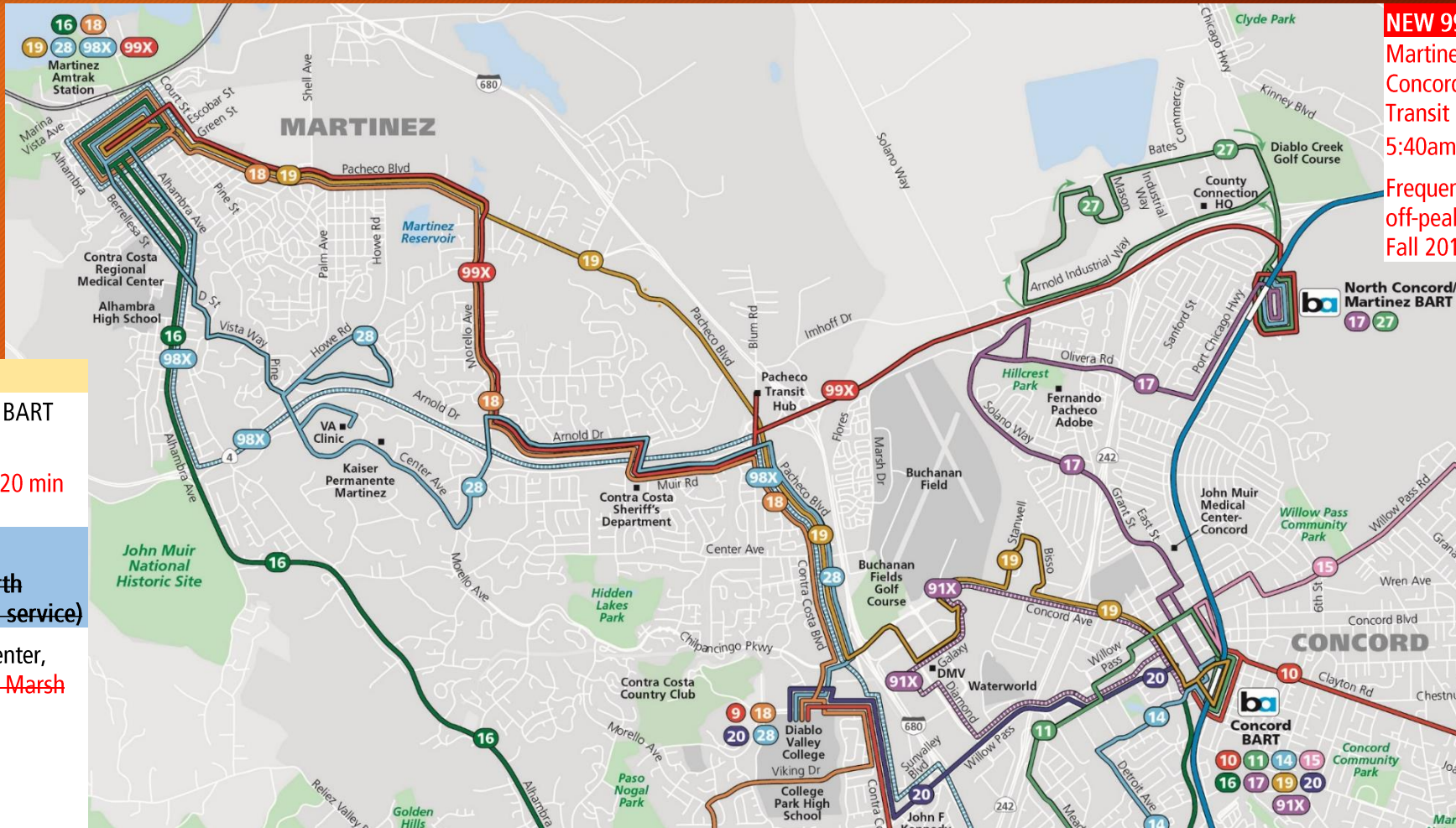
## 28-BART North Concord/Martinez and 627-North Concord/Mason Circle (limited service)

Amtrak, Veteran's Clinic, DVC, Marsh Dr.,  
North Concord BART  
5:45am to 8:56pm

Frequency: every 75 min peak/ 90 min  
off-peak. 627 2 trips/day

# Martinez Proposed Service Profile

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## 19-AMTRAK/BART Concord

Amtrak, Pacheco Blvd., Concord BART  
6:05am to 7:53pm

Frequency: every 60 min peak/ 120 min off-peak

## 28-Martinez/DVC and 627-North Concord/Mason Circle (limited-service)

Amtrak, CC Regional Medical Center, Walmart, Veteran's Clinic, DVC, ~~Marsh Dr.~~, North Concord BART  
7:00am to 7:00pm

Frequency: every 80 min

**NEW 99X-Martinez/BART Express**  
Martinez Amtrak to North Concord/Martinez BART via Pacheco Transit Hub  
5:40am to 7:18pm  
Frequency: every 30- 45 min peak / none off-peak. LCTOP Funded)- Implemented Fall 2018

# North Restructure Concepts: Overview

7

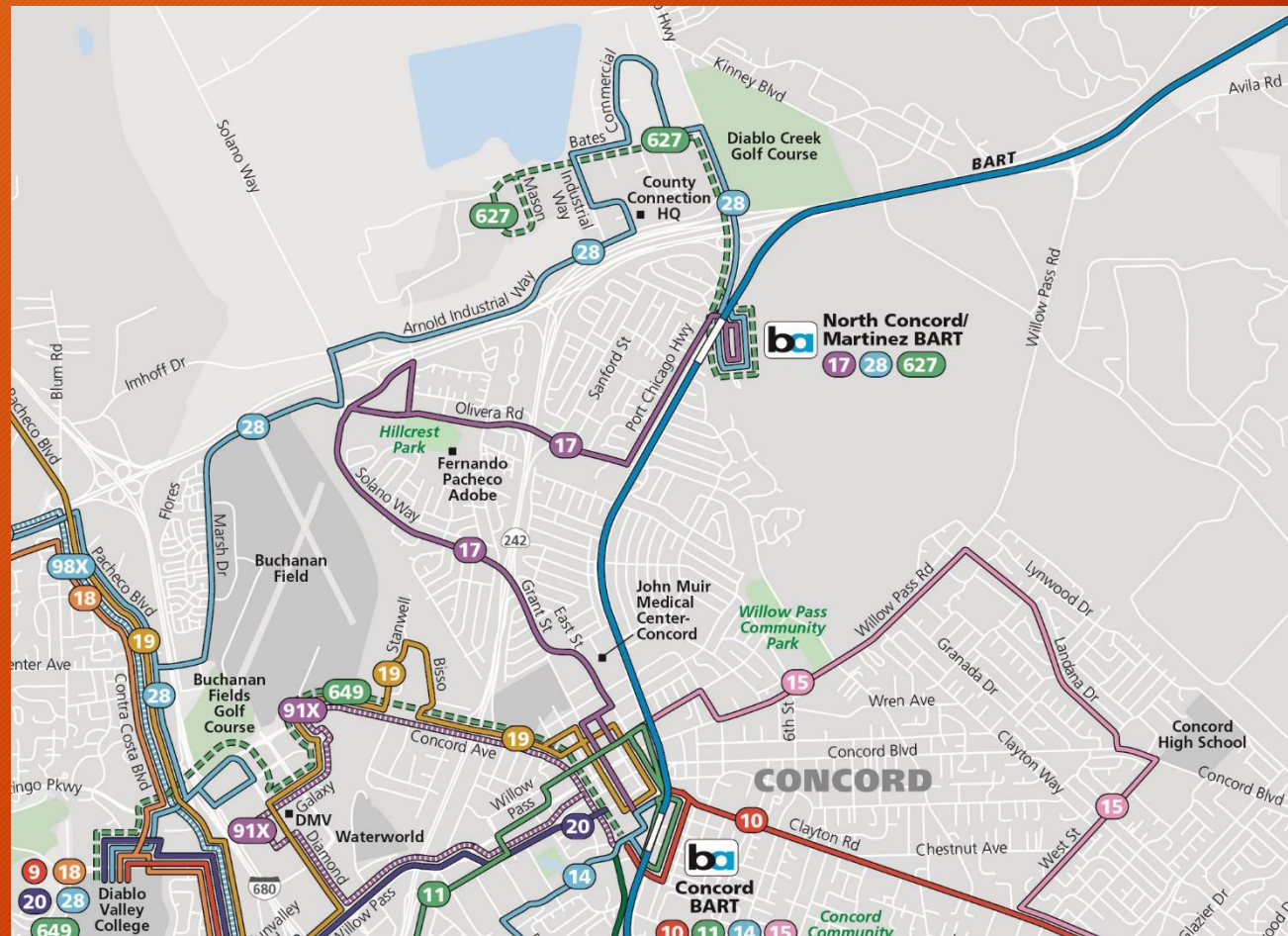


# North Concord Existing Service Profile

8

**28-BART North Concord/Martinez and  
627-North Concord/Mason Circle  
(limited service)**

Amtrak, Veteran's Clinic, DVC, Marsh Dr.,  
North Concord BART  
5:45am to 8:56pm  
Frequency: every 75 min peak/ 90 min  
off-peak. 627 2 trips/day



# North Concord Proposed Service Profile

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## NEW 27 -BART North Concord- Martinez/Arnold Industrial

