

County Connection

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

BOARD OF DIRECTORS MEETING AGENDA

**Thursday, June 21, 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. Public Hearing: CCCTA FY2019 Operating and Capital Budget
5. Consent Calendar
 - a) Approval of Minutes of Regular Meeting of May 17, 2018, including Minutes of the Public Hearing of May 17, 2018 on the Proposed Discontinuance of Route 3 and Implementation of New Route 99X*
 - b) CCCTA Investment Policy-Quarterly Reporting Requirement* (Adoption of CCCTA Quarterly Reporting Investment.)
 - c) Adjustment to Non-Represented Administrative Employees Compensation* Resolution No. 2018-019* (The A & F Committee recommends the Board adopt Resolution No. 2018-019 which will authorize an increase of 3% to the Non-Represented Administrative and Management Employees compensation for the FY2018-2019 and an additional \$5000 for select senior management employees.)
 - d) Adoption of Gann Appropriations Spending Limitation for FY2019* Resolution No. 2018-020* (The A & F Committee recommends that the Board adopt Resolution No. 2018-020, which will approve the Gann appropriations for FY2018-19.)
 - e) Approval of Resolution No. 2018-022 Declaring an Effective Date for Compensation Adjustment for the General Manager for FY 2018-2019*

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

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

6. Report of Chair
 - a) Appointment of Nominating Committee for Election of CCCTA Officers
7. Report of General Manager
 - a) Recognition of Employee with 20 Years of Service
 - b) Recognition of Employee with 30 Years of Service
 - c) Recognition of Retiring Employees
 - d) Report on the County Connection/BART Bus Bridge over the Memorial holiday weekend.
 - e) Update the Board on the schedule of public hearing meetings on the proposed route and fare restructuring.
 - f) Update on the work of the California Air Resources Board (CARB) to adopt a public transit Zero Emission Based (ZEB) bus purchase mandate
8. Report of Standing Committee
 - a) Administrative & Finance Committee
(Committee Chair: Al Dessayer)
 - 1) Revised Fiscal Year 2019 Budget and Ten Year Forecast*
(The A&F Committee recommends the Board approve Resolution No. 2018-021 and adopt the FY 2019 Budget.)
 - b) Marketing, Planning & Legislative Committee
(Committee Chair: Kevin Wilk)
 - 1) Triennial On Board Survey Results *
(The MP & L Committee will ask staff to report on the most recent on board surveys for the Board's review and acceptance. Every three years County Connection conducts on board surveys to existing riders on different topics.)
 - 2) Mobility as a Service (MaaS)*
(Staff will introduce the concept of MaaS and briefly describe how County Connection can benefit from this.)
 - 3) County Connection Strategic Plan Development Timeline Update*
(The MP & L Committee will ask staff to provide a brief update on the County Connection Strategic Plan.)
 - c) Operating & Scheduling Committee
(Committee Chair: Robert Storer)
 - 1) Route 28 Realignment*
(Staff will report on the realignment of Route 28 off Pacheco Rd., to serve the community around Vista Way. Informational Only.)
9. Board Communication

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

10. Closed Session:

a) Conference with Labor Negotiator (pursuant to Government code Section 54957.6)

Employee Organizations:

Amalgamated Transit Union, Local 1605, AFL-CIO, Bus Operators

Machinists Automotive Trades District Lodge No. 1173, Machinists

Teamsters Union, Local 856, AFL-CIO, Transit Supervisors

b) Public Employee Performance Evaluation (pursuant to Government Code Section 54957(B)(1)); Conference with Labor Negotiator (pursuant to Government Code Section 54957.6)

Position: General Manager

11. Open Session:

a) Report of Action(s) Taken During Closed Session

b) Consideration of Action to Ratify Memorandum of Understanding with Amalgamated Transit Union, Local 1605

c) Consideration of Action to Ratify Memorandum of Understanding with Machinists Automotive Trades District Lodge No. 1173

d) Consideration of Action to Ratify Memorandum of Understanding with Teamsters, Local 856

12. Adjournment

*Enclosure

**It will be available at the Board meeting.

General Information

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

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

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

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

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

Accessible Public Meetings: Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service so that it is received by County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Board Clerk, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@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, July 19, 9:00 a.m., County Connection Board Room
- Administration & Finance: Wednesday, July 11, 10:00 a.m., Hanson Bridgett, 1676 N. California Blvd., Suite 620, Walnut Creek, CA
- Advisory Committee: TBA. County Connection Board Room
- Marketing, Planning & Legislative: Thursday, July 12, 9:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA 9454
- Operations & Scheduling: Friday, July 6, 8:00 a.m. City of Pleasant Hill, 100 Gregory Ln, Pleasant Hill, CA 94523

The above meeting schedules are subject to change. Please check

the County Connection Website (www.countyconnection.com) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting.

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

County Connection

2477 Arnold Industrial Way

Concord, CA 94520-5326

(925) 676-7500

countyconnection.com

Agenda Item No. 4.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

May 17, 2018

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Schroder called the regular meeting of the Board of Directors to order at 9:04 a.m. Board Members present were Directors Andersen, Dessayer, Haydon, Hudson, Noack, Storer, Tatzin, Wilk and Worth. Director Hoffmeister was absent.

Staff: Ramacier, Chun, Cheung, Churchill, Dominquez, Glenn, Hedgpeth, Hill, Horta, Jackson, Kamara, Martinez, McCarthy, Mitchell, Rettig and Robinson

Public Comment: None

CONSENT CALENDAR

MOTION: Director Tatzin moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of April 19, 2018; (b) OPEB Actuarial Valuation. Director Hudson seconded the motion and it received the following vote of approval:

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

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

Recognition of Employees of the 1st Quarters, 2018

Administration: Gloria Dominquez

Maintenance: Tia Heitz

Transportation: Gary Chatmon-Logan

Anne Marja Shishani

Update on the work of the California Air Resources Board (CARB) to adopt a public transit Zero Emission Based (ZEB) bus purchase mandate

Rick Ramacier stated that the CARB is still in the process of trying to pass AB3201, a bill to add large scale deployments of transit buses to the list of eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

REPORT OF STANDING COMMITTEES

Administrative & Finance Committee

Revised Fiscal Year 2019 Draft Budget and Ten Year Forecast

Director Dessayer introduced the item and explained that in this updated budget, we plan on receiving more revenues from the STA and OPEB. He also informed the Board that they will review the final budget for approval in June.

Marketing, Planning & Legislative Committee

Adoption of the FY19 County Connection Marketing Plan

Director Wilk introduced the item and turned the meeting over to Ruby Horta, Director of Planning and Marketing. She explained that the Marketing Plan will focus on disseminating information about the proposed service and fare restructure, with an emphasis on the dissemination of Clipper and its benefits. The plan includes ongoing efforts to update and simplify the website and enhance the mobile device interface. Other tasks that have become routine include implementation of the Class Pass Program and the Summer Youth Program, partnering with 511 Contra Costa and 511 SWAT, participating in outreach opportunities at schools, senior centers and employment sites and community events. The total budget is for \$180,000, which includes \$100,000 for Fare & Service Changes, \$50,000 for Website & Social Media, \$20,000 for Routine Expenses and \$10,000 for Miscellaneous Promotion.

MOTION: Director Wilk moved that the Board approve the FY19 County Connection Marketing Plan. Director Andersen seconded the motion and it received the following vote of approval:

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

Proposal to close the County Connection customer service call center on Saturdays

Ruby Horta explained to the Board that currently, the call center is open Monday – Friday from 6:30AM – 6:30PM and on Saturday from 8:00AM – 4:30PM. The front desk is open Monday – Friday, from 8am-5pm. With the deployment of the TransitApp and Bus Tracker, as well as the availability of transit information on Google and County Connection’s website, customer service calls have significantly decreased over the last several years. Calls totaled close to 78,000 in FY 2013. In FY 2017 calls had decreased to 55,000. This drop in call volume has allowed customer service staff to cover a wide array of other duties including staffing the call center and front desk, managing lost and found, processing Regional Transit Connection (RTC) cards, delivering schedules and transit passes to our partners, and addressing customer complaints.

MOTION: Director Dessayer moved that the Board approve the closing of the customer call center on Saturdays, starting June 2018, with a review of the closure no later than January 2019. Director Wilk seconded the motion and it received the following vote of approval:

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

Final Approval of Route 3 Elimination and the introduction of Route 99X and related Title VI Analysis and Resolution No. 2018-018

Sean Hedgpath, Manager of Planning, explained that during the January 2018 Board of Directors meeting, staff asked for authorization to begin the public process to possibly discontinue Route 3. The justification for this was that Route 3 is funded by California's Cap and Trade LCTOP (Low Carbon Transit Operations Program), which provides operating funds to transit agencies if they serve disadvantaged communities (DAC). While prior guidelines allowed these routes to serve within ½ mile of a DAC, new guidelines require the route to go directly through the DAC. Route 3 is not compliant with the new guidelines and ridership has remained low. Route 99X was proposed at the March 2018 Board of Directors meeting, and it was seen as a replacement for Route 3. Route 99X directly serves the DAC, roughly the Pacheco and Morello area. As part of eliminating Route 3 and implementing Route 99X, we must conduct a Title VI Equity analysis.

As part of our Title VI board adopted policy, public outreach must be conducted as part of an Equity Analysis. Staff scheduled two meetings to inform the public and to gather feedback. One meeting was held on May 14th from 4pm to 6pm at Martinez City Hall, and the second was the public hearing preceding the Board of Directors meeting at County Connection offices in Concord today. The resulting comments from those public meetings have been summarized for the Board's consideration of the staff recommendation, and will be included in an updated Title VI report, which will be presented to the Federal Transit Administration.

MOTION: Director Noack moved that the Board approve Resolution No. 2018-018, which approves the elimination of Route 3 and the introduction of Route 99X and related Title VI. Director Andersen seconded the motion and it received the following vote of approval:

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

BOARD COMMUNICATION: None

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

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com
Agenda Item No. 4.a.

CCCTA BOARD OF DIRECTORS

MINUTES OF THE PUBLIC HEARING MEETING

May 17, 2018

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

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

Staff: Ramacier, Chun, Cheung, Churchill, Dominquez, Glenn, Hedgpeth, Hill, Horta, Jackson, Kamara, Martinez, McCarthy, Mitchell, Rettig and Robinson

Chair Shroder stated that the purpose of the Public Hearing is to receive public comment on the proposed discontinuation of Route 3 and implementation Route 99x.

Ruby Horta, Director of Planning, informed the board about public outreach efforts. Staff reports were posted on the County Connection website. Legal Notices were published in the East Bay. The Notice of Public Hearing was posted on the County Connection website and on all fixed route vehicles. Social media announcements were posted on Facebook and Twitter. A public meeting was conducted to engage with the public. The workshop was held from 4pm-6pm on May 14th, 2018. All printed materials and handouts were translated in Spanish, per the County Connection's Limited English Proficiency (LEP) Plan.

Chair Schroder asked if County Connection's public outreach as described, meet legal requirements for calling this Public Hearing?

Legal Counsel, Madeline Chun, Esq., stated that County Connection has satisfied the FTA and Title VI requirements for public hearings, as well as Board policy.

Chair Schroder stated that before proceeding with the public hearing, Director of Planning, Ruby Horta, will provide an overview of the proposal, and the public comments that have been received to date.

Ruby Horta outlined the proposed discontinuation of Route 3 and implementation of new Route 99X. As of May 16, seventeen comments have been received. One was in favor, and 16 were not in favor of the discontinuation of Route 3 and implementation of new Route 99X.

Chair Schroder thanked staff and outlined the procedure that would follow to receive public comments. There is a three-minute comment period for each speaker. There can only be one speaker at a time and he asked that the audience remain quiet and respectful to the speakers.

Mike Cluster, a citizen from north Concord, addressed the Board and voiced that he would like to see more service in north Concord and not less service. A lot of citizens in the area depend on the public transportation in order to make it to work, appointments, etc. Please think of the citizens while you contemplate cutting services.

The Chair closed the public hearing at 9:03 a.m. He informed the audience that the staff recommendation will be presented to the regular Board of Directors meeting that follows immediately after this hearing. The board will take into account the comments that have been received, as well as the staff's recommendations, and may take action at that time.

He thanked all the members of the public who joined us this morning to provide us with your feedback on this very important topic.

ADJOURNMENT: Chair Schroder adjourned the public hearing at 9:04 a.m.

Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

County Connection

INTER OFFICE MEMO

TO: Board of Directors

DATE: May 31, 2018

FROM: Rick Ramacier
General Manager

SUBJECT: CCCTA Investment Policy – Quarterly Reporting Requirement

Attached please find CCCTA's Quarterly Investment Policy Reporting Statement for the quarter ending March 31, 2018.

This certifies that the portfolio complies with the CCCTA Investment Policy and that CCCTA has the ability to meet the pool's expenditure requirements (cash flow) for the next six (6) months.

CCCTA
BANK CASH AND INVESTMENT ACCOUNTS
 (ROUNDED OFF TO NEAREST \$)

FINANCIAL INST	ACCT #	TYPE	PURPOSE	PER BANK	PER BANK	PER BANK	PER GL*
				SEP 2017	DEC 2017	MAR 2018	MAR 2018
FIXED ROUTE							
UNION BANK	274-00-26650	CHECKING	AP GENERAL	\$ 909,348	\$ 992,207	\$ 560,811	\$ 395,908
UNION BANK	274-00-26693	CHECKING	PAYROLL	\$ 80,438	\$ 76,517	\$ 59,363	\$ 45,990
UNION BANK	274-00-26723	CHECKING	CAPITAL PURCHASES	\$ 243,501	\$ 255,072	\$ 254,837	\$ 250,000
UNION BANK	274-00-26715	CHECKING	WORKERS' COMP - CORVEL	\$ 87,633	\$ 150,186	\$ 122,473	\$ 50,519
UNION BANK	274-00-26685	CHECKING	PASS SALES	\$ 81,354	\$ 67,335	\$ 25,052	\$ 25,052
PAYPAL	27SAXUUFL9732	CHECKING	PAYPAL-PASS SALES	\$ 2,134	\$ 458	\$ 680	\$ 680
			TOTAL	\$ 1,404,408	\$ 1,541,775	\$ 1,023,216	\$ 768,149
PARATRANSIT							
UNION BANK	274-00-26669	CHECKING	AP GENERAL	\$ 423,310	\$ 255,047	\$ 687,414	\$ 260,758
			TOTAL	\$ 423,310	\$ 255,047	\$ 687,414	\$ 260,758
LAIF FUND							
LAIF ACCOUNT	4007001	INT-INVEST	OPERATING FUNDS	\$ 9,179,308	\$ 10,264,117	\$ 7,763,798	\$ 7,763,798
LAIF ACCOUNT		INT-INVEST	2014-15 Rolling Stock	\$ 369,334	\$ 369,014	\$ 370,136	\$ 370,136
LAIF ACCOUNT		INT-INVEST	Lifeline Bus Stop Access	\$ 84,885	\$ 84,713	\$ 84,960	\$ 84,960
LAIF ACCOUNT		INT-INVEST	Facility Rehab	\$ 3,040,785	\$ 3,046,213	\$ 2,944,121	\$ 2,944,121
LAIF ACCOUNT		INT-INVEST	LCTOP - Martinez Shuttle	\$ 237,099	\$ 167,340	\$ 96,404	\$ 96,404
LAIF ACCOUNT		INT-INVEST	LCTOP - Electric Trolley	\$ 175,533	\$ 169,729	\$ 166,147	\$ 166,147
LAIF ACCOUNT		INT-INVEST	Safe Harbor Lease Reserve	\$ 1,461,799	\$ 1,465,759	\$ 1,470,210	\$ 1,470,210
LAIF ACCOUNT		FMV ADJ.	Fair Market Value Adjustment for Year-End	\$ -	\$ -	\$ -	\$ -
			TOTAL	\$ 14,548,743	\$ 15,566,885	\$ 12,895,776	\$ 12,895,776
CCCTA EMPLOYEE							
UNION BANK	274-00-26677	CHECKING	EMPLOYEE FITNESS FUND	\$ 9,297	\$ 9,887	\$ 10,439	\$ 10,439
UNION BANK	274-00-26502	CHECKING	EMPLOYEE FUNCTION	\$ 508	\$ 508	\$ 508	\$ 508
			TOTAL	\$ 9,805	\$ 10,395	\$ 10,947	\$ 10,947
5/8/2018			GRAND TOTAL	\$ 16,386,266	\$ 17,374,102	\$ 14,617,353	\$ 13,935,630

KLM

* GL balances reduced by outstanding checks and increased by deposits in transit, if any.