North Concord BART, Arnold Industrial  
Way, Bates, Port Chicago Hwy

7:00am to 6:30pm

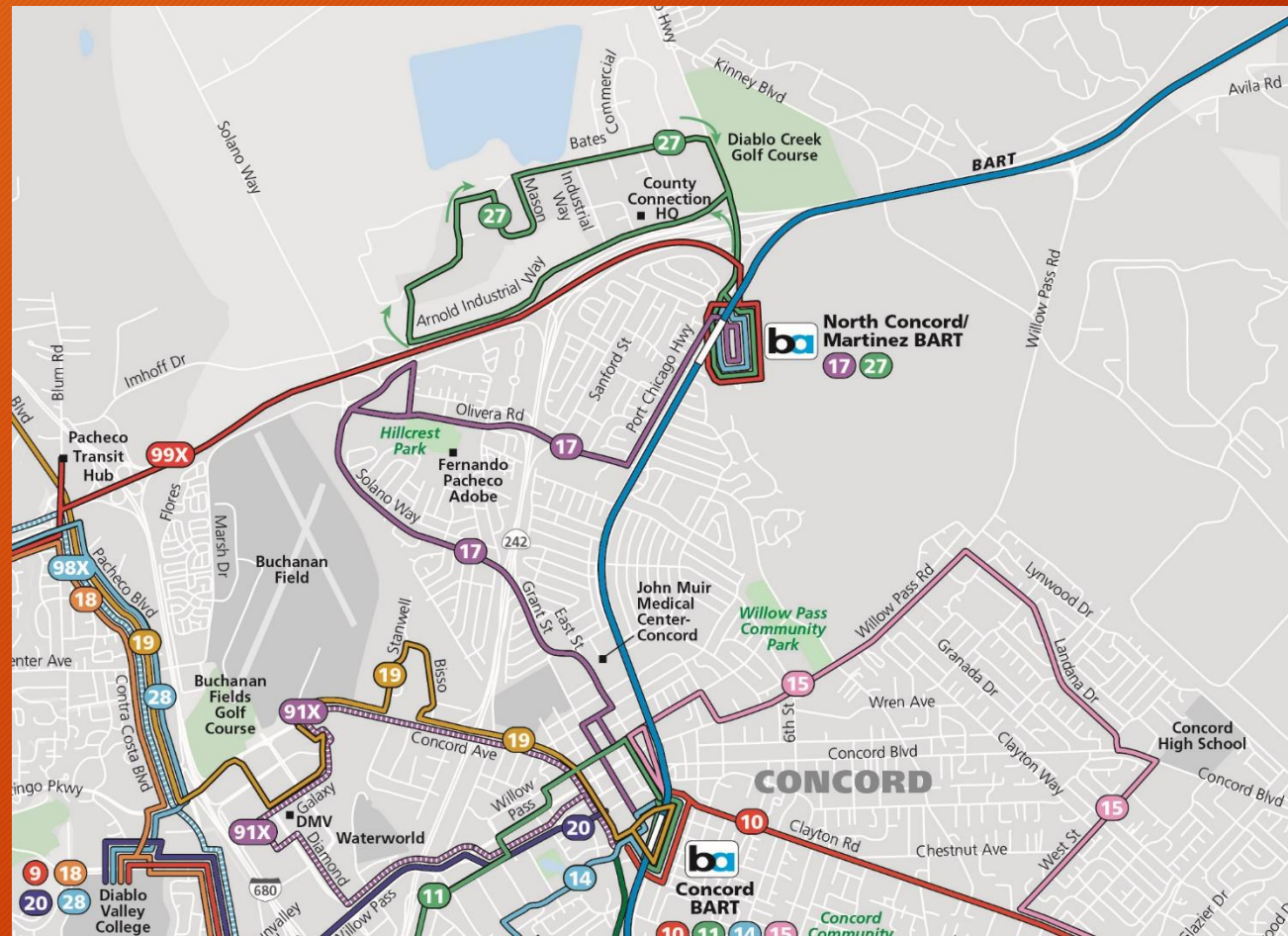
6-10 one-way loop trips (TBD)

## 28-Martinez/DVC and 627-North Concord/Mason Circle (limited service)

Amtrak, CC Regional Medical Center,  
Walmart, Veteran's Clinic, DVC, Marsh  
Dr., North Concord BART

7:00am to 7:00pm

Frequency: every 80 min



## NEW 99X-Martinez/BART Express

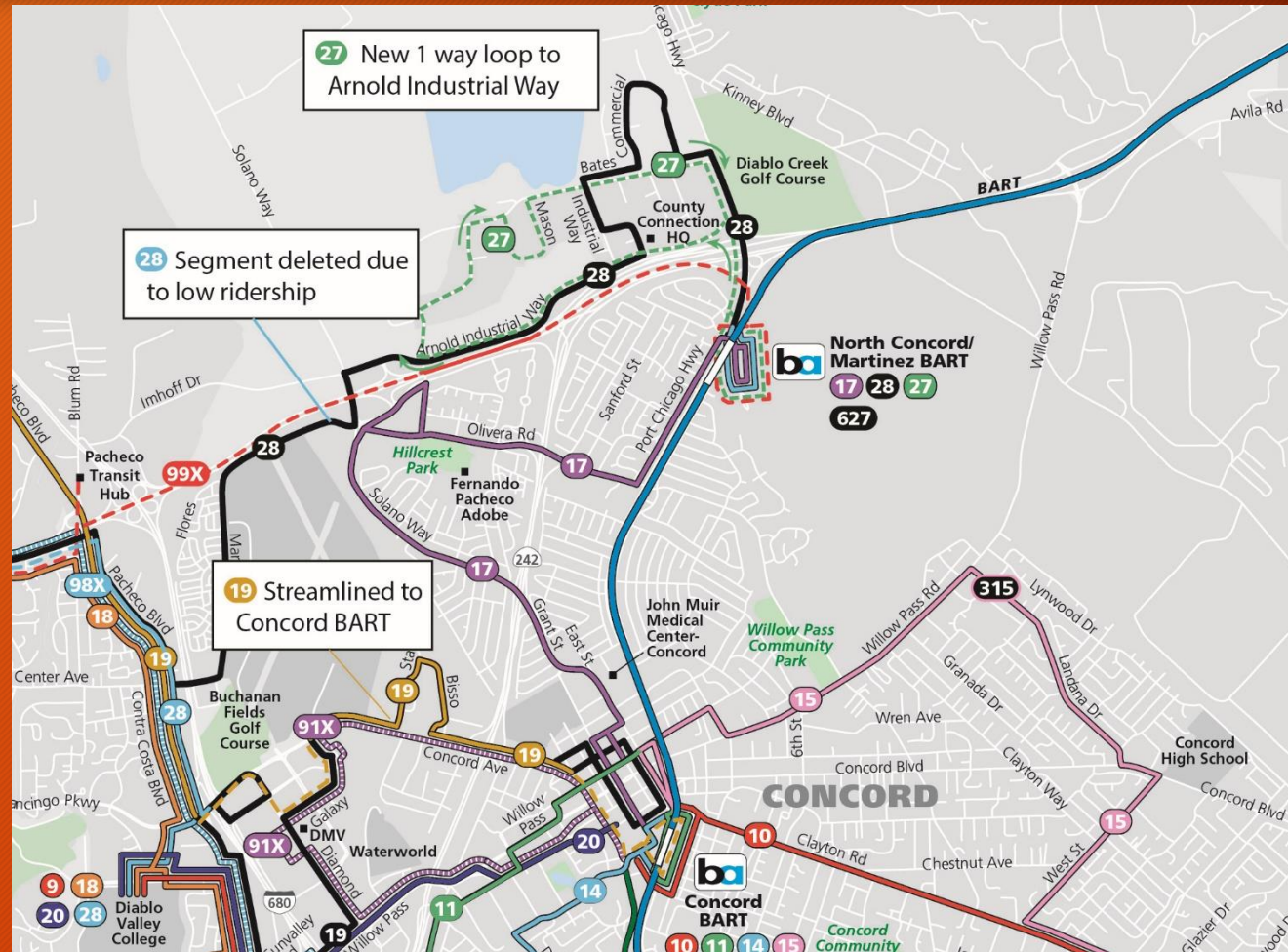
Martinez Amtrak to North  
Concord/Martinez BART via Pacheco  
Transit Hub

5:40am to 7:18pm

Frequency: every 30- 45 min peak / none  
off-peak. LCTOP Funded)- Implemented  
Fall 2018