This is to certify that the portfolio above complies with the CCCTA Investment Policy and that CCCTA has the ability to meet its expenditures (cash flow) for the next six months.


 Rick Ramacier
 General Manager

County Connection

INTER OFFICE MEMO

To: Board of Directors

Date: June 13, 2018

From: Lisa Rettig
Director of Human Resources



Subject: Adjustment to Non-
Represented Administrative
Employees Compensation

Approved By:

SUMMARY OF ISSUES:

The non-represented employees consist of County Connection's administrative employees.

It looks reasonably certain that for FY19 the Authority can prudently afford an increase for these non-represented employees.

The General Manager requests a 3% increase for all satisfactorily performing administrative employees effective July 1, 2018. This is the same percentage increase included in the MOUs for the represented employees.

In previous years, the General Manager has also requested a Merit Pool for Management employees. Many Management employees received an increase with the Reorganization last year. The General Manager intends to give a 3% increase to all management employees with a couple of exceptions. The General Manager requests a Merit Pool of \$5,000 for select senior management employees.

FINANCIAL IMPLICATIONS:

The cost for the above increases will not exceed \$138,606; this amount is included in the FY19 Budget.

COMMITTEE RECOMMENDATION:

The A&F Committee recommends adoption of Resolution 2018-019.

ACTION REQUESTED:

Adoption of Resolution 2018-019.

FY 2019 PAYSCALE

STEPS

GRADE	POSITION	1 (MIN)	2	3	4	5	6	7	8	9 (MAX)
GRADE 13	ASSISTANT GENERAL MANAGER ADMINISTRATION	149,350								200,850
	CHIEF OPERATING OFFICER	149,350								200,850
	CHIEF FINANCIAL OFFICER	149,350								200,850
GRADE 12	DIRECTOR OF HUMAN RESOURCES	93,998								181,836
	DIRECTOR OF TRANSPORTATION	93,998								181,836
	DIRECTOR OF PLANNING & MARKETING	93,998								181,836
	DIRECTOR OF MAINTENANCE	93,998								181,836
	DIRECTOR OF IT	93,998								181,836
	DIRECTOR OF INNOVATION & MOBILITY	93,998								181,836
DIRECTOR OF RECRUITMENT & EE DEV/DBE OFFICER	93,998								181,836	
GRADE 11	MGR. OF ACCOUNTING	73,672								144,200
	MGR. TRAINING	73,672								144,200
	MGR. ACC SERVICE	73,672								144,200
	MGR. TRANSPORTATION	73,672								144,200
	MGR. PLANNING	73,672								144,200
	MGR. PURCHASING AND GRANTS	73,672								144,200
	FACILITY SUPERINTENDENT	73,672								144,200
SYSTEM/NETWORK ADMINISTRATOR DEVELOPER	73,672								144,200	
GRADE 10	TRAINING COORDINATOR	67,807								92,177
	ASST. TO THE GM/CFO & BOARD CLERK	67,807								92,177
	ASST. MGR. CUST SERVICE	67,807								92,177
	PLANNER/COMMUNITY LIASON	67,807								92,177
	CHIEF SCHEDULER	67,807								92,177
GRADE 9	ASST. FACILITIES SUPER. BUYER	62,397	64,915	67,459	70,190	72,949	75,921	78,921	82,134	
	MAINTENANCE ASSISTANT	62,397	64,915	67,459	70,190	72,949	75,921	78,921	82,134	
		62,397	64,915	67,459	70,190	72,949	75,921	78,921	82,134	
GRADE 8	PAYROLL SUPERVISOR	56,666	58,916	61,299	63,683	66,281	68,932	71,717	74,529	
	SERVICE SCHEDULER	56,666	58,916	61,299	63,683	66,281	68,932	71,717	74,529	
	HELP DESK & USER SUPPORT	56,666	58,916	61,299	63,683	66,281	68,932	71,717	74,529	
	HR SPECIALIST	56,666	58,916	61,299	63,683	66,281	68,932	71,717	74,529	
	SR. ACCOUNTING ASSIST. FACILITY SPECIALIST	56,666	58,916	61,299	63,683	66,281	68,932	71,717	74,529	

FY 2019 PAYSCALE

GRADE	POSITION	STEPS								
		1 (MIN)	2	3	4	5	6	7	8	9 (MAX)
GRADE 7	DATA ANALYST	51,498	53,640	55,729	57,952	60,335	62,692	65,209	67,807	
	ASST. SCHEDULER	51,498	53,640	55,729	57,952	60,335	62,692	65,209	67,807	
	PAYROLL SPECIALIST	51,498	53,640	55,729	57,952	60,335	62,692	65,209	67,807	
	ADMIN ASST. III	51,498	53,640	55,729	57,952	60,335	62,692	65,209	67,807	
	SENIOR CUSTOMER SERVICE REP	51,498	53,640	55,729	57,952	60,335	62,692	65,209	67,807	
GRADE 6	C.S REP.	46,811	48,740	50,695	52,676	54,819	57,015	59,264	61,621	
	ADA SPECIALIST	46,811	48,740	50,695	52,676	54,819	57,015	59,264	61,621	
GRADE 5	LEAD CUSTODIAN	38,617	40,143	41,777	43,437	45,178	47,026	48,847	50,828	
GRADE 4	CUSTODIAN	35,135	36,528	37,974	39,554	41,107	42,768	44,455	46,249	

RESOLUTION NO. 2018-019

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

* * *

**AUTHORIZES FY2019 ANNUAL ADJUSTMENT
TO ADMINISTRATIVE STAFF SALARIES**

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 General Manager has recommended an adjustment to the non-represented administrative staff and management salary ranges to reflect a 3% increase to be effective July 1, 2018, as set forth in Exhibit A; and

WHEREAS, the Administration & Finance Committee recommends that the Board of Directors adopt the recommendations of the General Manager.

NOW, THEREFORE, BE IT RESOLVED that the CCCTA Board of Directors approves the adjustments to the salary ranges for administrative staff and management grades as set forth in the FY2019 Annual Pay Scale attached hereto and incorporated herein as Exhibit A, to be effective July 1, 2018.

Regularly passed and adopted this 21th day of June, 2018 by the following vote.

Ayes:

Noes:

Abstain:

Absent:

Rob Schroder, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

INTER OFFICE MEMO

To: Board of Directors

Date: June 21, 2018

From: Erick Cheung, Chief Finance Officer

SUBJECT: Adoption of Gann Appropriations Spending Limitation for FY 2018-2019

Summary of Issues:

Pursuant to California Constitution Article XIII (B) (Proposition 4), public entities are required to conform to budgetary guidelines set forth in the Gann Initiative. The purpose of Article XIII (B) is to constrain fiscal growth in government by limiting the proceeds of taxes that may be appropriated each year. Each year's limit may be adjusted for changes in cost of living (*California per capita income*) and population. For special districts, if the district is located entirely within one county, the *county's population* change factor is to be used. That is the case with County Connection. The limit may also be changed in the event of a transfer of fiscal responsibility.

The California Revenue and Taxation Code, section 2227, mandates that the Department of Finance transmit an estimate of the percentage change in population to local governments. The Department of Finance also transmits the change in the cost of living, or price factor.

The formula for calculating the appropriations spending limit is:

1. Population percentage change x price increase/decrease factor=ratio of change
2. Ratio of change x 2017-18 spending limit = 2018-19 spending limit.

Based on the above formula, the spending limit for County Connection is:

1. Population percentage change x price increase/decrease factor=ratio of change
 $1.0088 \times 1.0367 = 1.0458$
2. Ratio of change x 2017-2018 spending limit =2018-2019 spending limit:
 $1.0458 \times \$71,604,709 = \$74,884,205$

Based on the above calculations, **the Gann appropriations spending limit for FY 2018-2019 is \$74,884,205** (Exhibit A). The actual County Connection non-federal appropriations budget for FY 2018-2019 is \$40,235,096, which is \$34,649,109 below the spending limitation.

Recommendation:

By State law, the County Connection Board of Directors must adopt an appropriations limitation. The A&F Committee recommends the Board of Directors approve the Gann appropriations spending limitation of \$74,884,205 for FY 2018-19.

**NOTICE OF DETERMINATION
COMPUTATION OF GANN APPROPRIATIONS SPENDING LIMIT FOR FY 2019**

Set out below is the methodology proposed to calculate the FY 2019 appropriations limit for County Connection.

The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 21, 2018:

Contra Costa County change in population		0.88	
Converted to a ratio	1.0088		
Percentage change in per capita personal income		3.67	
Converted to a ratio	1.0367		
 <i>Source: California Department of Finance</i>			
Ratio of change:			
1.0088 x 1.0367 =		1.0458	(1)
FY 2018 appropriations limit		\$71,604,709	(2)
FY 2019 appropriations limit		\$74,884,205	(1)*(2)
FY 2019 operating budget	\$39,474,896		
Less expenses paid by federal monies	-\$1,392,800		
	\$38,082,096		
FY 2019 capital budget	\$6,589,000		
Less expenses paid by federal monies	-\$4,436,000		
	\$2,153,000		
Operating and capital appropriation		\$40,235,096	
Under limit		\$34,649,109	

RESOLUTION NO. 2018-___

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

* * *

ADOPT AN APPROPRIATIONS LIMIT FOR FISCAL YEAR 2018-19

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

WHEREAS, Government Code Section 7910 requires the CCCTA to adopt an appropriations limit for each fiscal year;

WHEREAS, Government Code Section 7910 requires that, fifteen (15) days prior to adoption of the CCCTA appropriations limit, documentation used in determination of the limit, and other necessary determinations, shall be available to the public;

WHEREAS, CCCTA staff has prepared the appropriations limit documentation (attached hereto and marked Exhibit A) which has been made available to the public for review more than fifteen (15) days prior to the date this resolution was scheduled for consideration by the Board.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the CCCTA Board of Directors that pursuant to Article XIII B of the California State Constitution and SB 1352 (1980 Stats.), the appropriations limit for the Central Contra Costa Transit Authority shall be \$74,884,205, which shall be applicable to fiscal year 2018-19 as set forth in the attached appropriations limit documentation.

Regularly passed and adopted this 21st day of June, 2018 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rob Schroder, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

RESOLUTION NO. 2018-022

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

* * *

**DECLARES AN EFFECTIVE DATE FOR COMPENSATION ADJUSTMENT
FOR THE GENERAL MANAGER FOR FY 2018-2019**

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 Board of Directors is in the process of the annual review of the General Manager's performance and compensation, which may not be completed by July 1, 2018; and

WHEREAS, because the General Manager's annual performance review is currently underway, any modifications to the General Manager Employment Agreement, including adjustments to the General Manager's compensation package for Fiscal Year 2018-2019 are still uncertain and undetermined.

NOW, THEREFORE, BE IT RESOLVED that in consideration of the future services to be rendered by the General Manager, the Board of Directors hereby determines that any adjustments to the General Manager's compensation or other modifications to the General Manager Employment Agreement as may be subsequently approved by the Board shall be effective as of July 1, 2018; and

BE IT FURTHER RESOLVED that pending the completion of the annual review, all terms and conditions of the General Manager Employment Agreement dated August 20, 2015, as amended, shall remain in full force and effect.

Regularly passed and adopted this 21st day of June 2018, by the following vote.

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Rob Schroder, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: June 21, 2018

From: Erick Cheung, Chief Finance Officer

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

SUMMARY:

County Connection's Fiscal Year (FY) 2019 Draft Budget and Financial Forecast has been revised based on current information and input from the Administration and Finance Committee's (Committee). The Committee and staff recommend approving the FY 2019 Budget and Ten Year Forecast following a public hearing.

The FY 2019 Draft Budget proposes \$39.5 million in expenses with proposed revenues to offset these costs. County Connection's main revenue source is TDA 4.0 funds from MTC. The proposed budget uses \$18.5 million of TDA 4.0 funds, which is \$0.2 million more than MTC estimates we will receive next fiscal year. Therefore, we would be reducing our TDA reserves and have a balance of \$9.9 million by the end of the fiscal year. *By FY 2023, the reserve balance will be a negative \$1.6 million which currently assumes State Assembly Bill 1 (SB1) revenue will not be repealed in November.* In April, the Board was presented with service adjustments and fare options and both will be moving forward through a public process for review and consideration. The public process will begin in the weeks to come and continue for several months.

The FY 2019 Draft Budget and Ten Year Forecast reflect the operations as it currently exists; any of the changes mentioned earlier require additional public input and Board approval. In regards to SB1 funds, these funds are included in the State Transit Assistance (STA) based funds. Beginning this year, MTC gave the authority to Contra Costa Transportation Authority (CCTA) as the Congestion Management Agency for Contra Costa County to allocate STA Population based funds. For FY 2019, the CCTA Board in April allocated \$3.9 million (\$8.3 million countywide) STA funds based on MTC past practice to County Connection, due to limited timing and possible repeal of SB1. CCTA will work on a new process next year to allocate the non-guarantee portion of the STA Population funds. In May, MTC staff notified County Connection that SB1 funds received for FY 2018 will be allocated in FY 2019, which is separate from the amounts allocated by CCTA. County Connection will receive an additional \$1.0 million in FY 2019 from MTC.

The following are the changes from the FY 2019 Draft Budget that was presented in May:

- a) STA Population revenue – As noted above, MTC allocated \$1.0 million to County Connection which means we will receive \$3.3 million in SB1 funds in FY 2019 with \$2.1 million being one time in nature.
- b) TDA Revenue needed – The net impact is an increase of TDA reserves of \$1.0 million in FY 2019 from \$8.9 million to \$9.9 million.

Overview of FY 2019 Proposed Budget

Expenses

The FY 2019 Draft Operating Budget is \$39.5 million which is \$2.4 million or 6.4% more than the FY 2018 estimated amount (increase of \$1.0 million or 2.7% of FY 2018 Budget). The budget includes an operating contingency of \$800,000. 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.	\$ 17,502	\$ 16,964	\$ 538	3.1%	\$ 16,958	\$ 544	3.1%
Fringe Benefits Other	FY 2019, includes 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. Updated the OPEB expense which resulted in a lower amount for FY 2018 and FY 2019. Finally, increased workers compensation expense for FY2018 for possible settlements.	\$ 8,284	\$ 8,077	\$ 207	2.5%	\$ 8,050	\$ 234	2.8%
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 gas prices continue rising 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	General liability premiums will increase 20%.	\$ 953	\$ 826	\$ 127	13.3%	\$ 851	\$ 102	10.7%
Other	Taxes, Leases & Rental & Miscellaneous expense categories.	\$ 539	\$ 498	\$ 41	7.6%	\$ 491	\$ 48	8.9%
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.	\$ 800	\$ -	\$ 800	100.0%	\$ 500	\$ 300	37.5%
	Total	\$ 39,475	\$ 37,089	\$ 2,386	6.0%	\$ 38,112	\$ 1,363	3.5%

Revenues

The FY2019 Draft Budget for revenues are equal with expenses, since the majority of County Connection's revenue is on a reimbursement basis. The following is a summary of revenue:

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
Fare/Special Fare Revenue	Cash and pass fare revenue continue to decline and estimated to decline 2% in FY 2019.	\$ 4,599	\$ 4,668	\$ (69)	-1.5%	\$ 4,905	\$ (306)	-6.7%
Federal Grants	Federal Grants are mainly for Paratransit Services.	\$ 1,393	\$ 1,389	\$ 4	0.3%	\$ 1,375	\$ 18	1.3%
State Grants	Increase in STA revenue with the inclusion of SB1 for FY 2019. \$2.1 million is one time in nature SB1 funds.	\$ 6,060	\$ 2,745	\$ 3,315	54.7%	\$ 2,744	\$ 3,316	54.7%
TDA	Funds of last resort and County auditor's office estimates growth of 3% in FY 2019.	\$ 18,856	\$ 19,536	\$ (680)	-3.6%	\$ 20,702	\$ (1,846)	-9.8%
Measure J	Increase for FY 2018 is expected to increase only 1.9%. Also, cleanup payments from CCTA for previous year not expected to exceed estimates.	\$ 6,345	\$ 6,230	\$ 115	1.8%	\$ 6,070	\$ 275	4.3%
Bart Express	Funds bus service to BART stations.	\$ 826	\$ 807	\$ 19	2.3%	\$ 807	\$ 19	2.3%
Regional Measure 2	Funds express service between Walnut Creek BART and Bishop Ranch Business Park.	\$ 145	\$ 145	\$ -	0.0%	\$ 145	\$ -	0.0%
Lifeline	Funded by STA and Federal sources.	\$ 300	\$ 500	\$ (200)	-66.7%	\$ 500	\$ (200)	-66.7%
Advertising & Other Revenue	Includes Advertising revenue, interest income, and miscellaneous income.	\$ 951	\$ 1,069	\$ (118)	-12.4%	\$ 864	\$ 87	9.1%
	Total	\$ 39,475	\$ 37,089	\$ 2,386	6.0%	\$ 38,112	\$ 1,363	3.5%

Capital Program

FY 2019 Proposed Budget includes \$6.6 million in capital purchases (see PP.6 of the FY 2019 Budget). The majority of the expenses are for the purchase of 42 paratransit vehicles.