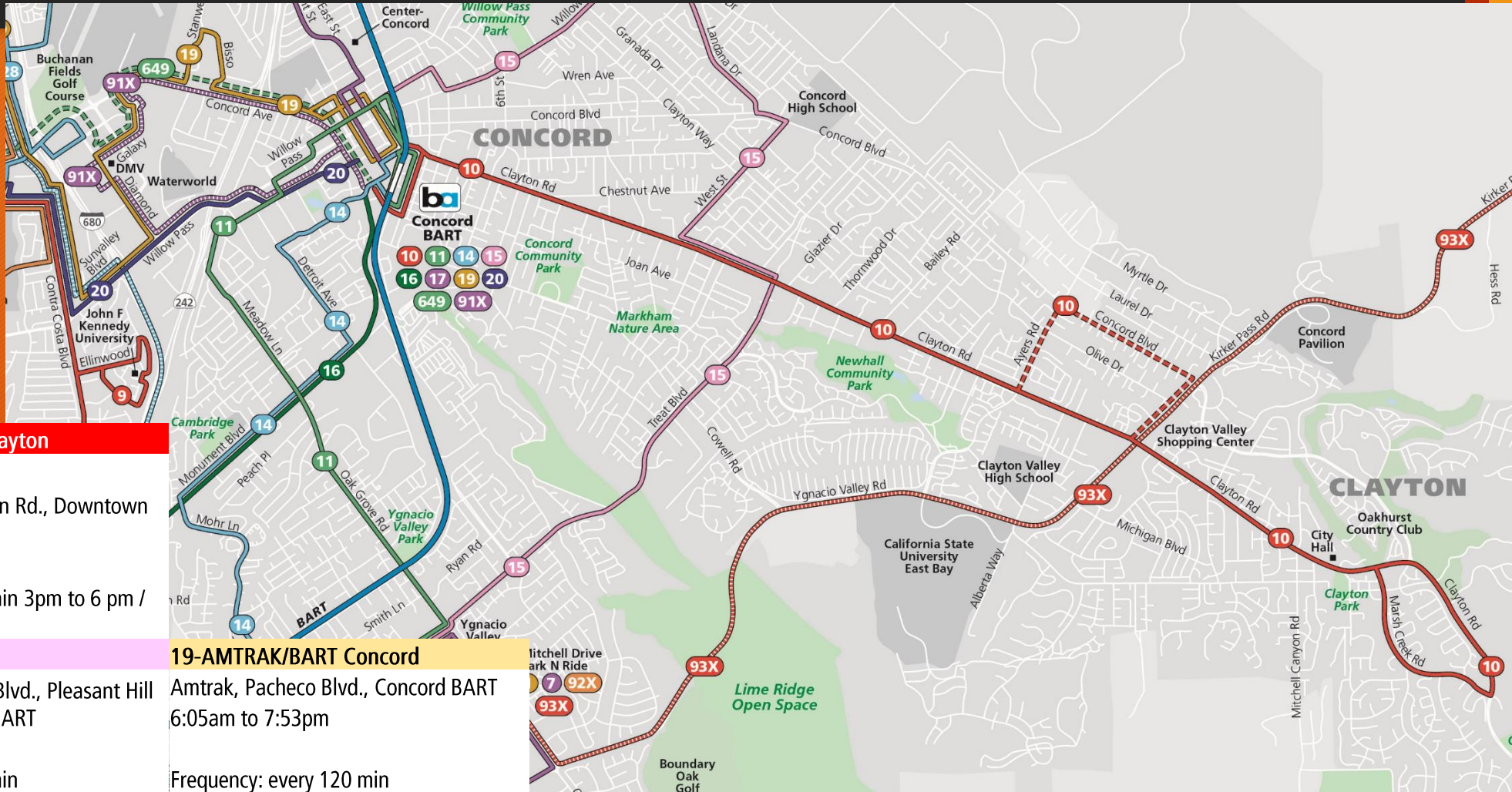
# North Restructure Concepts: North Concord

10



# Concord/Clayton Existing Service Profile

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### 10-BART Concord/Clayton

Concord BART, Clayton Rd., Downtown Clayton (all trips)  
5:06am to 11:03pm  
Frequency: every 15 min 3pm to 6 pm / 30 minutes off-peak

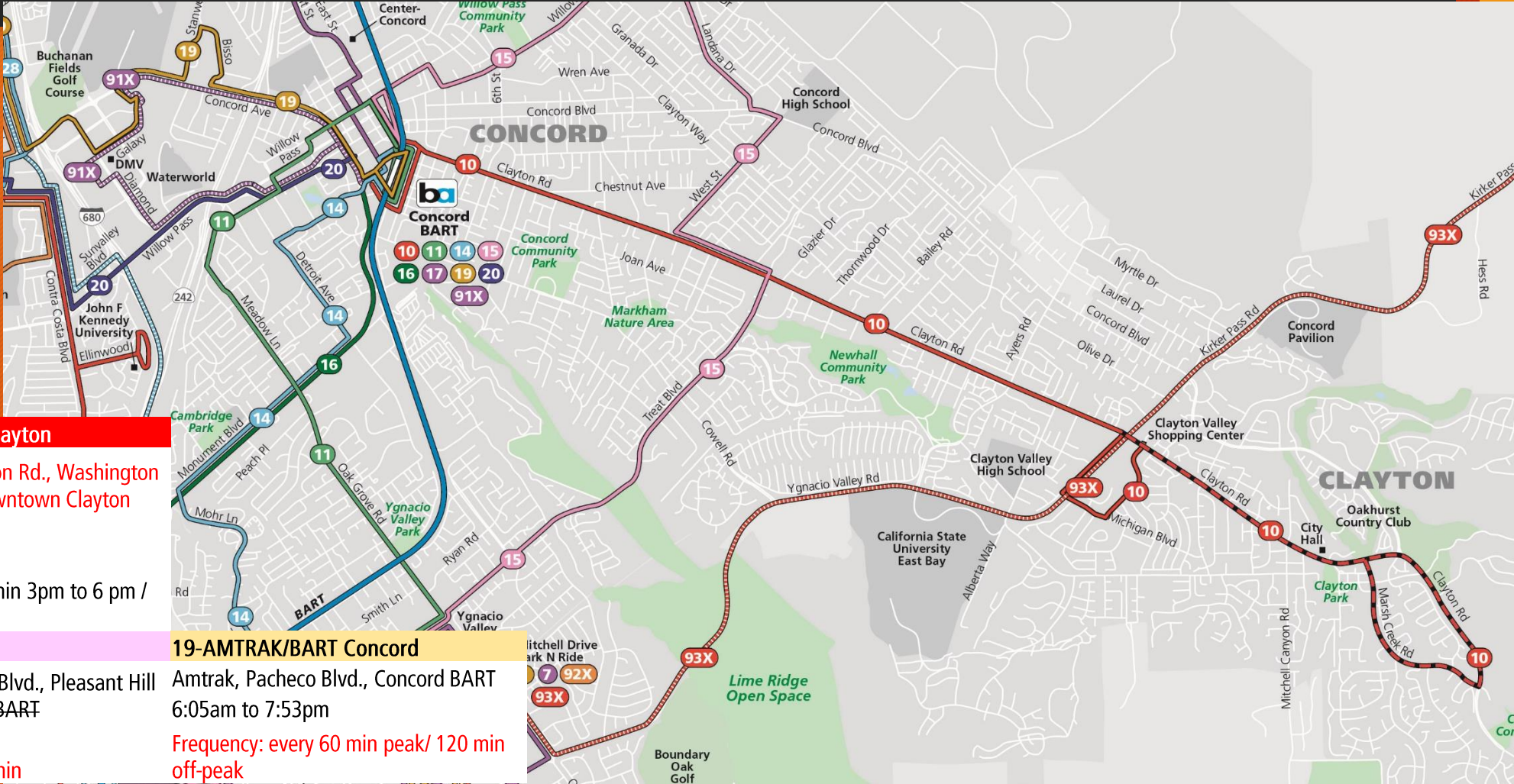
### 15-Treat Blvd

Concord BART, Treat Blvd., Pleasant Hill BART, Walnut Creek BART  
5:35am to 8:44pm  
Frequency: every 65 min

### 19-AMTRAK/BART Concord

Amtrak, Pacheco Blvd., Concord BART  
6:05am to 7:53pm  
Frequency: every 120 min

# Concord/Clayton Proposed Service Profile



**10-BART Concord/Clayton**

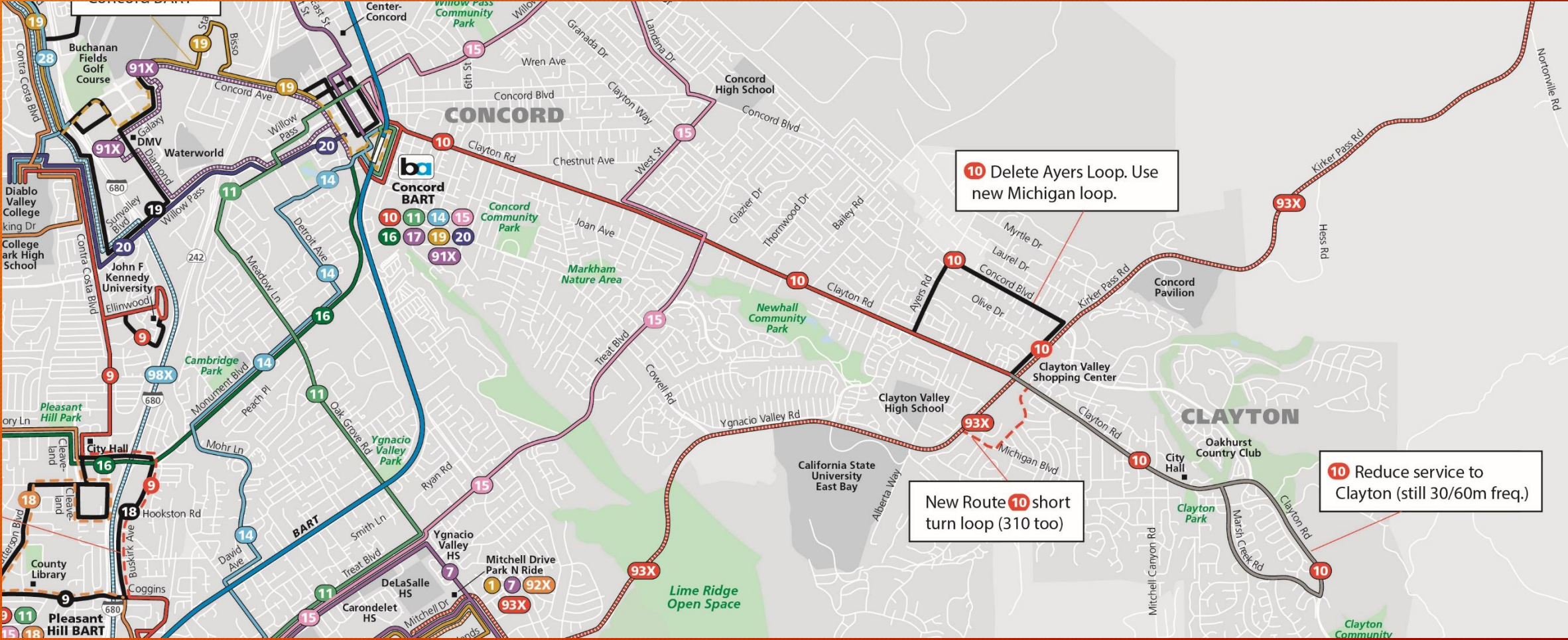
Concord BART, Clayton Rd., Washington Blvd (select trips) Downtown Clayton (select trips)  
 5:06am to 11:03pm  
 Frequency: every 15 min 3pm to 6 pm / 30 minutes off-peak

**19-AMTRAK/BART Concord**

Amtrak, Pacheco Blvd., Concord BART  
 6:05am to 7:53pm  
 Frequency: every 60 min peak/ 120 min off-peak



# Core Restructure Concepts: Concord/Clayton Overview



# Walnut Creek Overview Existing Service Profile

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## 1M-BART Walnut Creek/John Muir Medical Center

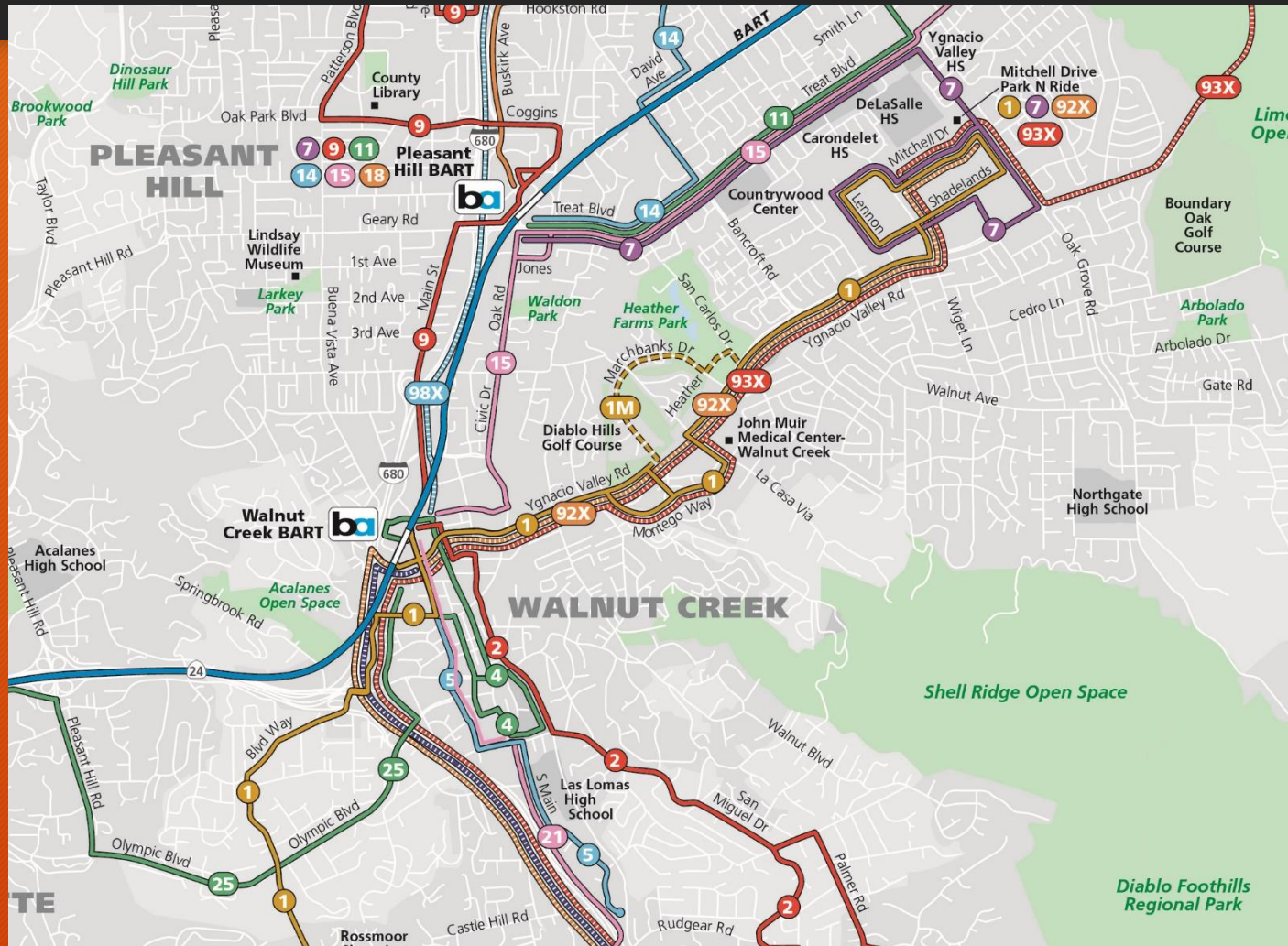
Walnut Creek BART, Marchbanks  
6:23am to 7:34pm  
Frequency: every 40 min peak

## 2-Trotter/BART Walnut Creek

Walnut Creek BART, Trotter Way  
6:16am to 7:49am and 5:35pm to 7:14pm  
Frequency: two trips in morning and two trips in evening

## 4-Broadway Plaza/BART Walnut Creek

Free Shuttle – Walnut Creek BART, Broadway Plaza  
7:10am to 9:46pm  
Frequency: every 15 min



## 14-Monument Blvd

Concord BART, Monument Blvd., Pleasant Hill BART  
5:52am to 9:31pm  
Frequency: every 40 min

## 301-Rossmoor/Ygnacio Valley

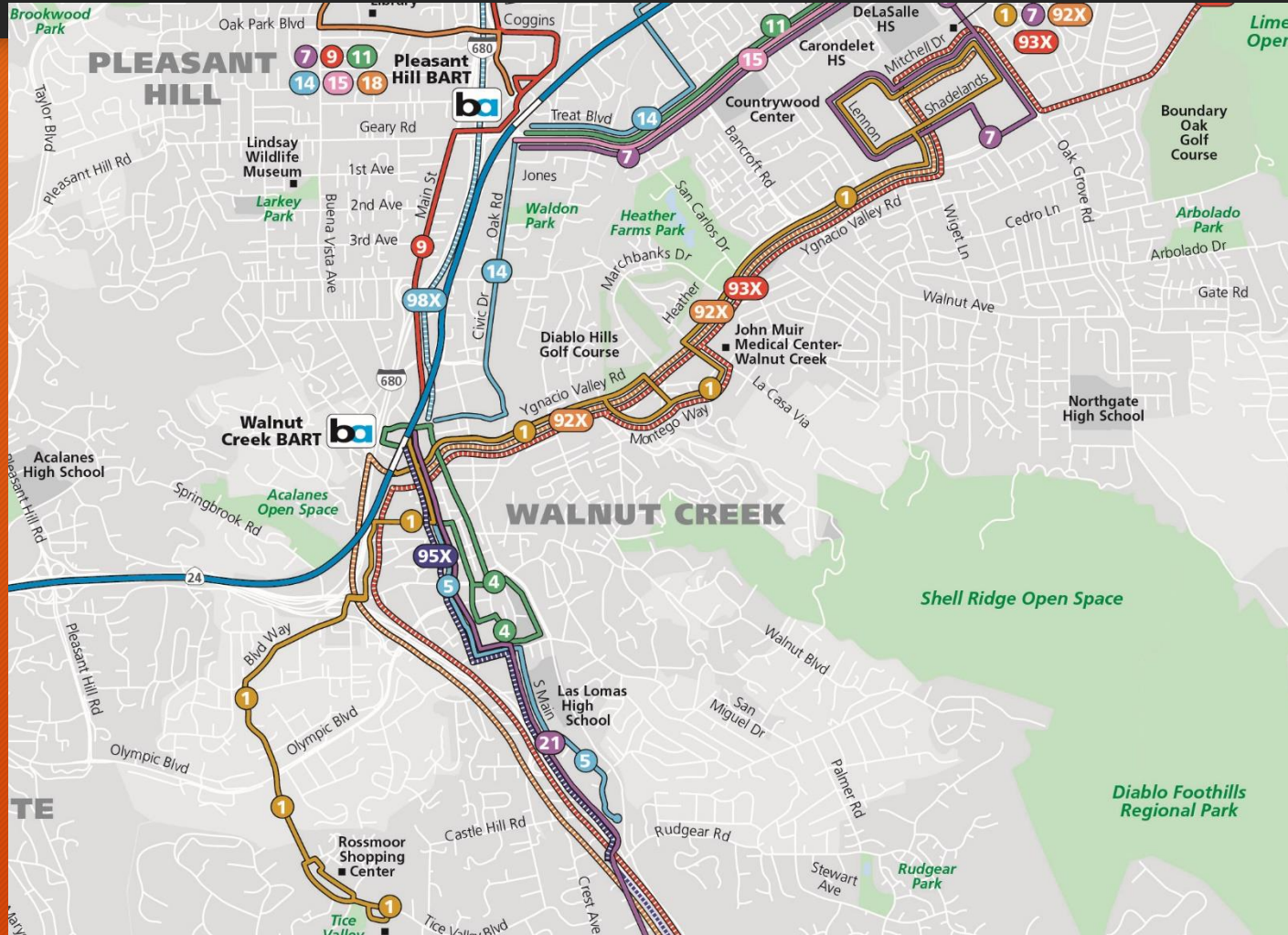
BART Walnut Creek, Trinity, Boulevard, Tice Valley  
9:25am to 6:19pm  
Frequency: every 90 min