Key Assumptions Used for the Ten-Year Financial Forecast

Operating Revenues

- Passenger fares peaked in FY 2013 for fixed route and have continued to decline since then. The proposed budget for FY 2019 is \$2.6 million which assumes a slight decrease from the estimated FY 2018 amount of \$2.6 million and stay level at \$2.6 million as we have seen the decline decrease over the last several years.
- 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 \$0.3 million in FY 2018 to \$0.75 million 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 proposed a new Martinez/Amtrak to Bart route which would be eligible and the forecast assumes \$0.4 million with inflation will continue. Also, half of the funds must be used for capital projects which will be currently used for the electric bus project.
- Lifeline Funds is budgeted for \$0.3 million in FY 2019, but these funds will need to be approved and allocated by CCTA. Lifeline appears to continue and we are currently assuming the \$0.4 million 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 thousand in FY 2018 to \$1.2 million 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
Total costs	\$1,535,367	\$1,744,048	\$1,522,798	\$1,678,761	\$1,988,108	\$2,637,996	\$3,119,306	\$3,486,516	\$3,814,922

(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.

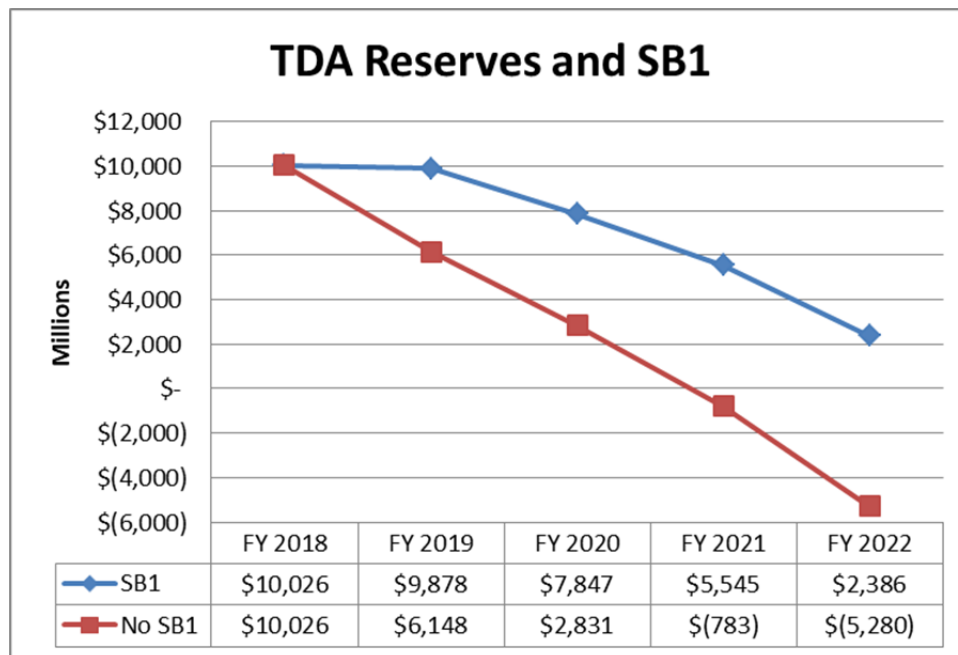
TDA Reserve

As stated earlier, the reserves are estimated to be \$9.9 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 \$7.9 million in the current forecast. The major differences are additional revenues from SB1 and increased sales tax estimates for \$3.6 million and \$407 thousand, respectively. Even with the additional revenues, the reserve is expected to decline to \$2.3 million in FY 2022 and would go negative the following year. The main reason as shown 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 November 2018 ballot. If SB1 funds were not coming in, County Connection would lose \$3.6 million next fiscal year and the TDA reserve would be negative \$783 thousand in FY 2021 (see table below). 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)	
Non Guarantee Portion of Population	\$ 1,088,562	\$ -	\$ (1,088,562)	CCTA due to timing has allocated the full amount based on population for year 1 but a program will probably be implemented in the following year.
Population Small Operator	\$ 995,164	\$ -	\$ (995,164)	Since SB1 began on November 1, 2017, MTC allocated amounts received for FY 2018 in FY 2019.
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	\$ 300,000	\$ 300,000	\$ -	Assumes we would receive through non-guarantee portion.
Total	\$ 5,985,138	\$ 2,373,680	\$ (3,611,458)	

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



RECOMMENDATION:

The Committee and staff recommend the Board of Directors adopt the FY 2019 Budget following a public hearing.

ATTACHMENTS:

Attachment A – Operating and Capital Budget Fiscal Year 2019

Attachment B – Budget Resolution

County Connection

Operating and Capital Budget

Fiscal Year 2019



Concord, California

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

County Connection

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

**Fiscal Year 2019
Table of Contents**

	Page
Budget Summary	1
Operating Expense	2
Operating Revenue	3
Revenue Source Utilization	4
Staffing	5
Capital Program-Budget Year	6
Ten Year Capital Program	7
Ten Year Financial Forecast	8-9
TDA Reserve	10
Operating Expense Detail	11-22

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2019 BUDGET SUMMARY

	ESTIMATED FY 2018	ADOPTED BUDGET FY 2018	%	PROPOSED BUDGET FY 2019	PROPOSED OVER/(UNDER) ESTIMATED
			VARIANCE		
Operations					
Fixed Route	\$ 31,456,897	\$ 32,309,417	-2.6%	\$ 33,591,843	6.8%
Paratransit	\$ 5,632,031	\$ 5,802,841	-2.9%	\$ 5,883,053	4.5%
Subtotal	\$ 37,088,928	\$ 38,112,258	-2.7%	\$ 39,474,896	6.4%
Capital					
Fixed Route	\$ 931,000	\$ 931,000	0.0%	\$ 1,049,000	12.7%
Paratransit	\$ -	\$ -	N/A	\$ 5,540,000	N/A
Subtotal	\$ 931,000	\$ 931,000	0.0%	\$ 6,589,000	607.7%
Grand Total	\$ 38,019,928	\$ 39,043,258	-2.6%	\$ 46,063,896	21.2%

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 +/-	% +/-
Fixed Route								
Wages	\$ 13,633,322	\$ 14,389,725	\$ 14,502,281	\$ (112,556)	-0.8%	\$ 14,927,082	\$ 537,357	3.7%
Fringe benefits-paid time off	2,215,137	\$ 2,452,270	2,355,738	96,532	4.1%	2,401,874	(50,396)	-2.1%
Fringe benefits-other	7,806,120	\$ 8,025,071	7,992,872	32,199	0.4%	8,207,313	182,242	2.3%
Total Wages and benefits	23,654,579	\$ 24,867,066	24,850,891	16,175	0.1%	25,536,269	669,203	2.7%
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%	952,551	126,686	15.3%
Taxes	184,435	\$ 229,515	228,015	1,500	0.7%	261,515	32,000	13.9%
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	\$ 6,589,831	6,958,526	(368,695)	-5.3%	7,255,574	665,743	10.1%
Subtotal	29,179,506	\$ 31,456,897	31,809,417	(352,520)	-1.1%	32,791,843	1,334,946	4.2%
Contingency			500,000	(500,000)	-100.0%	800,000	800,000	N/A
Subtotal	29,179,506	\$ 31,456,897	32,309,417	(852,520)	-2.6%	33,591,843	2,134,946	6.8%
Paratransit								
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%
Total Operating Expenses	\$ 34,398,878	\$ 37,088,928	38,112,258	\$ (1,023,330)	-2.7%	\$ 39,474,896	\$ 2,385,968	6.4%

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		PROPOSED FY 2019	FY2019 vs 2018 Estimate	
				Amount +/-	% +/-		Amount +/-	% +/-
Fixed Route								
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%	4,937,229	3,324,469	206.1%
TDA 4.0	16,228,987	18,522,770	19,148,700	(625,930)	-3.3%	17,248,537	(1,274,233)	-6.9%
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%	300,000	(200,000)	-40.0%
Subtotal	29,179,510	31,456,897	32,309,417	(852,520)	-2.6%	33,591,843	2,134,946	6.8%
Paratransit								
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%
Total	\$ 34,398,883	\$ 37,088,928	\$ 38,112,258	\$ (1,023,330)	-2.8%	\$ 39,474,896	\$ 2,385,968	6.4%

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

	Anticipated Revenue	Anticipated Utilization	Difference
Fixed Route			
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	4,937,229	4,937,229	-
TDA 4.0	17,102,282	17,248,537	(146,255)
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	300,000	300,000	-
Total Fixed Route Operating Revenue	\$ 33,445,588	\$ 33,591,843	\$ (146,255)
Paratransit			
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	-
Total Paratransit Operating Revenue	\$ 5,883,053	\$ 5,883,053	\$ -
Capital Program			
TDA 4.0	\$ 473,000	\$ 473,000	\$ -
Increase (Decrease) to TDA reserve			\$ (146,255)

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
	Total Transportation	187.0	191.0	193.0	194.0	188.0	188.0	196.0	187.0	196.0
	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
Total Maintenance	39.0	39.0	40.0	37.0	38.0	38.0	40.0	37.0	40.0	
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
Fixed Route Operations	Total	256.0	259.0	262.0	262.0	257.0	257.0	268.0	255.0	272.0
	Paratransit	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0 (a)
Total Operations		258.0	261.0	264.0	264.0	259.0	259.0	270.0	258.0	275.0

(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	-	-	-	-	-	-	-	-	-
Total	\$ 4,436	\$ 1,005	\$ -	\$ 375	\$ -	\$ 100	\$ 200	\$ 473	\$ 6,589

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
Total Capital Program	\$ 931	\$ 6,589	\$ 689	\$ 637	\$ 1,719	\$ 1,309	\$ 27,848	\$ 344	\$ 23,991	\$ 520	\$ 64,577

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
Total Capital Program by Service	\$ 931	\$ 6,589	\$ 689	\$ 637	\$ 1,719	\$ 1,309	\$ 27,848	\$ 344	\$ 23,991	\$ 520	\$ 64,577

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
Total Capital Funding by Source	\$ 931	\$ 6,589	\$ 689	\$ 637	\$ 1,719	\$ 1,309	\$ 27,848	\$ 344	\$ 23,991	\$ 520	\$ 64,577

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
Total Revenue Fleet Replacement	-	42	-	-	21	-	40	-	40	-	171

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
Revenue Hours	220,582	220,582	220,582	220,582	220,582	220,582	220,582	220,582	220,582	220,582	220,582
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 <i>Other State Grants - SB1 State of Good Repair</i>	-	-	119	119	119	119	119	119	119	119	119
8 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
9 <i>STA Population & Revenue Based - SB1 Est</i>	-	-	3,346	1,287	1,313	1,339	1,366	1,393	1,421	1,450	1,479
10 TDA 4.0	16,229	18,523	17,249	19,689	20,814	21,861	22,888	23,849	24,905	25,889	26,947
11 Measure J	4,493	4,399	4,735	4,891	5,062	5,244	5,432	5,627	5,829	6,038	6,255
12 BART Express Funds	694	807	826	843	859	877	894	912	930	949	968
13 Dougherty Valley Dev Fees	-	-	25	50	75	85	100	100	-	-	-
14 Other Local Grants	16	-	-	-	-	-	-	-	-	-	-
15 RM2/Other - Express	145	145	145	145	145	145	145	145	145	145	145
16 Lifeline	500	500	300	400	400	400	400	400	400	400	400
17 Total Fixed Route Operating Revenue	29,180	31,457	33,592	34,350	35,786	37,156	38,518	39,809	41,104	42,439	43,820
Operating Expenses w/o contingency and GASB 68	29,180	31,410	32,581	33,938	35,107	36,183	37,292	38,436	39,615	40,831	42,083
18 CalPERS Unfunded Accrued Liability Expense	-	47	211	412	679	973	1,226	1,373	1,489	1,608	1,737
% increase in expenses	2.8%	7.8%	4.2%	4.8%	4.2%	3.8%	3.7%	3.4%	3.3%	3.2%	3.3%
20 CalPERS GASB 68 adjustment	(18)	-	-	-	-	-	-	-	-	-	-
21 Operating expense contingency	-	-	800	-	-	-	-	-	-	-	-
22 Total Fixed Route Operating Expenses	29,162	31,457	33,592	34,350	35,786	37,156	38,518	39,809	41,104	42,439	43,820
Revenue Hours	74,394	74,394	74,394	74,394	74,394	74,394	74,394	74,394	74,394	74,394	74,394
23 Passenger Fares	515	508	508	508	508	508	508	508	508	508	508
24 Non-Operating revenue	-	-	-	-	-	-	-	-	-	-	-
25 FTA Section 5307	988	1,375	1,380	1,385	1,390	1,395	1,400	1,405	1,430	1,432	1,434
26 FTA Preventative Maintenance	14	14	12	-	-	-	-	-	-	-	-
27 TDA 4.5	771	800	870	896	923	950	979	1,008	1,038	1,069	1,102
28 TDA 4.0	656	213	737	814	878	957	1,037	1,120	1,185	1,276	1,442
29 Measure J	1,515	1,831	1,609	1,662	1,720	1,782	1,846	1,912	1,981	2,052	2,052
30 STA Paratransit & Revenue Based	624	753	482	492	502	512	522	532	543	554	565
31 <i>STA Paratransit & Revenue Based - SB1 Est</i>	-	-	147	150	153	156	159	162	165	168	172
32 Bart ADA service	136	138	138	138	138	139	140	141	142	143	143
33 Total Paratransit Operating Revenue	5,219	5,632	5,883	6,045	6,212	6,399	6,591	6,788	6,992	7,202	7,418
34 Total Paratransit Operating Expenses	5,219	5,632	5,883	6,045	6,212	6,399	6,591	6,788	6,992	7,202	7,418
% 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%
35 Total CCCTA Operating Budget	\$ 34,381	\$ 37,089	\$ 39,475	\$ 40,395	\$ 41,998	\$ 43,555	\$ 45,109	\$ 46,597	\$ 48,096	\$ 49,641	\$ 51,238