## 311-BART Concord/BART Pleasant Hill/BART Walnut Creek

BART Concord, BART Pleasant Hill, BART Walnut Creek  
7:19am to 7:08pm  
Frequency: every 90 min

# Walnut Creek Proposed Service Profile

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**1M-BART Walnut Creek/John Muir Medical Center**

Eliminated due to low ridership

**2-Trotter/BART Walnut Creek**

Eliminated due to low ridership

**4-Broadway Plaza/BART Walnut Creek**

Free Shuttle – Walnut Creek BART, Broadway Plaza

7:10am to 9:46pm

Frequency: every 12 min

**14-Monument Blvd**

Concord BART, Monument Blvd., Pleasant Hill BART, Walnut Creek BART  
5:52am to 9:31pm

Frequency: every 30 min

**301-Rossmoor/Ygnacio Valley**

Eliminated due to low ridership (see new alignment of Route 311 for John Muir Medical Center Walnut Creek service)

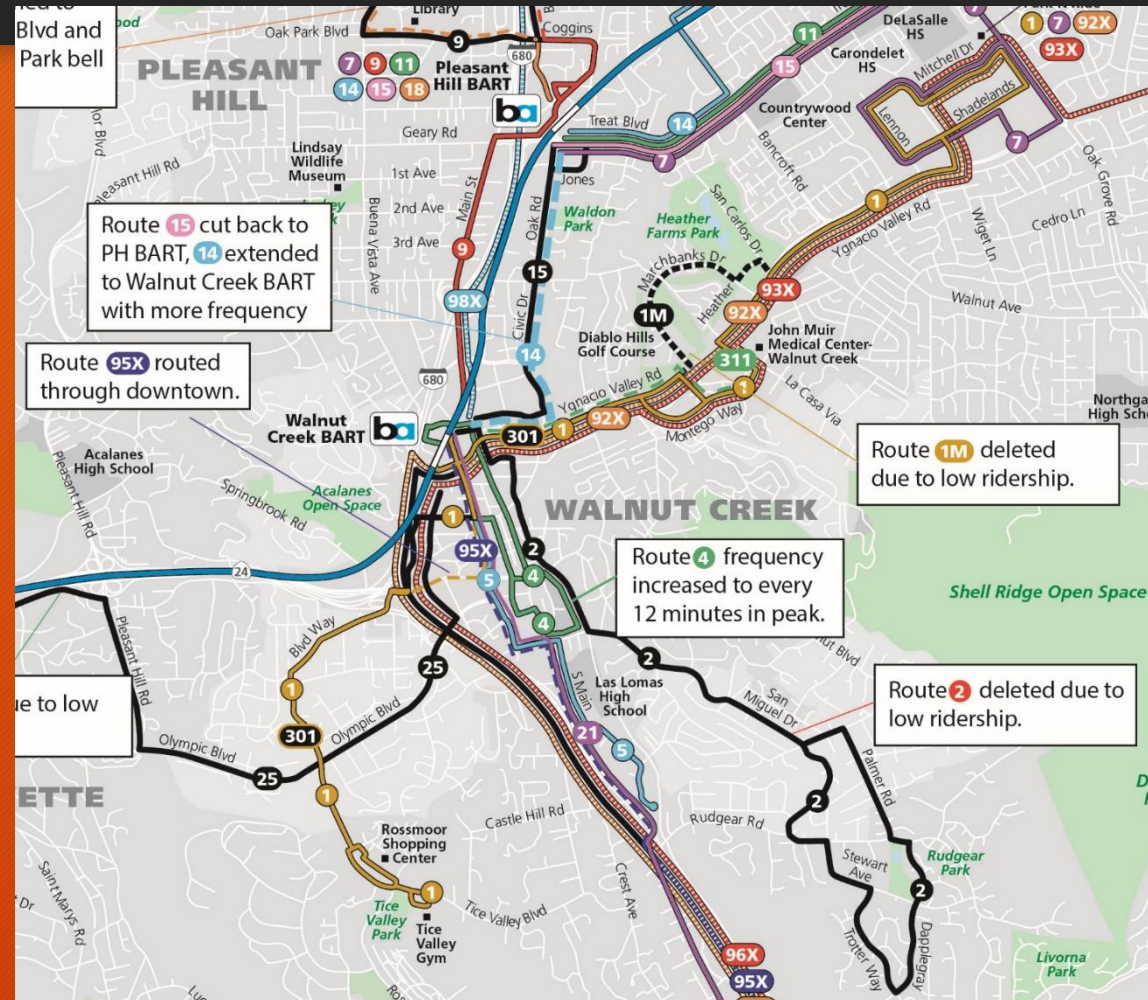
**311-BART Concord/BART Pleasant Hill/BART Walnut Creek**

BART Concord, BART Pleasant Hill, BART Walnut Creek, John Muir Medical Center  
7:19am to 7:08pm

Frequency: every 90 min

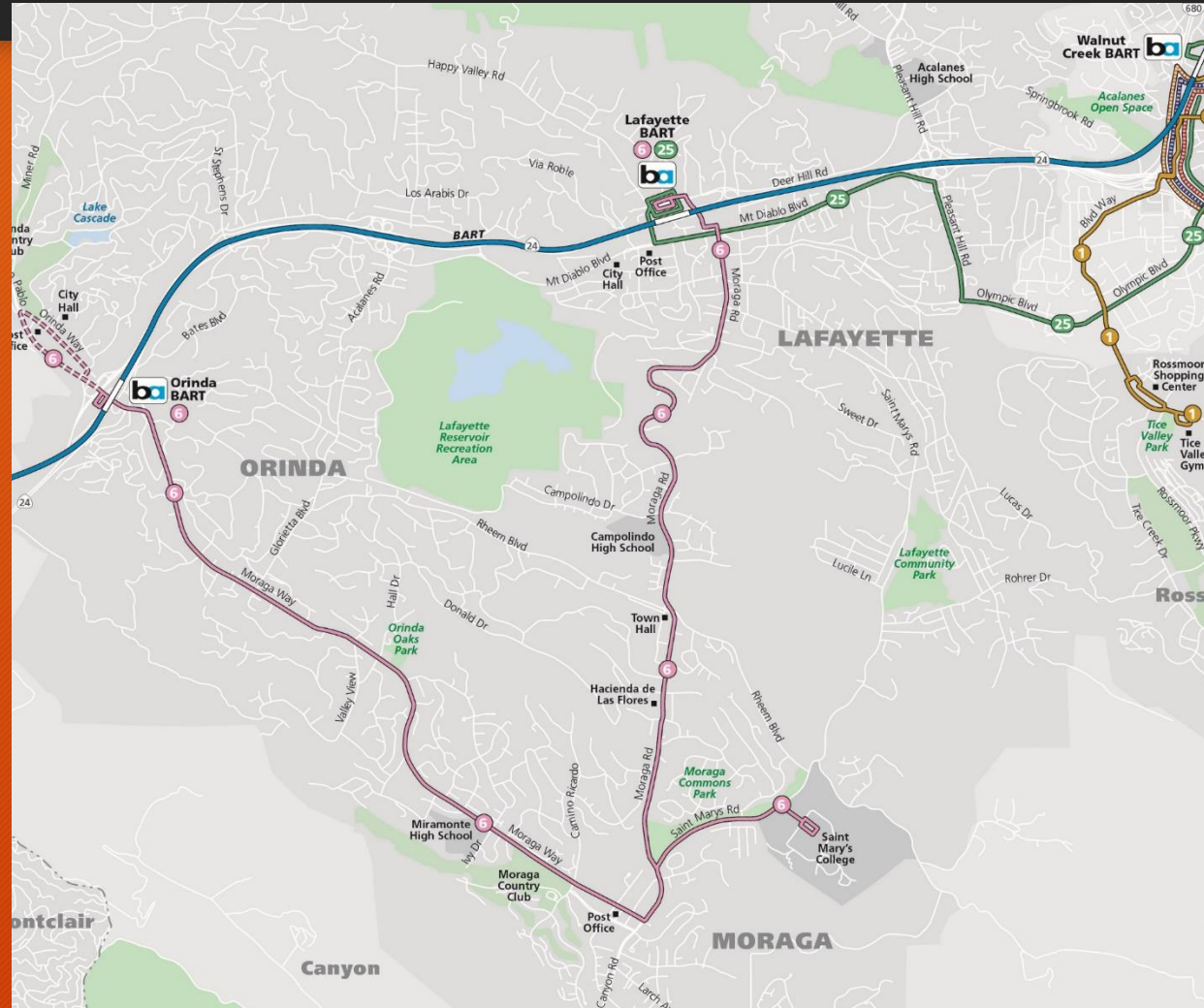
# Core Restructure Concepts: Walnut Creek Overview

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# Lamorinda Existing Service Profile

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## 6-Lafayette/Moraga/Orinda