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

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

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
48 Beginning Balance	\$ 11,474	\$ 11,672	\$ 10,026	\$ 9,878	\$ 7,847	\$ 5,545	\$ 2,386	\$ (1,608)	\$ (7,678)	\$ (11,946)	\$ (20,461)
49 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%
TDA 4.0 Needed for Operations and Capital:											
50 Used for Fixed route operations	(16,229)	(18,523)	(17,249)	(19,689)	(20,814)	(21,861)	(22,888)	(23,849)	(24,905)	(25,889)	(26,947)
51 Used for Paratransit operations	(656)	(213)	(737)	(814)	(878)	(957)	(1,037)	(1,120)	(1,185)	(1,276)	(1,442)
52 TDA Used for Operations	(16,885)	(18,736)	(17,986)	(20,503)	(21,692)	(22,818)	(23,925)	(24,969)	(26,090)	(27,165)	(28,389)
53 Used for Capital Program	(148)	(651)	(474)	(389)	(37)	(350)	(680)	(2,330)	(44)	(3,872)	(220)
54 Ending TDA Reserve	\$ 11,672	\$ 10,026	\$ 9,878	\$ 7,847	\$ 5,545	\$ 2,386	\$ (1,608)	\$ (7,678)	\$ (11,946)	\$ (20,461)	\$ (25,874)
55 Number Of Months of Operating Expenses in Reserve	4.1	3.2	3.0	2.3	1.6	0.7	(0.4)	(2.0)	(3.0)	(4.9)	(6.1)
56 Percentage of operating budget	33.9%	27.0%	25.0%	19.4%	13.2%	5.5%	-3.6%	-16.5%	-24.8%	-41.2%	-50.5%
57 Reserve Percentage of:	FY2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
12%	\$ 4,126	\$ 4,451	\$ 4,737	\$ 4,847	\$ 5,040	\$ 5,227	\$ 5,413	\$ 5,592	\$ 5,772	\$ 5,957	\$ 6,149
58 Amount Above/(Below) Reserve Level	\$ 7,546	\$ 5,575	\$ 5,141	\$ 3,000	\$ 505	\$ (2,841)	\$ (7,021)	\$ (13,270)	\$ (17,718)	\$ (26,418)	\$ (32,023)
59 16%	\$ 5,501	\$ 5,934	\$ 6,316	\$ 6,463	\$ 6,720	\$ 6,969	\$ 7,217	\$ 7,456	\$ 7,695	\$ 7,943	\$ 8,198
60 Amount Above/(Below) Reserve Level	\$ 6,171	\$ 4,092	\$ 3,562	\$ 1,384	\$ (1,175)	\$ (4,583)	\$ (8,825)	\$ (15,134)	\$ (19,641)	\$ (28,404)	\$ (34,072)

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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
FIXED ROUTE							
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	510,335	15,335	
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	658,807	32,574	
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	
Total Wages	13,633,322	14,389,725	14,502,281	(112,556)	14,927,082	537,357	4%
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	22,217	(2,813)	
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)	28,440	11,840	
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	
Total Sick Pay	485,761	516,404	545,197	(28,793)	552,596	36,192	7%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	28,139	(721)	
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	36,022	(290)	
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)	
Total Holiday Pay	681,858	739,343	725,505	13,838	737,468	(1,875)	0%
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	46,162	(28)	
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	53,564	(9,409)	
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)	
Total Accrued Vacation	994,544	1,121,637	998,517	123,120	1,024,219	(97,418)	-9%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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)	2,846	2,096	
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)	3,645	3,145	
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 Wrks	-	100	438	(338)	456	356	
Abs Pay, Mechanics	2,475	2,605	546	2,059	539	(2,066)	
Total Absence Pay	52,974	74,886	86,519	(11,633)	87,591	12,705	17%
Total Paid Time Off	2,215,137	2,452,270	2,355,738	96,532	2,401,874	(50,396)	-2%
Total Compensation	15,848,459	16,841,995	16,858,019	(16,024)	17,328,956	486,961	3%
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	11,424	449	
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	
Total FICA/Medicare	212,592	224,833	237,552	(12,719)	239,414	14,581	6%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	100,506	12,993	
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	115,015	25,011	
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	
Total Retirement	1,540,198	1,696,761	1,769,848	(73,087)	2,006,655	309,894	18%
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	306,777	444,600	(137,823)	299,889	(6,888)	
Total Medical	2,235,507	2,299,701	2,444,364	(144,663)	2,261,466	(38,235)	-2%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	
Total Dental	324,206	330,867	342,777	(11,910)	350,147	19,280	6%
WC, Operators	934,228	811,687	663,055	148,632	693,089	(118,598)	
WC, Trans Admin	101,266	75,506	61,679	13,827	64,473	(11,033)	
WC, Scheduling	9,788	9,438	7,710	1,728	8,059	(1,379)	
WC, Maintenance Admin	45,255	23,596	19,275	4,321	20,148	(3,448)	
WC, Building Maintenance.	22,214	28,315	23,130	5,185	24,178	(4,137)	
WC, Customer Svc	52,426	37,753	30,840	6,913	32,237	(5,516)	
WC, Promotion	26,626	9,438	7,710	1,728	8,059	(1,379)	
WC, EE Services	26,626	14,157	7,710	6,447	12,089	(2,068)	
WC, Finance	45,255	23,596	19,275	4,321	20,148	(3,448)	
WC, Safety & Training	26,626	9,438	7,710	1,728	8,059	(1,379)	
WC, General Admin	48,840	31,453	26,985	4,468	26,857	(4,596)	
WC, Planning	39,173	37,753	23,130	14,623	32,237	(5,516)	
WC, Service Workers	77,259	47,191	38,550	8,641	40,296	(6,895)	
WC, Mechanics	232,742	89,663	73,244	16,419	76,562	(13,101)	
Total Workers Comp	1,688,324	1,248,984	1,010,003	238,981	1,066,491	(182,493)	-15%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	
Total Life Insurance	104,218	108,188	116,741	(8,553)	114,410	6,222	6%
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	
Total SUI	87,318	105,412	117,756	(12,344)	113,642	8,230	8%
Operator Uniforms	45,950	50,000	50,000	-	50,000	-	
Uniforms - Maintenance. Pers.	17,799	16,904	16,500	404	17,000	96	
Total Uniforms	63,749	66,904	66,500	404	67,000	96	0%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	-	
Total Other Benefits	1,550,008	1,943,422	1,887,331	56,091	1,988,088	44,666	2%
Total Benefits	10,021,257	10,477,341	10,348,610	128,731	10,609,187	131,846	1%
Total Wages and Benefits	23,654,579	24,867,066	24,850,891	16,175	25,536,269	669,203	3%
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

Attachment A

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
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	-	
Total Services	1,756,448	2,063,766	2,084,732	(20,966)	2,215,799	152,033	7%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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	-	
Total Materials & Supplies	2,114,113	2,577,526	2,944,464	(366,938)	2,910,125	332,599	13%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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)	
Total Utilities	296,670	348,410	321,000	27,410	352,550	4,140	1%
Physical Damage	85,944	118,000	118,000	-	147,500	29,500	
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)	555,000	95,000	
Insurance/Liability losses	151,239	175,000	175,000	-	175,000	-	
Total Insurance	676,984	825,865	850,865	(25,000)	952,551	126,686	15%
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	190,000	190,000	-	220,000	30,000	
Total Taxes	184,435	229,515	228,015	1,500	261,515	32,000	14%
Radio Site Lease-Diablo	40,457	42,500	42,500	-	43,775	1,275	
Equipment Leases	8,009	9,000	9,000	-	9,000	-	
Total Leases	48,466	51,500	51,500	-	52,775	1,275	2%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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
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	
Total Miscellaneous	178,397	216,249	210,850	5,399	224,949	8,700	4%
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	
Total Purchased Transportation	269,414	277,000	267,100	9,900	285,310	8,310	3%
Total Other Operating Expense	5,524,927	6,589,831	6,958,526	(368,695)	7,255,574	665,743	10%
Contingency			500,000	(500,000)	800,000	800,000	
TOTAL FIXED ROUTE EXPENSE	29,179,506	31,456,897	32,309,417	(852,520)	33,591,843	2,134,946	7%

County Connection
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
OPERATING EXPENSE DETAIL

Attachment A

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
Paratransit							
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	
Total Paratransit	5,219,372	5,632,031	5,802,841	(170,810)	5,883,053	251,021	4%
TOTAL CCCTA	34,398,878	37,088,928	38,112,258	(1,023,330)	39,474,896	2,385,968	6%
PERS GASB 68 Adjustment	(17,761)	-	-	-	-	-	
TOTAL CCCTA	34,381,117	37,088,928	38,112,258	(1,023,330)	39,474,896	2,385,968	6%

RESOLUTION NO. 2018-____
BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

ADOPTION OF FINAL FISCAL YEAR 2019 OPERATING AND CAPITAL BUDGET
IN THE AMOUNT OF \$46,063,896

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 adoption of an operating and capital budget is required by the Joint Exercise of Powers Agreement and Bylaws of CCCTA, and is necessary for obtaining both Federal and State funds to support the CCCTA's transit program; and

WHEREAS, the General Manager and the Chief Finance Officer have prepared and presented to the Board of Directors a proposed final Operating Budget for Fiscal Year 2019 in the amount of \$39,474,896, which sets forth projected revenues and expenses associated with CCCTA's operating and maintenance program; and

WHEREAS, the General Manager and Chief Finance Officer have prepared and presented a proposed final Capital Budget for Fiscal Year 2019 in the amount of \$6,589,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Central Contra Costa Transit Authority adopts the Operating and Capital Budget for Fiscal Year 2019, a copy of which is attached and incorporated by this reference; and

BE IT FURTHER RESOLVED that the General Manager is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practicable date.

Regularly passed and adopted this 21st day of June 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rob Schroder, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: 06/14/2018

From: Sean Hedgpeth, Manager of Planning

Reviewed by:

Subject: 2018 On-Board Survey Results

Background:

The FTA requires transit agencies to conduct an onboard survey every 3 years in an effort to track rider demographics and satisfaction with our system. County Connection's last onboard survey was conducted by Moore & Associates in 2015, with a final report presented to the Board in May 2015. The on-call planning consultant, Nelson/Nygaard, was contracted for this task. Within the scope of work, Nelson/Nygaard hired surveyors from a temp agency, coordinated shifts for them, and compiled the results into a report attached to this memo. County Connection staff also assisted in the data collection efforts by supervising the surveyors on weekends, conducting a limited number of surveys, and overall support for project.

The survey was conducted on February 27th and 28th and March 1st, 6th, and 7th for weekday service and Saturday, March 24th, 2018 was surveyed for weekend service. The survey printed on card stock was passed out onboard buses with pencils and click boards. In this case, the survey results are predicated by those who elected to fill out a survey. A total of 907 surveys were collected with 704 on weekdays and 203 on weekends. These surveys were then entered into SurveyMonkey, which compiled them digitally. In addition, a study of paper transfers use was also conducted by the drivers by collecting transfers and putting them into labeled envelopes to be compiled into a transfer matrix. Nelson/Nygaard prepared the report attached to this memo, "Final 2018 Onboard Survey".

Analysis:

Overall satisfaction is high, with few changes over our last onboard survey. Interesting highlights are listed below:

- *New transportation options:* 22% of survey respondents indicated that they would take a TNC (Uber or Lyft) as an alternative to taking County Connection. That is more than double the 9% of survey respondents who would have taken a taxi in the 2015 survey.
- *New fare payment options:* Clipper was a relatively new option in 2015 in the area and only 30% of survey respondents had a Clipper card. In 2018, 60% of the respondents had a Clipper Card, a doubling of access.
- *Demographic profile by fare payment:* In the 2018 survey, persons of color were 6% more likely to use a Clipper Card and twice as likely to use a monthly pass or punch card over white respondents.

- *Access to information:* From 2015 to 2018, there was very little change in how riders get information, with printed schedules and the County Connection website making up the majority of access (67% in 2015 vs. 70% in 2018). Mobile App use is slightly up with 17% in 2015 vs. 22% in 2018.
- *Frequency of service is the main source of passenger dissatisfaction, driver courtesy ranked very high:* Frequency had 37% of survey respondents marking down a rating of less than 'good' or 'excellent'. In contrast, 89% of survey respondents gave a driver courtesy rating of good/excellent.

The paper transfer analysis showed that over half the transfers occurred on just six routes. Routes 10, 20, 16, 15, 21, and 9 respectively had the highest number of transfers collected. Routes 15, 21, and 9 all go to Walnut Creek BART. The proposed extension of Route 14 connected to Route 21 could serve this market better, with opportunities to riders to just stay on the bus instead of enduring the uncertainty of connecting to another bus and possibly have to wait a long headway.

About three-quarters of the total transfers were internal from other County Connection buses. The remaining 25% were external transfers to other agencies. County Connection accepts WestCat, Wheels, Tri-Delta, and SolTrans transfers but paper transfers for those systems only totaled 71 transfers. BART is the main external transfer source with 194. These paper transfers are obtained at a dispenser inside the fare gates at BART stations within the County Connection service area. Since BART has instituted a 50 cent surcharge on paper tickets, more riders are using Clipper to transfer from BART. For reference, in May 2018, a total of 535 BART to County Connection transfers occurred via Clipper on an average weekday.

Financial Implications:

The survey will cost approximately \$65,000.

Recommendation:

Staff offers the Board the opportunity to provide feedback on the survey results.

Action Requested:

Staff requests that the Board accept and file the Final 2018 Onboard Survey Report.

Attachments:

Final 2018 Onboard Survey Report



County Connection

2018 ON-BOARD SURVEY FINAL REPORT

June 2018



PASSENGER SURVEY ANALYSIS
County Connection

Table of Contents

		Page
1	Introduction.....	1-1
2	On-Board Survey Analysis	2-1
	Overview	2-1
	Demographics.....	2-3
	Travel Patterns	2-13
	Fares.....	2-21
	How Passengers Get Transit Information	2-28
	Passenger Satisfaction.....	2-30
3	600-Series Route Analysis.....	3-1
	Methodology	3-1
	Results.....	3-1
4	Transfer Fare Analysis.....	4-1
	Methodology	4-1
	Results.....	4-2

Appendix A - Survey Instrument

Appendix B - Open Ended Survey Responses

Table of Figures

		Page
Figure 2-1	Weekday Survey Responses by Route	2-2
Figure 2-2	Weekend Survey Responses by Route.....	2-2
Figure 2-3	Home Zip Codes of Combined Weekday and Weekend Surveyed Riders.....	2-3
Figure 2-4	Respondents Identifying as Hispanic or Latino	2-4
Figure 2-5	Passenger Racial Self-Identification	2-4
Figure 2-6	County Connection Route by Racial Self-Identification, Weekday.....	2-5
Figure 2-7	County Connection Route by Racial Self-Identification, Weekend.....	2-5
Figure 2-8	Languages Spoken in Household.....	2-6
Figure 2-9	English Proficiency of Passengers.....	2-7
Figure 2-10	Passenger Age Distribution.....	2-8
Figure 2-11	Passenger Gender.....	2-9
Figure 2-12	Approximate Annual Passenger Household Income.....	2-10
Figure 2-13	County Connection Route by Household Income, Weekday	2-11
Figure 2-14	County Connection Route by Household Income, Weekend.....	2-11
Figure 2-15	Passenger Employment Status.....	2-12
Figure 2-16	Passenger Student Status	2-12
Figure 2-17	Primary Reason for Riding County Connection.....	2-13
Figure 2-18	Frequency of Use on County Connection.....	2-14
Figure 2-19	Passenger Trip Purpose.....	2-15
Figure 2-20	How Would Respondents Make Trip without County Connection.....	2-16
Figure 2-21	Number of Transfers per Trip, Weekdays and Weekends.....	2-17
Figure 2-22	Agencies Use to Complete Trip.....	2-17

PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-23	Distribution of Transfers by Route within County Connection.....	2-18
Figure 2-24	Passenger Mode of Transportation to Bus Stop, Weekday	2-19
Figure 2-25	Passenger Mode of Transportation to Bus Stop, Weekend.....	2-19
Figure 2-26	Transit Access Mode by Income, Weekday	2-20
Figure 2-27	Transit Access Mode by Income, Weekend.....	2-20
Figure 2-28	Passengers with a Clipper Card.....	2-21
Figure 2-29	Fare Payment Method, Weekday	2-21
	Fare Payment Method, Weekend	2-22
Figure 2-30	Fare Payment Method by Race, Weekday	2-23
	Fare Payment Method by Race, Weekend	2-23
Figure 2-31	Fare Payment Method by Annual Household Income, Weekday	2-24
	Fare Payment Method by Annual Household Income, Weekend.....	2-25
Figure 2-32	Fare Payment Method by Language Spoken at Home, Weekday	2-26
	Fare Payment Method by Language Spoken at Home, Weekend	2-26
Figure 2-33	Figure Payment Method by Number of Transfers Needed, Weekday	2-27
Figure 2-34	Payment Method by Number of Transfers Needed, Weekend.....	2-27
Figure 2-35	How Passengers Typically Obtain County Connection Schedule Information	2-28
Figure 2-36	Passenger Internet Access	2-29
Figure 2-37	Overall Passenger Satisfaction, Weekday	2-30
	Overall Passenger Satisfaction, Weekend.....	2-31
Figure 2-38	Preferred Improvements to County Connection Services	2-31
Figure 3-1	Load and Racial Breakdown of Riders	3-2
Figure 4-1	Most Paper Transfers Received	4-2
Figure 4-2	Paper Transfers to North/South Routes.....	4-2
Figure 4-3	Paper Transfers to East/West Routes	4-3
Figure 4-4	Paper Transfers to County Connection from BART, by Direction.....	4-4
Figure 4-5	Paper Transfers to County Connection from Tri-Delta, by Direction.....	4-5
Figure 4-6	Paper Transfers to County Connection from LAVTA, by Direction.....	4-5
Figure 4-7	Paper Transfers to County Connection from Solano County Transit, by Direction...	4-5
Figure 4-8	Paper Transfers from Other Regional Transit Agencies	4-6

1 INTRODUCTION

Nelson\Nygaard Consulting Associates, Inc., led a data collection effort with the help of County Connection staff for the County Connection fixed-route public transit system to understand travel patterns, fare media usage, demographic characteristics of riders, and recommendations for service improvement. This report summarizes the findings from three data collection efforts: an on-board passenger survey, a paper fare transfer analysis, and a visual inspection of school routes. The on-board surveys asked riders of fixed-, non-school routes about their usage of, and opinions about the County Connection transit system. The paper transfers were collected by bus line and direction for an entire day of weekday service to analyze transfer patterns. Last, County Connection conducted a visual inspection of the 600-series routes for Title VI considerations using on-board video footage; data from this effort was analyzed by Nelson\Nygaard. The following sections detail each data collection effort and provide a summary of the findings.