Lafayette BART, St. Mary's College, Moraga, Orinda BART

5:40am to 8:45pm

Frequency: every 40 min peak / 120 minutes off-peak

## 25-BART Lafayette/BART Walnut Creek

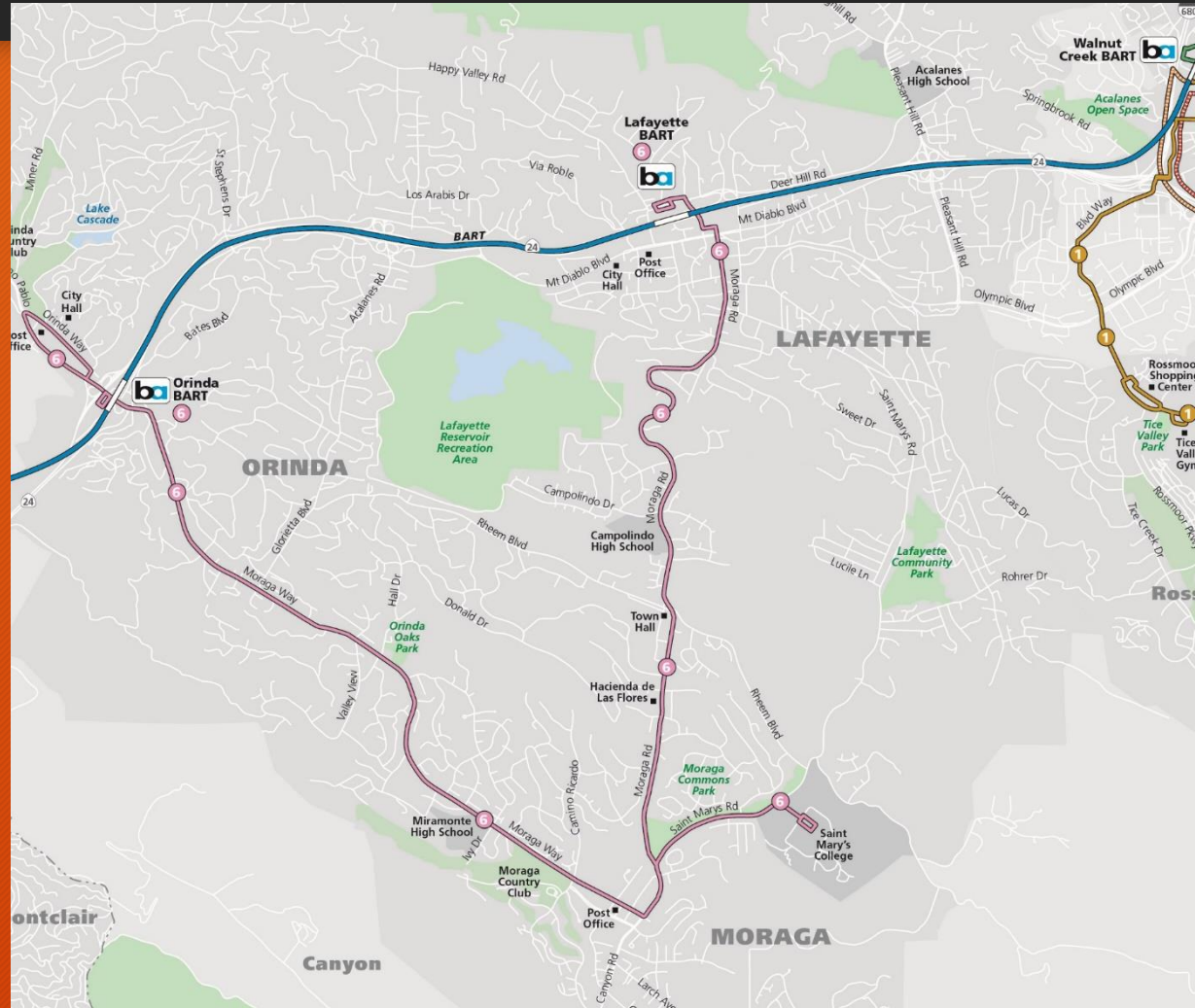
Lafayette BART, Mt. Diablo Blvd., Walnut Creek BART

7:30am to 6:53pm

Frequency: every 60 min peak/ 110 min off-peak

# Lamorinda Proposed Service Profile

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## 6-Lafayette/Moraga/Orinda

Lafayette BART, St. Mary's College,  
Moraga, Orinda BART

5:40am to 8:45pm

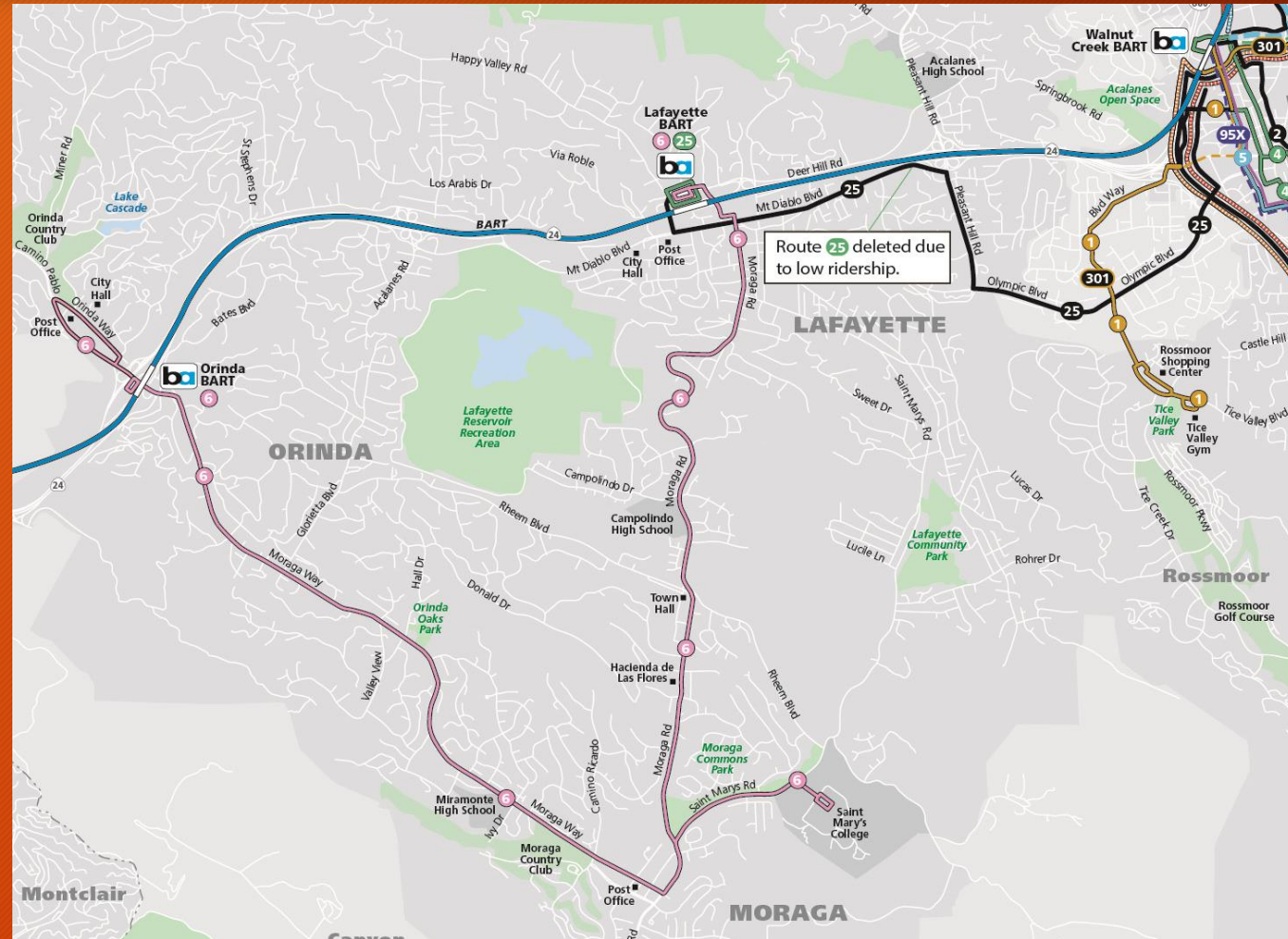
Frequency: every 20-30 min peak / 120  
minutes off-peak