2 ON-BOARD SURVEY ANALYSIS

OVERVIEW

The survey data collection took place on February 27th and 28th, March 1st, 6th and 7th, for weekday service¹, and on Saturday, March 24th, 2018.

The survey, available in both Spanish and English, included 25-questions and was printed on paper to distribute to passengers on all fixed routes except the 600-series routes. Survey questions were designed to capture information regarding travel patterns, personal demographic characteristics, and recommendations for service improvements.

A total of 907 surveys were collected over the survey period, including 704 by weekday passengers and 203 by weekend passengers, and including 35 in Spanish. The response rate by route was sufficient to provide a confidence level of 95% with a margin of error of 5% at the system level. As shown in Figure 2-1, survey responses collected were proportionate to ridership by route.

On weekdays, the highest percentages of surveys were completed by passengers on Routes 4 and 20, accounting for 20% and 10% of collected surveys, respectively. These are two of County Connection's highest ridership routes. Route 10 was the only other route to contribute more than 5% of total collected surveys (6%). Routes 2 and 3 carry fewer than 100 daily boardings, among the lowest in the system. They received no more than 1% of total collected surveys. On the weekend Routes 4 and 6 had the highest percentages of completed surveys, making up 15% each of the total collected weekend surveys. Route 4 carries 25% of average weekend ridership, the most of any weekend route, while Routes 301 and 315 serve just 2% of weekend ridership, respectively.

¹ Weekday data was collected on Tuesdays, Wednesdays, and Thursdays to capture typical weekday travel behaviors.

PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-1 Weekday Survey Responses by Route

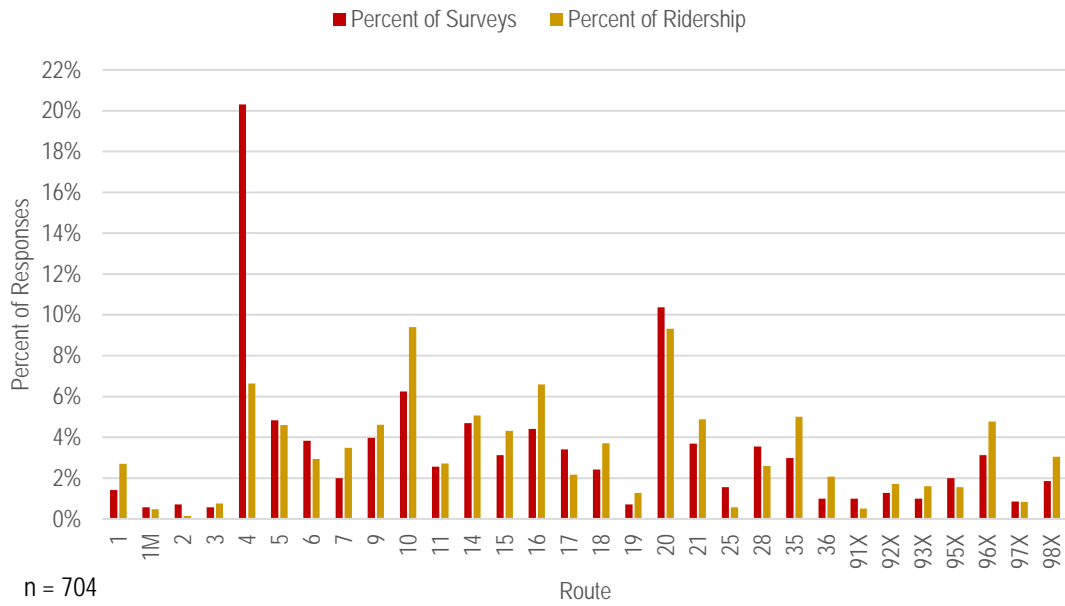
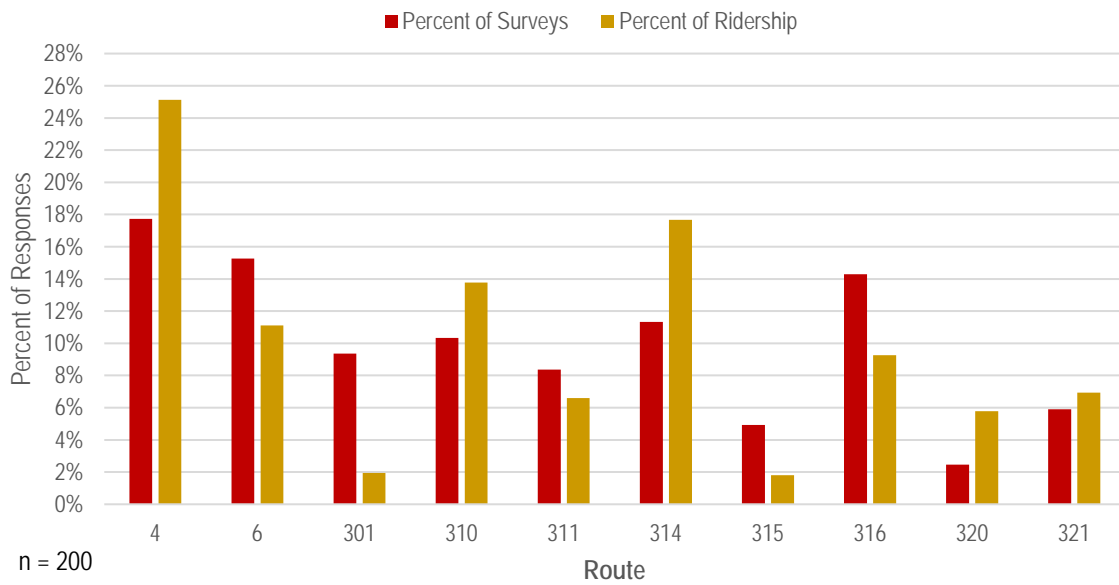


Figure 2-2 Weekend Survey Responses by Route

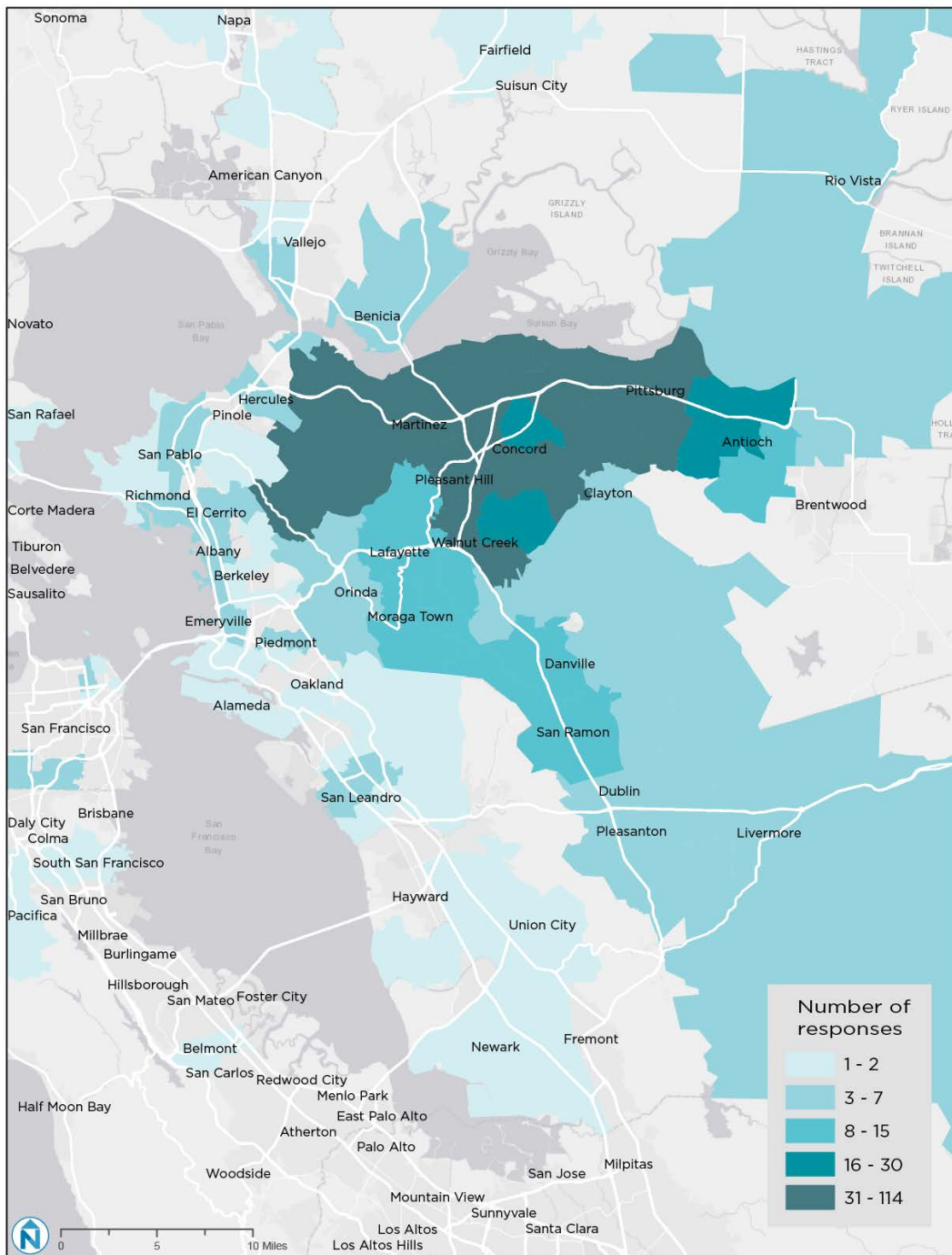


DEMOGRAPHICS

Where Riders Live

The distribution of completed surveys by riders' home zip code is shown in Figure 2-3. Zip codes located in Martinez, Concord, Walnut Creek, and Pittsburg had the highest number of surveyed County Connection passengers, with 30 or more survey responses per zip code in these cities. Other east Contra Costa County cities, such as Lafayette, Pleasant Hill, and San Ramon, had the between 8 and 30 responses per zip code.

Figure 2-3 Home Zip Codes of Combined Weekday and Weekend Surveyed Riders



Race/Ethnicity

Among weekday respondents, 20% identify as Hispanic or Latino (Figure 2-4). A somewhat larger portion of weekend respondents, 28%, identify as Hispanic or Latino. Results of racial self-identification questions collected and displayed in Figure 2-5 show further information about the demographic characteristics of County Connection passengers who took the survey. The largest percentage of passengers self-identified as White (46%) followed by Hispanic or Latino, Asian/Pacific Islander, and Black/African American, which comprise 20%, 19%, and 16%, respectively. The “Other” category was selected by 12% of respondents and about 46% of those wrote in Latino/Hispanic as their identification in the survey. On weekdays, the routes most likely to be ridden by communities of color were Routes 7, 16, 35, and 96X.

On weekends, 41% of respondents self-identified as White, followed by 28% Hispanic or Latino, 20% Asian/Pacific Islander, 19% Black/African-American, 12% Multiracial (12%), and 8% selected “Other.” About half of the 8% who self-identified as “Other” wrote in Hispanic/Latino as their race/ethnicity. County Connection routes are likely to attract varying levels of racial/ethnic diversity in their rider cohorts, as shown in Figure 2-6. On weekends, people of color were most likely to ride Routes 6, 310, 314, and 321.

Figure 2-4 Respondents Identifying as Hispanic or Latino

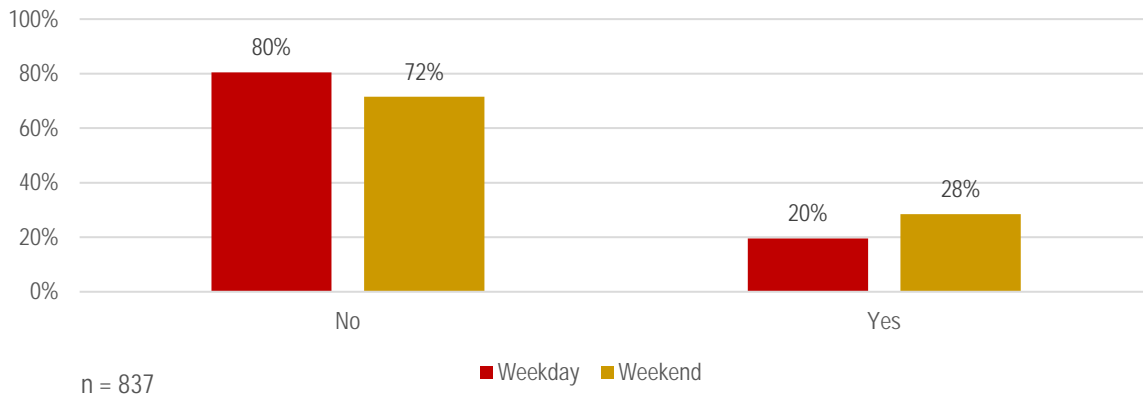
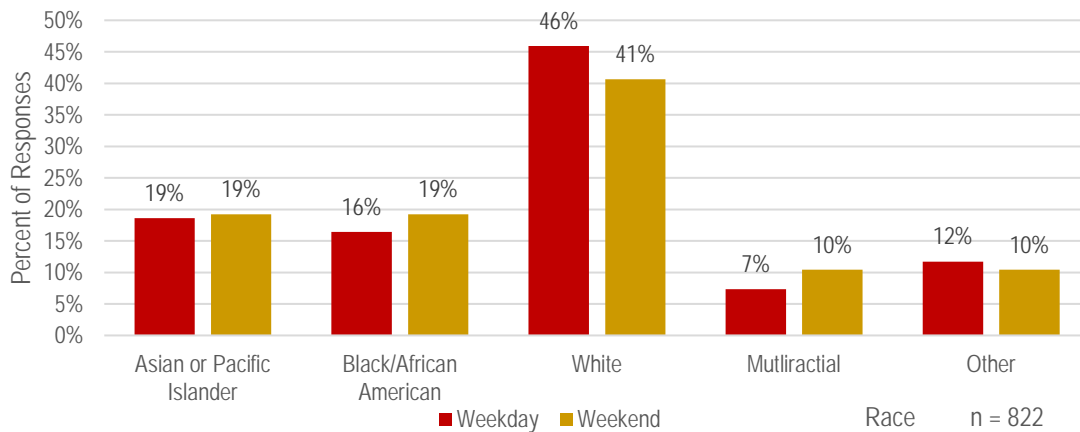


Figure 2-5 Passenger Racial Self-Identification



PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-6 County Connection Route by Racial Self-Identification, Weekday

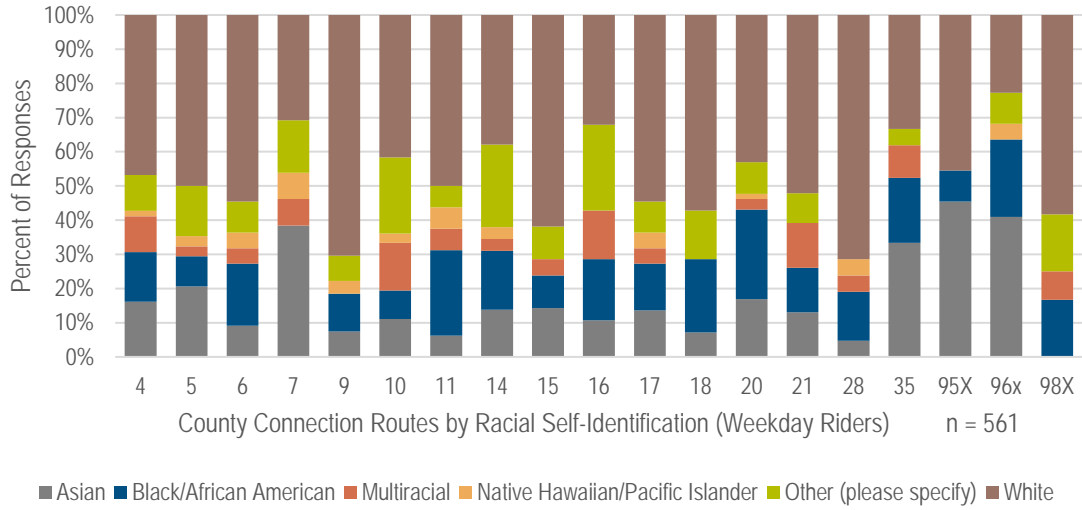
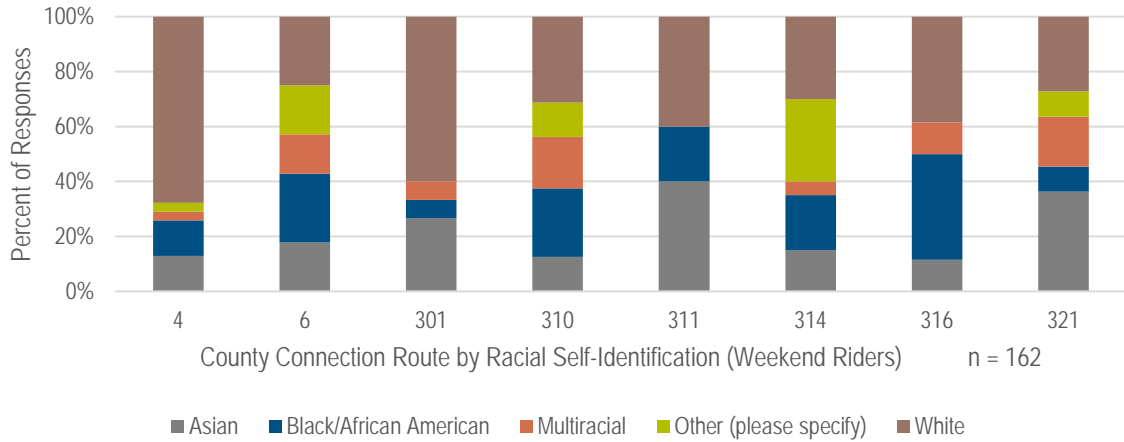


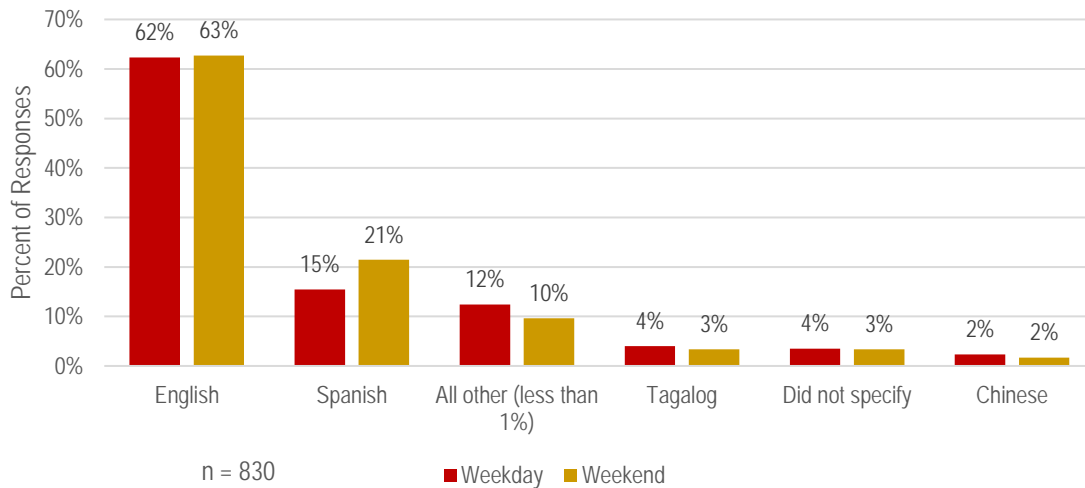
Figure 2-7 County Connection Route by Racial Self-Identification, Weekend



Language

Among respondents, over one-third of weekday riders (38%) speak a language other than English at home (Figure 2-8). On weekends, this portion is 37%. Spanish is the most common language other than English spoken at home, with 15% of weekday riders and 21% of weekend riders reporting it is spoken at home. Filipino/Tagalog (4%) and Chinese (2%) are the only other languages that were selected by 2% or more of respondents. Riders who speak less commonly reported languages were asked to list them under the general category, “Other.” Some of the languages included French (1.2%), Hindi (1.1), Russian (0.8), Vietnamese (0.8%), Farsi (0.6%), and Japanese (0.6%).

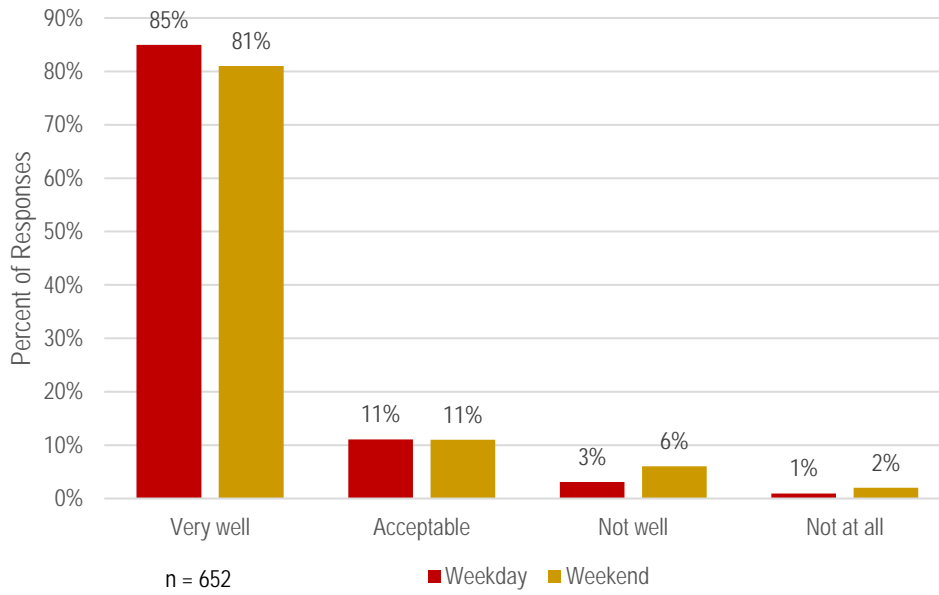
Figure 2-8 Languages Spoken in Household



The multi-lingual passengers identified in the survey effort tend to be proficient in English, as shown in Figure 2-9. This result is likely influenced by selection bias and underestimates the percentage of riders with limited English proficiency, as the group of passengers who responded to the printed survey was biased towards those passengers who felt confident taking the survey. The survey was offered in Spanish, but most surveyors were not Spanish speaking and the survey was not available in other languages. Of weekday riders, 85% responded that they speak English “very well,” while 11% marked that they speak English at an “acceptable” level. Only 4% stated they did not speak English well or at all. This pattern is similar among weekend riders, 81% of whom reported that they speak English “very well.” About 8% of weekend riders do not speak English well or at all.

PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-9 English Proficiency of Passengers

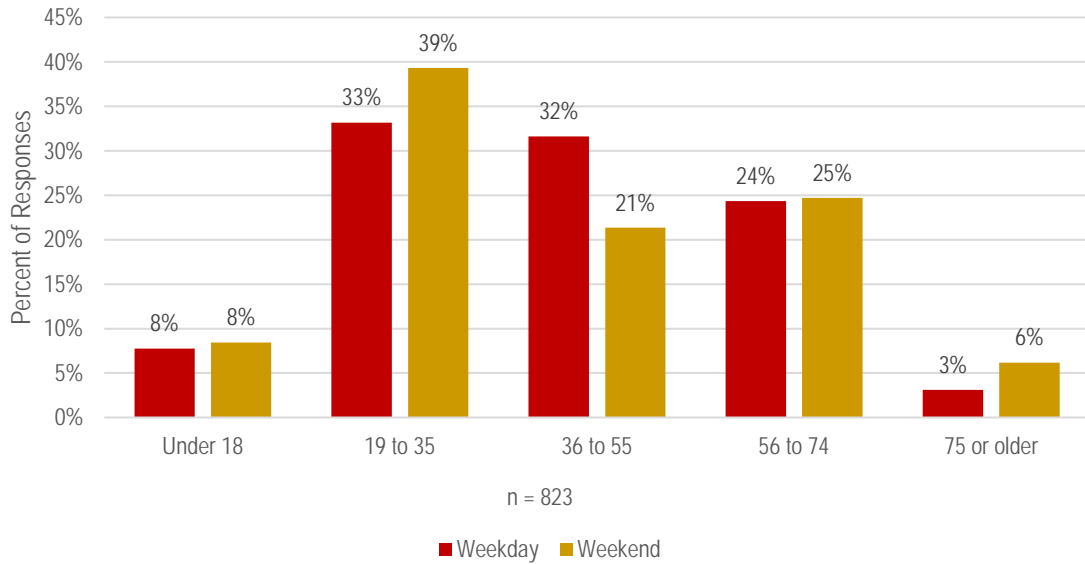


PASSENGER SURVEY ANALYSIS
County Connection

Age

The age distribution of surveyed riders is shown in Figure 2-10. Surveyors noted that younger passengers were typically more reluctant to fill out a survey. On both weekday and weekend surveys, just 8% of respondents were under the age of 18.

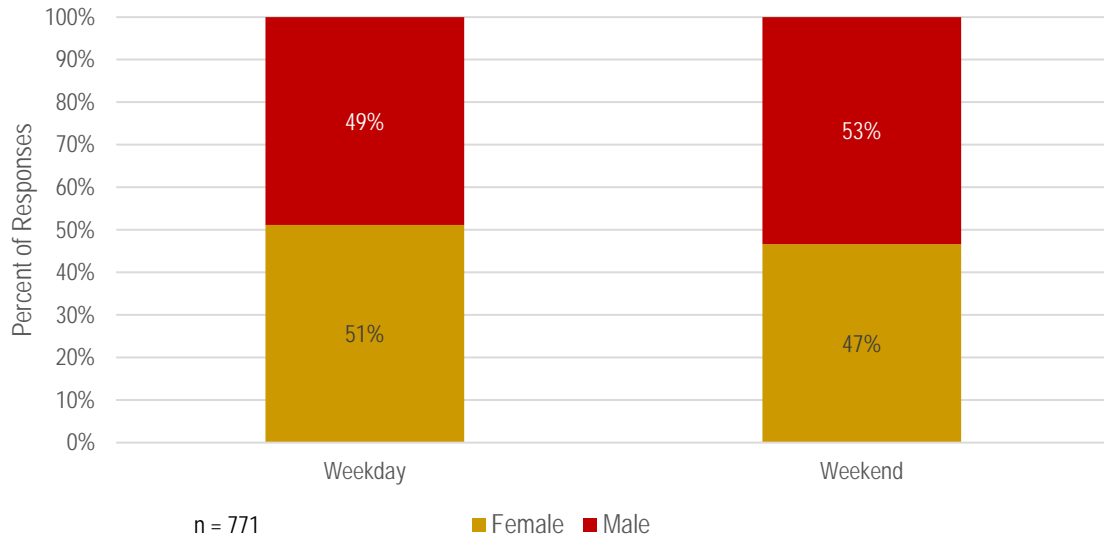
Figure 2-10 Passenger Age Distribution



Gender

The gender balance of surveyed riders mirrors the gender balance nationally. Out of 606 weekday respondents, 51% self-identified as female, and 49% identified as male (Figure 2-11). During the weekend, male survey respondents made up 53% of the riders.

Figure 2-11 Passenger Gender

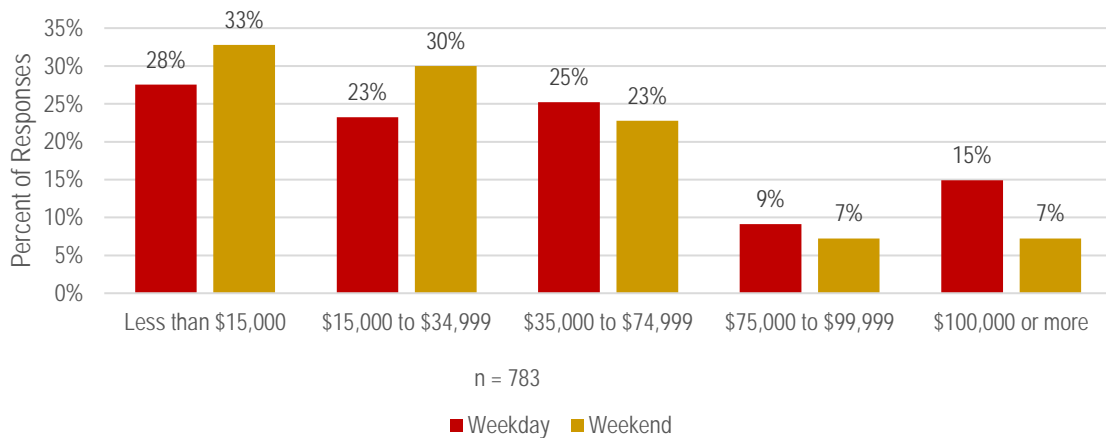


Income

Weekend respondents were more likely to have lower household income levels than weekday riders, as shown in Figure 2-12. Out of 603 weekday respondents, 51% live in households that make under \$35,000 per year, compared to 63% of weekend respondents. The \$35,000 household income threshold is commonly used to designate “low-income” communities because it is just below 150% of the federal poverty line for a family of four.