25-BART Lafayette/BART Walnut Creek

Eliminated due to low ridership

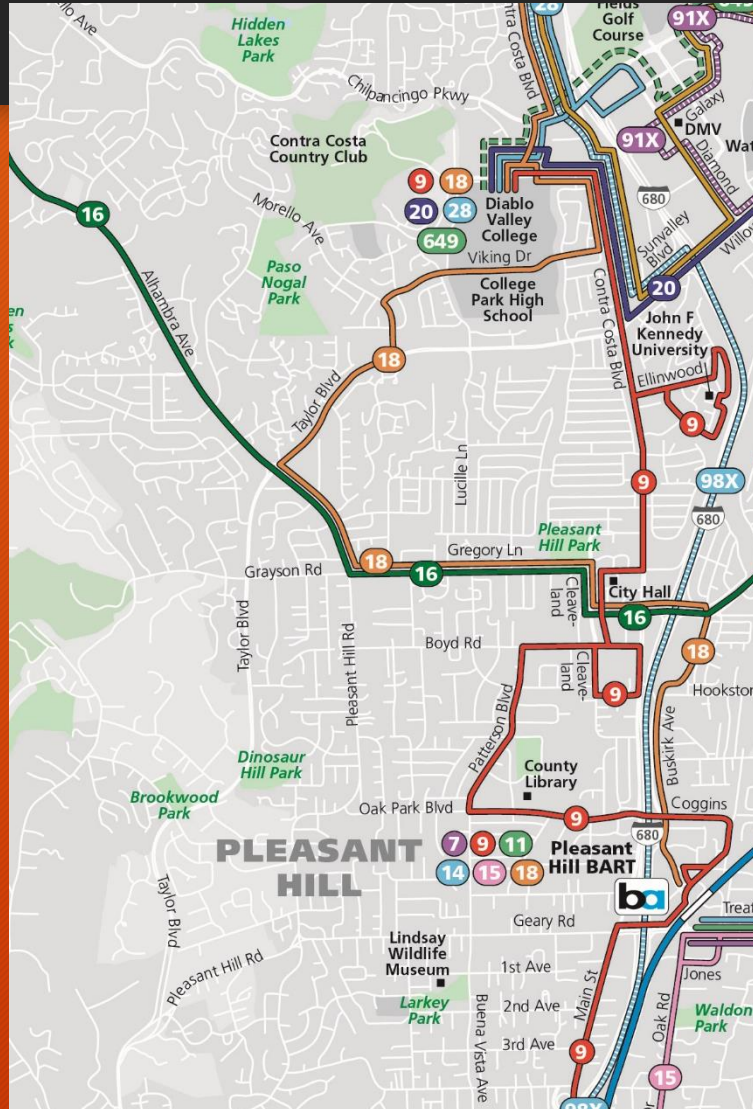
# Lamorinda Restructure Concepts:

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# Pleasant Hill Existing Service Profile

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## 9-DVC/BART Walnut Creek

DVC, Sun Valley Mall, JFK University, Crescent Plaza, Pleasant Hill BART, North Main, Walnut Creek BART

5:50am to 10:43pm

Frequency: every 30 min peak / 60 minutes off-peak

## 18-AMTRAK/BART Pleasant Hill

Amtrak, Morello Ave., DVC, Gregory Lane, Pleasant Hill BART

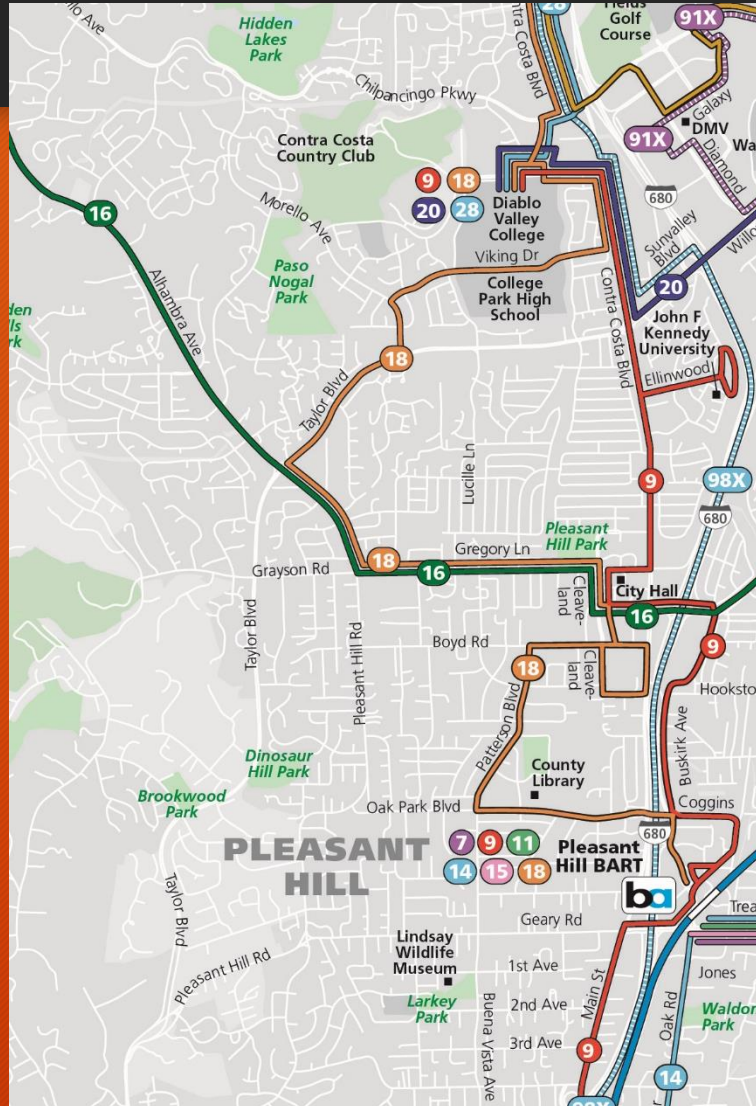
5:45am to 9:32pm

Frequency: every 80 min



# Pleasant Hill Proposed Service Profile

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## 9-DVC/BART Walnut Creek

DVC, Sun Valley Mall, ~~JFK University~~, Crescent Plaza, Pleasant Hill BART, North Main, Walnut Creek BART

5:50am to 10:43pm

Frequency: every 20 min peak / 40/60 minutes off-peak

## 18-AMTRAK/BART Pleasant Hill

Amtrak, Morello Ave., DVC, Gregory Lane, ~~Poet's Corner~~, Pleasant Hill BART

5:45am to 9:32pm

Frequency: every 80 min

# Core Restructure Concepts: Pleasant Hill Overview

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# San Ramon Existing Service Profile

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## 21-BART Walnut Creek/San Ramon

Walnut Creek BART, Alamo, Danville Blvd, Danville Park 'n Ride, San Ramon Transit Center

5:30am to 11:20pm

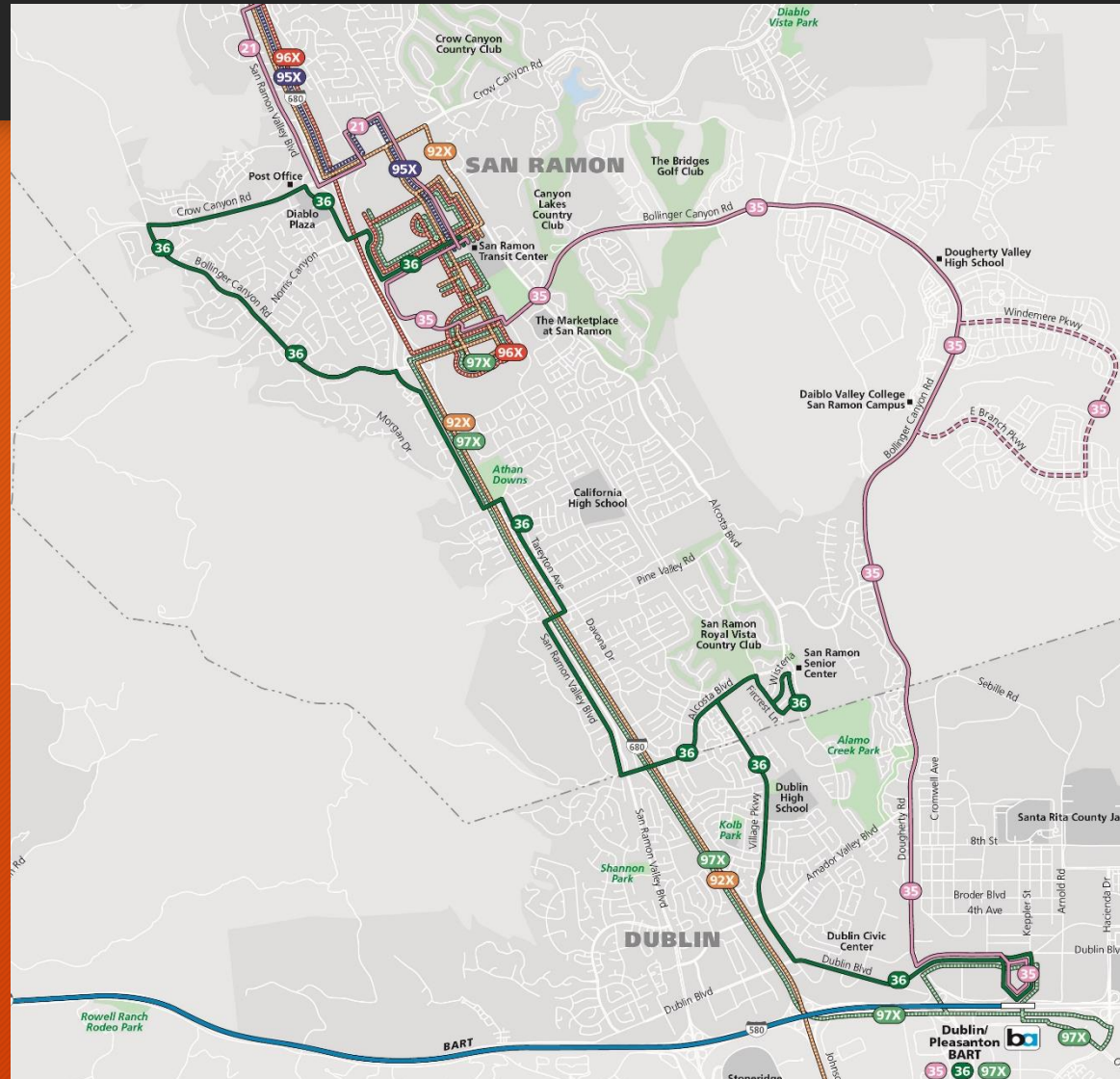
Frequency: every 30 min peak/ 60 min off-peak