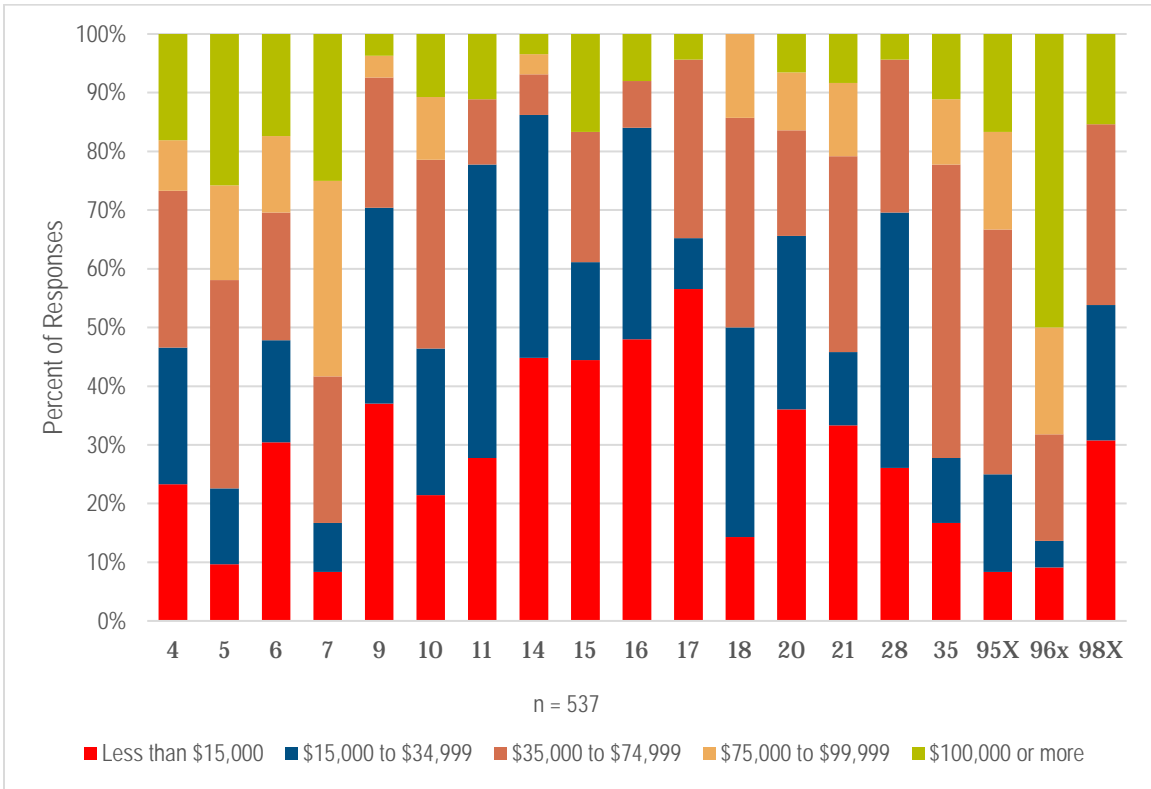
Some County Connection routes are more likely to have low-income riders, as shown in Figure 2-13. On weekdays, Routes 14 and 16 are most likely to serve low-income communities, as more than 80% of surveyed riders reported household incomes below \$35,000. On weekends, these include Routes 6, 311, 314, and 316, of which 70% of riders live in low-income households.

Figure 2-12 Approximate Annual Passenger Household Income



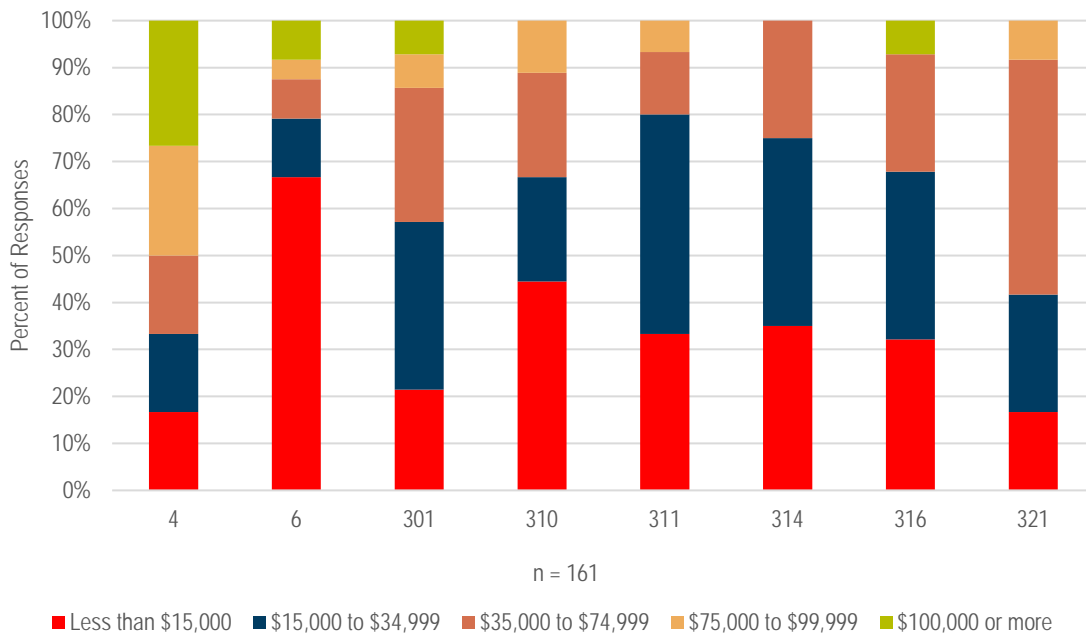
PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-13 County Connection Route by Household Income, Weekday



Note: Routes with fewer than 10 reported household incomes are excluded from the graphic above.

Figure 2-14 County Connection Route by Household Income, Weekend

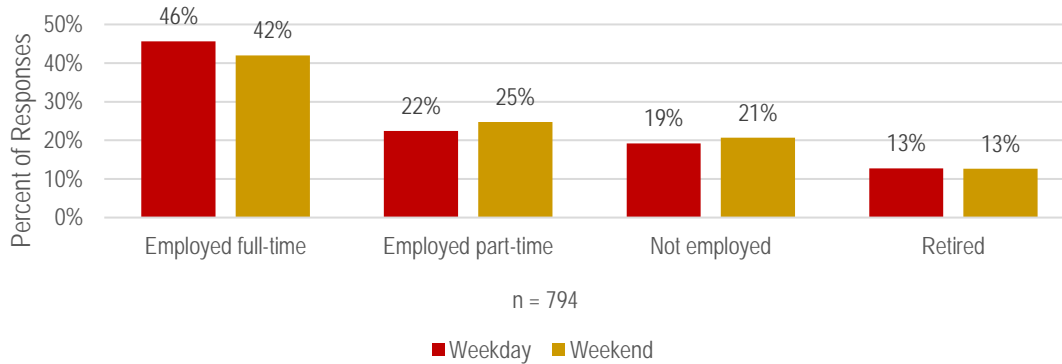


Note: Routes with fewer than 10 reported household incomes are excluded from the graphic above.

Employment Status

The employment status of County Connection passengers surveyed is shown in Figure 2-15. Out of 595 weekday rider responses, 68% were employed at least part-time. Likewise, 67% of 174 weekend riders indicated they were employed at least part-time.

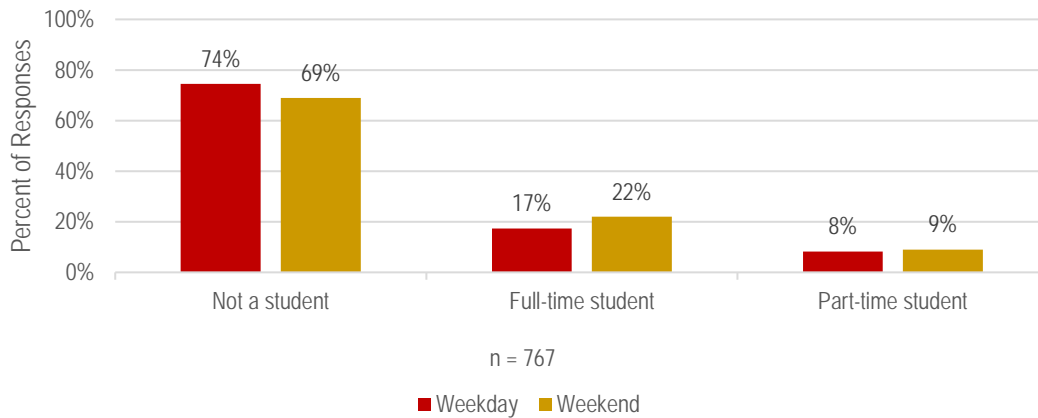
Figure 2-15 Passenger Employment Status



Student Status

Students made up a higher proportion of respondents on weekdays than on weekends, as shown in Figure 2-16. Full or part-time students made up just over a quarter of the weekday survey responses, with 17% enrolled full-time and 8% enrolled part-time out of 595 responses compared to 22% full-time and 9% part-time on weekends.

Figure 2-16 Passenger Student Status



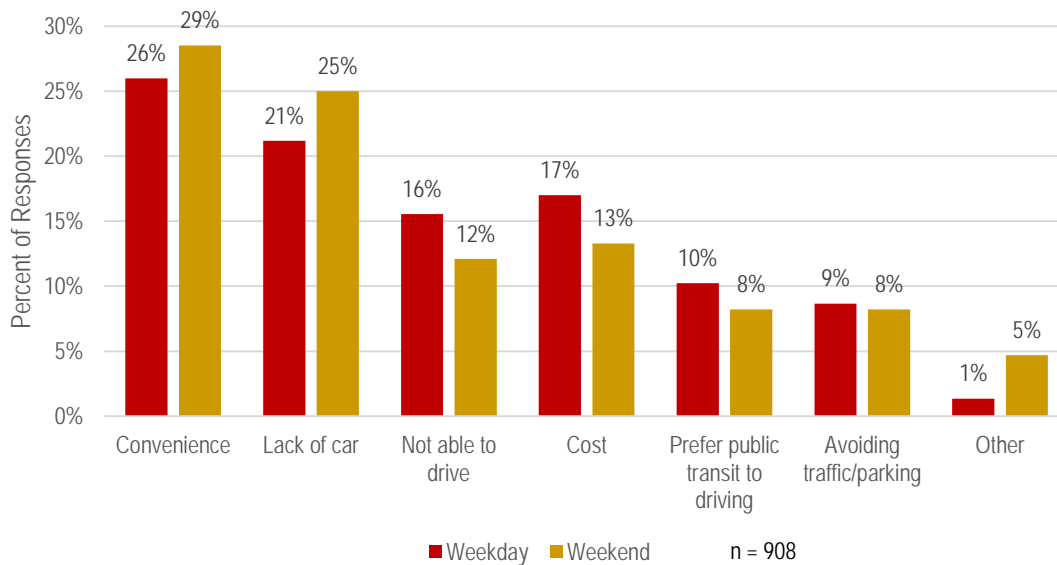
TRAVEL PATTERNS

Choosing County Connection

Surveyed riders were asked their primary reason for choosing County Connection for their current trip (Figure 2-17). While the survey asked for a single response, some people chose multiple reasons. The patterns were similar between weekday and weekend answers, with convenience and lack of a car accounting for almost half of all reasons for riding County Connection on weekdays, and over half on weekends. Based on write-in comments, it could be useful in future surveys to clarify the lack of car being due to hardship or due to choice, and unable to drive being due to choice or not. There were cases when people indicated that they were unable to drive because they did not have a car. Those responses were reclassified as lack of having access to a car. These results suggest that a significant portion of County Connection passengers do not have access to a vehicle, and that, as a result, County Connection is likely their primary means of transportation.

People who answered “Other” also commonly cited “work” or “going to work” as why they chose to ride. This could indicate that people ride because it is paid for or subsidized by their employer or because they don’t have access to a vehicle, or that they prefer to commute this way. Those responses were kept as “other.” On weekends, there were a small number of people who were riding for fun with their kids.

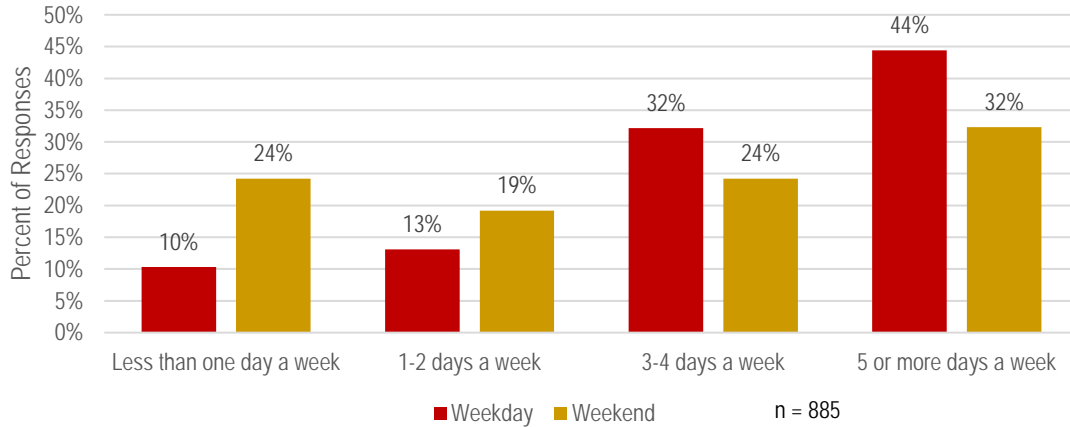
Figure 2-17 Primary Reason for Riding County Connection



Frequency of Use

Riders were asked how often they rode County Connection. Out of 687 weekday respondents, 305 (or 44%) rode five or more days per week, as shown in Figure 2-18, compared to only 32% of the 198 weekend respondents. Surveyed weekend riders were more likely to take County Connection infrequently, with 24% of respondents using the service less than one day a week, compared to 10% of weekday respondents.

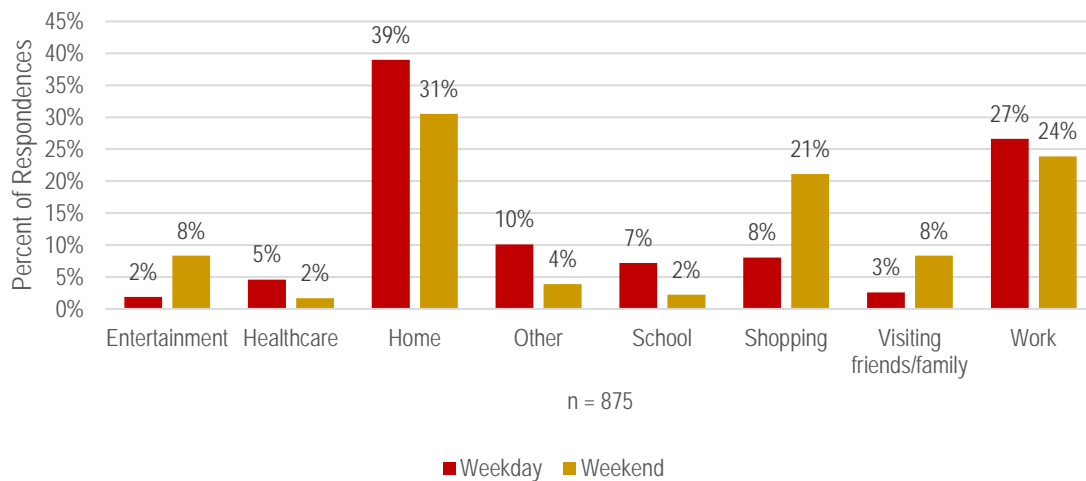
Figure 2-18 Frequency of Use on County Connection



Trip Purpose

Respondents were asked about the origins and destinations of their current trip (Figure 2-19). Out of 695 weekday respondents, 39% were traveling home, and 27% were going to work. Shopping made up 8% of reported weekday trip purposes. Among those who answered “Other”, 14 respondents wrote in they were connecting to BART (20%) and nine wrote in the library (13%). The vast spread of trip purposes speaks both to the time of day of survey data collection, as well as the many varied destinations people can reach on County Connection. On weekends, a much higher portion of riders were making shopping-related trips (19%, compared to 8% on weekdays). Out of 26 responses from weekend riders who selected a trip purpose of “Other,” nine were attending the “March for Our Lives” demonstration in Walnut Creek.