## 35-BART Dublin/San Ramon

San Ramon Transit Center, Bollinger Canyon Rd., Dougherty Rd., Dublin BART

6:00am to 8:17pm

Frequency: every 30 min peak / 60 minutes off-peak



## 36-San Ramon/BART Dublin

San Ramon Transit Center, San Ramon, Dublin BART

6:20am to 9:00pm

Frequency: every 60 min

## 92X-ACE Express

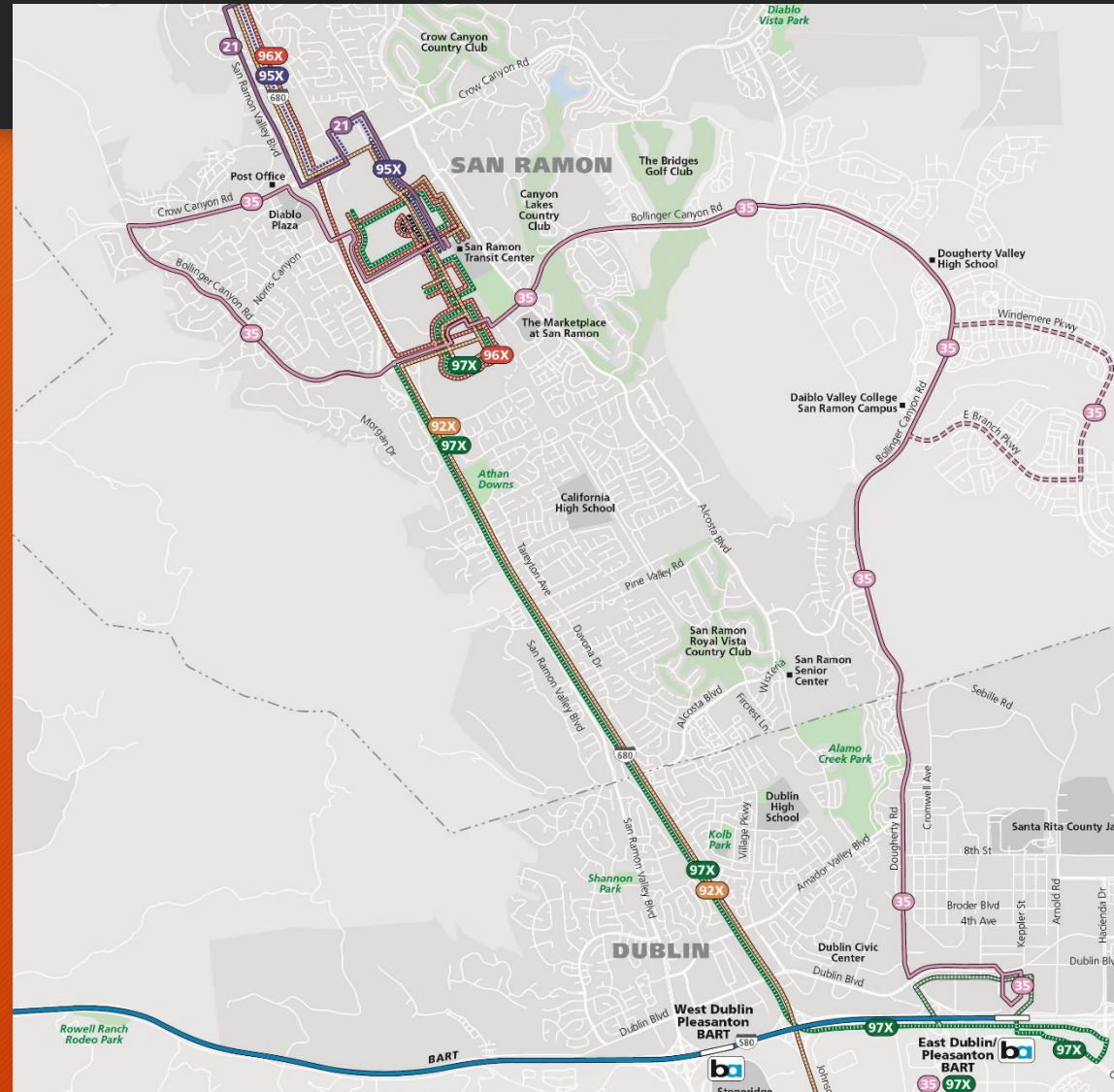
Pleasanton Train Station (ACE), Bishop Ranch, San Ramon Transit Center

5:35am to 7:31pm

Frequency: every 60 min peak / none off-peak

# San Ramon Proposed Service Profile

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## 21-BART Walnut Creek/San Ramon

Walnut Creek BART, Alamo, Danville Blvd, Danville Park 'n Ride, San Ramon Transit Center

5:30am to 11:20pm

Frequency: every 30 min peak/ 60 min off-peak

## 35-BART Dublin/San Ramon

San Ramon Transit Center, Crow Canyon Rd, Bollinger Canyon Rd., Dougherty Rd., Dublin BART

6:00am to 8:17pm

Frequency: every 20 min peak / 40 minutes off-peak

## 36-San Ramon/BART Dublin

Eliminated due to low ridership

## 92X-ACE Express

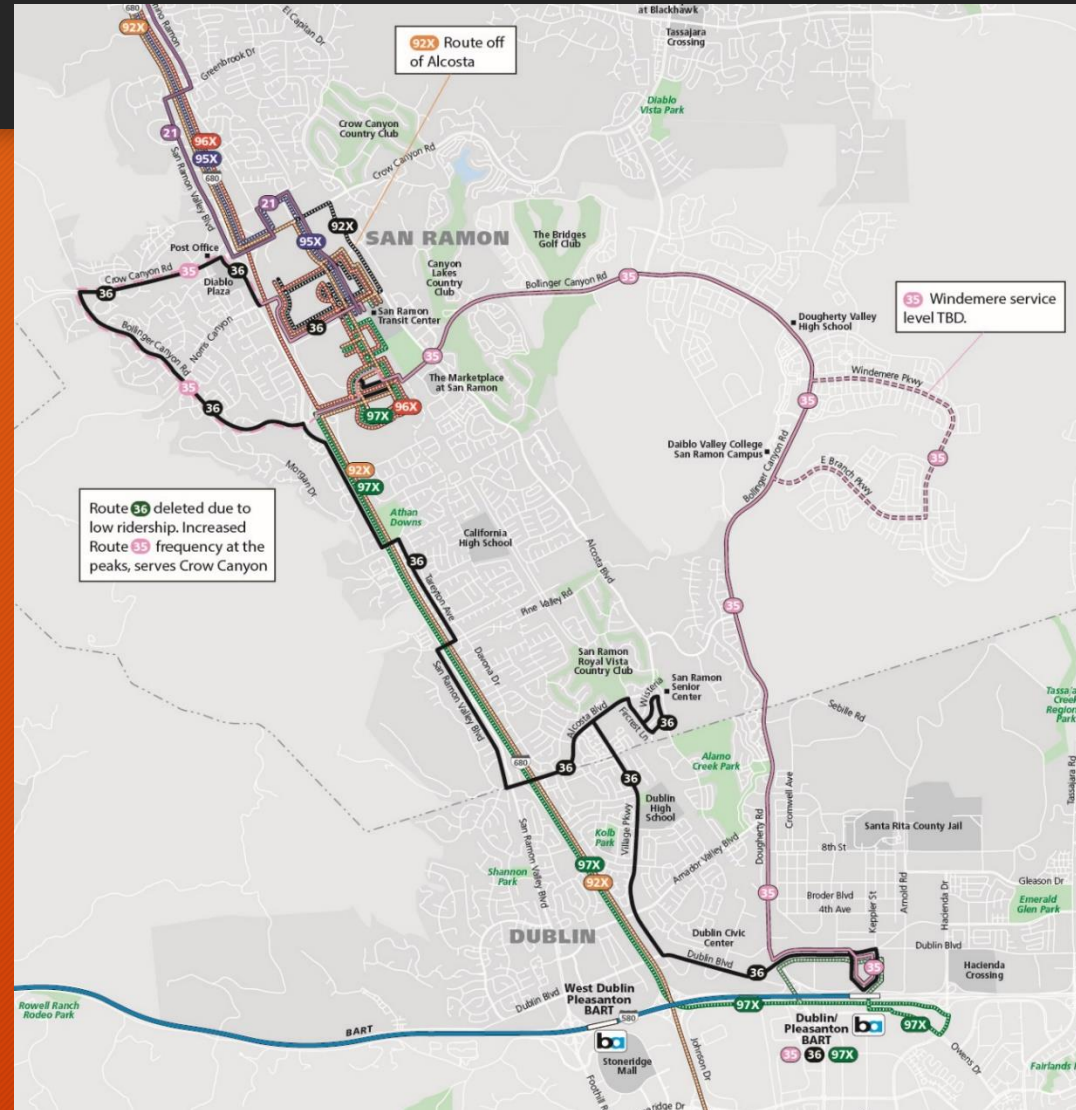
Pleasanton Train Station (ACE), Bishop Ranch, San Ramon Transit Center

5:35am to 7:31pm

Frequency: every 60 min peak / none off-peak

# Core Restructure Concepts: San Ramon Overview

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# Next Steps

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- Board to authorize staff to initiate the public review process
- Staff to conduct formal public hearings, community meetings, stakeholder outreach, Title VI and legal review
- Final proposal with findings will go back to O&S and the Board