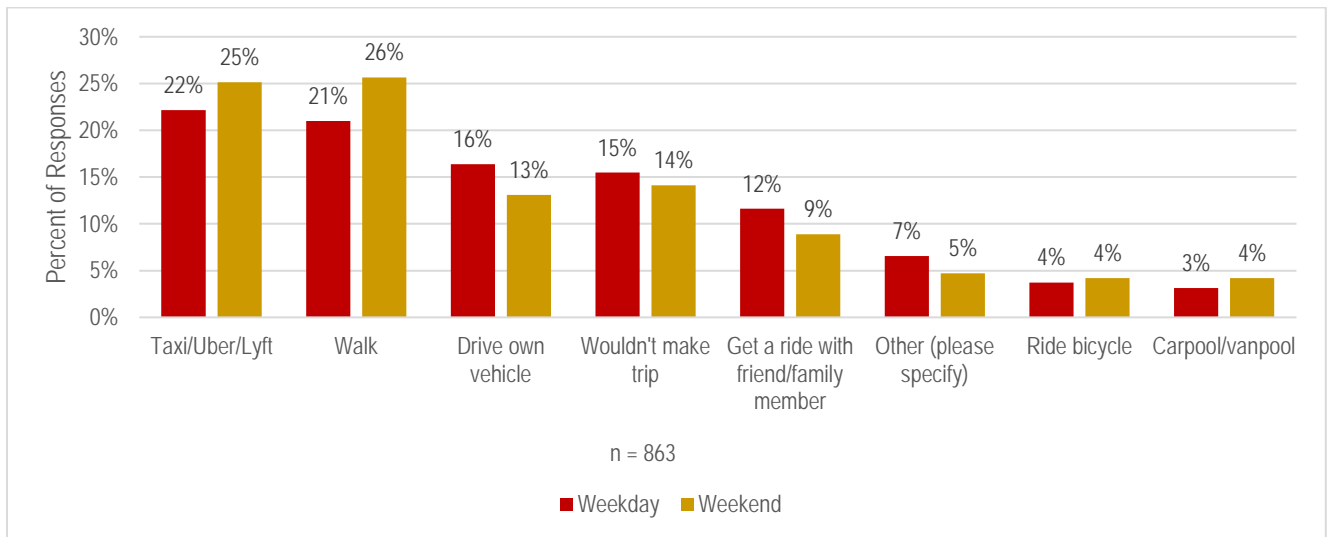
Figure 2-19 Passenger Trip Purpose



Access to Backup Transportation

Respondents were also asked about how they would make their trip if County Connection were not available (Figure 2-20). Taxi/Uber/Lyft was the most common choice, selected by 22% of surveyed weekday riders and a quarter of weekend respondents, followed by walking (21%) and driving a personal vehicle (16%). These results were similar for weekend riders, of whom 27% of respondents selected Taxi/Uber/Lyft, 26% selected walking, and 13% selected driving a personal vehicle. A significant portion of riders, 15%, would not make their trip at all without County Connection, highlighting the service's importance for riders who do not have alternative mobility options available.

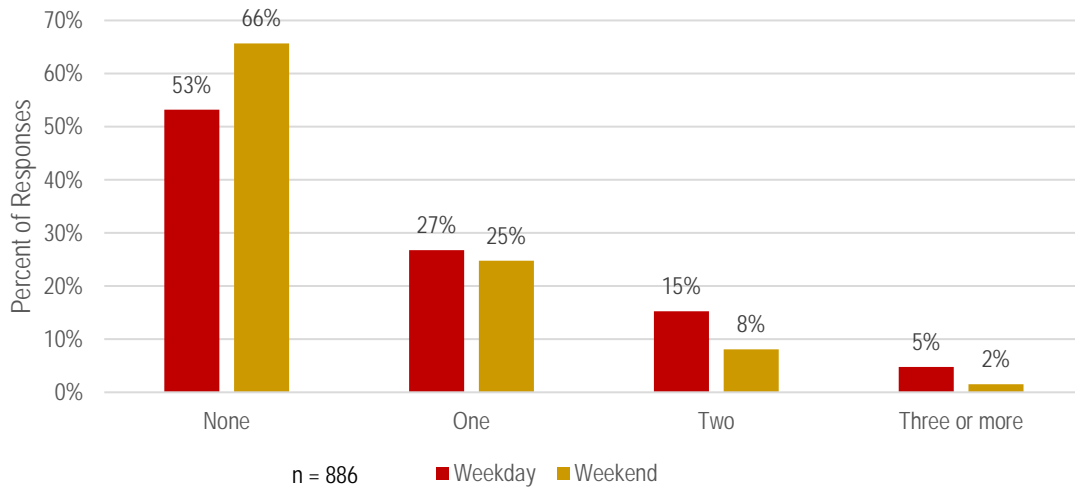
Figure 2-20 How Would Respondents Make Trip without County Connection



Transfers

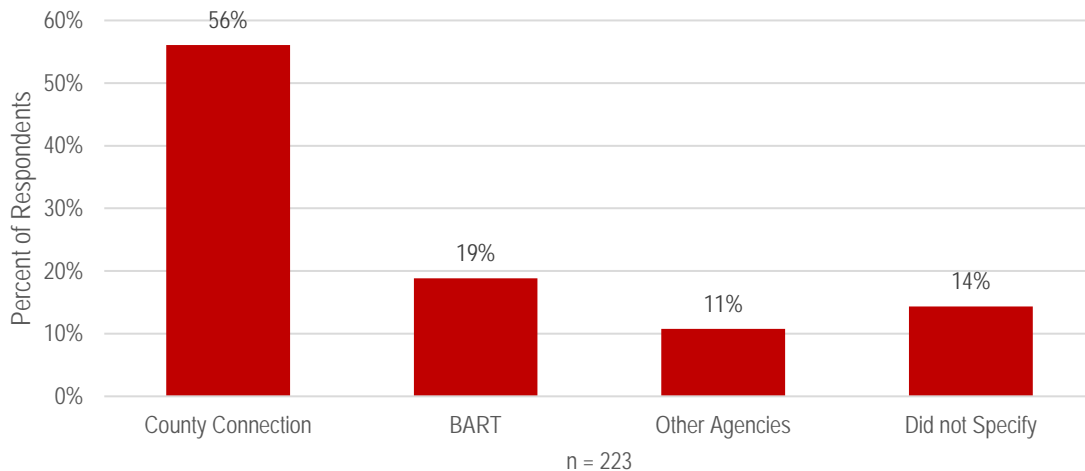
Surveyed riders were asked if they had to transfer to another bus at any point to complete their trip. Out of 688 weekday respondents, 322 (47%) needed to transfer at least once to complete their trip, as shown in Figure 2-21. This proportion fell to 34% for the 198 weekend riders.

Figure 2-21 Number of Transfers per Trip, Weekdays and Weekends



Of the 322 riders who required a transfer to complete their trip, 56% did so within the County Connection system, as shown in Figure 2-22.² Figure 2-23 shows the distribution of routes of these internal transfers. Routes 20, 98X, and 15 had the highest number of respondents that had transferred from them at 12%, 11%, and 10%, respectively. On weekends, the most common transfer destination was to Route 4.

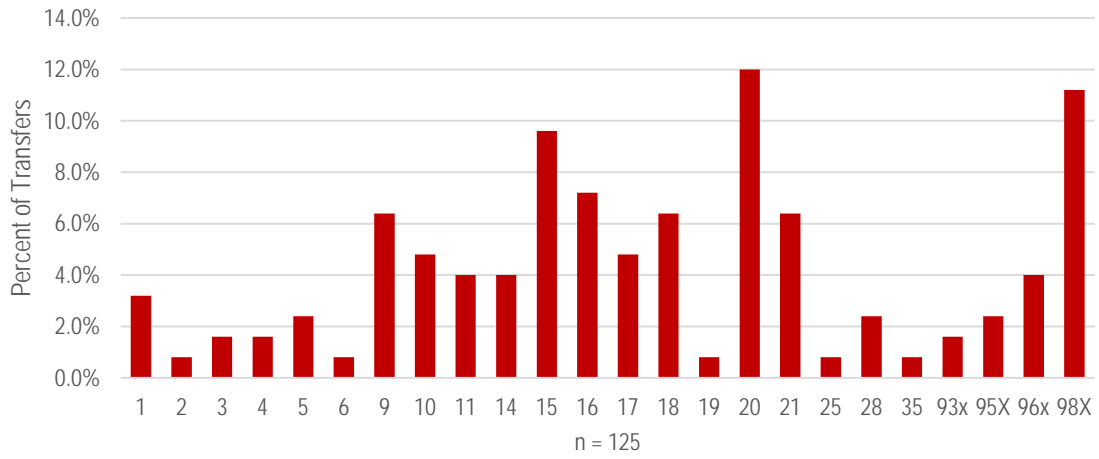
Figure 2-22 Agencies Use to Complete Trip



² The number of weekend responses to this question was too low to establish a level of significance. Therefore weekend information of transfers by transit agency, and route details for County Connection transfers, is omitted from this report. For reference, weekend responses that were collected reflect the pattern of weekday transit agency transfers.

PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-23 Distribution of Transfers by Route within County Connection



Access to Transit Stop

The survey asked riders how they traveled from home to their first bus stop that day. This question confused people for whom the trip purpose was not tied to their home address. Out of 688 weekday respondents, about two-thirds (66%) accessed a County Connection bus via walking, while 13% accomplish the first leg of their trip in a car, either by driving their own vehicle or by carpooling (Figure 2-24). Nearly all of the “Other” category responses came from riders who transferred from another bus or transit service such as BART, which indicates they answered the question in terms of their current ride or trip. In future surveys, the question should ask how people arrived at the bus stop for their current trip. Next, “transfer from public transit” should be added as a selection option to this question. On the weekend, a similar portion of riders access County Connection buses by walking (62%), while 18% access stops by car, either by driving a personal vehicle or carpooling. As with the weekday survey, most weekend riders who reported an access mode of “Other” took BART to reach their County Connection bus stop.

Figure 2-24 Passenger Mode of Transportation to Bus Stop, Weekday

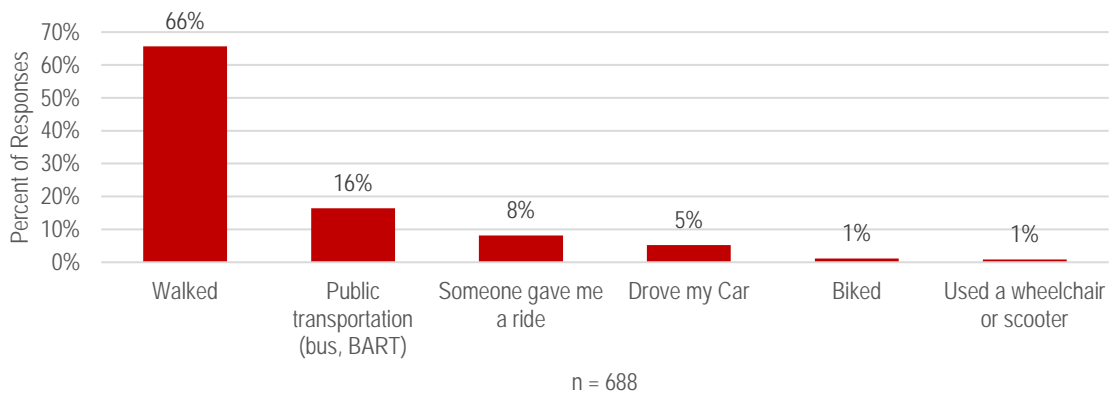
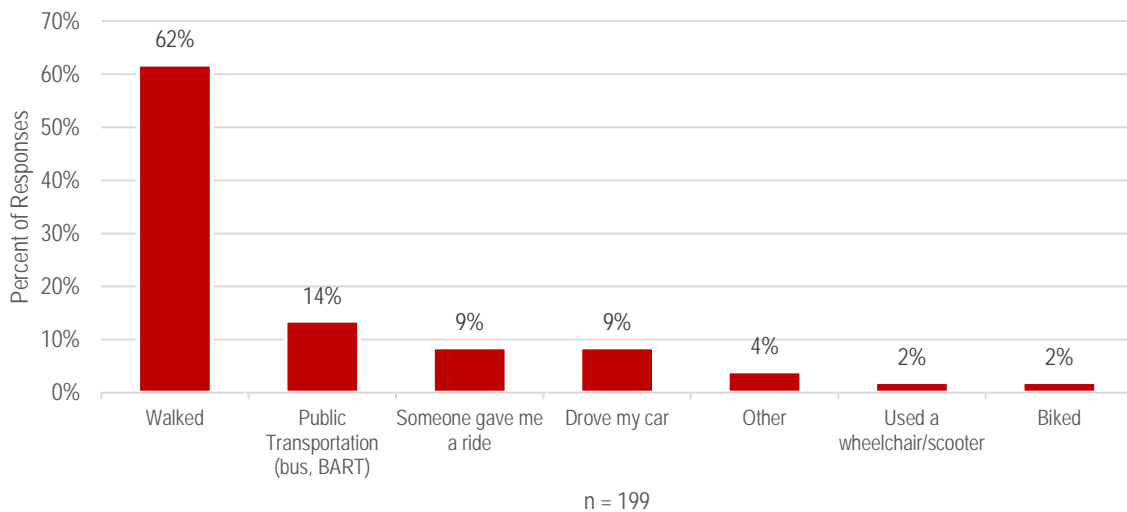


Figure 2-25 Passenger Mode of Transportation to Bus Stop, Weekend



PASSENGER SURVEY ANALYSIS
County Connection

Figure 2-26 cross tabulates how respondents accessed bus service for their current trip based on their reported annual household incomes. Responses for “Other” that were for BART or another bus were included. While the primary mode of accessing transit for all income groups was walking, a higher household income corresponded with a decrease in the proportion of people who walked. The lowest income group, households earning under \$15,000 annual income, was the least likely to drive themselves. The spike in transit connection to the bus stop on weekends among higher income survey respondents is likely due to a small sample size.

Figure 2-26 Transit Access Mode by Income, Weekday

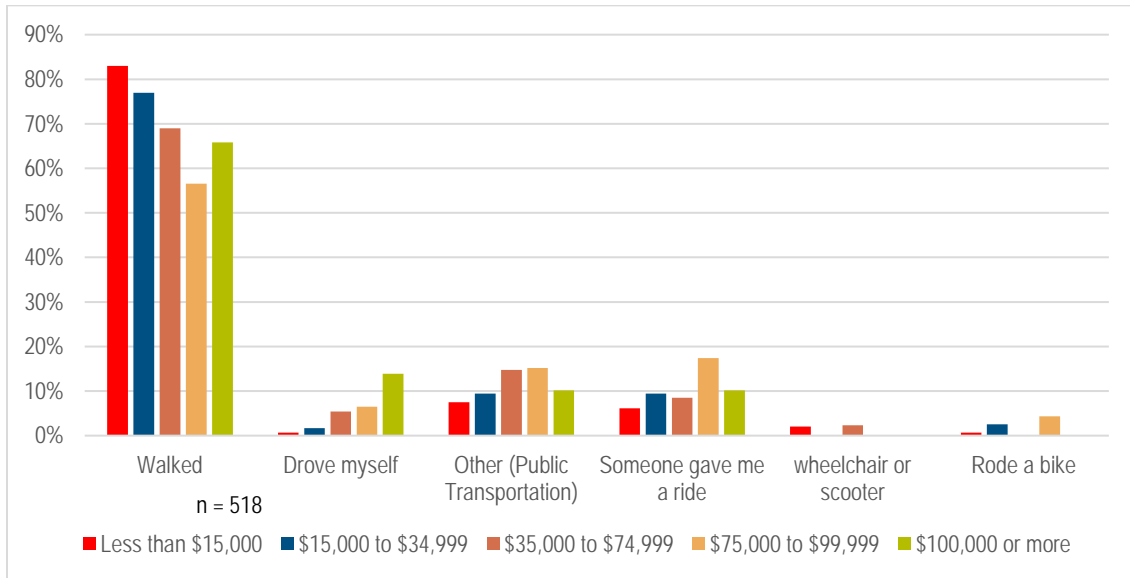
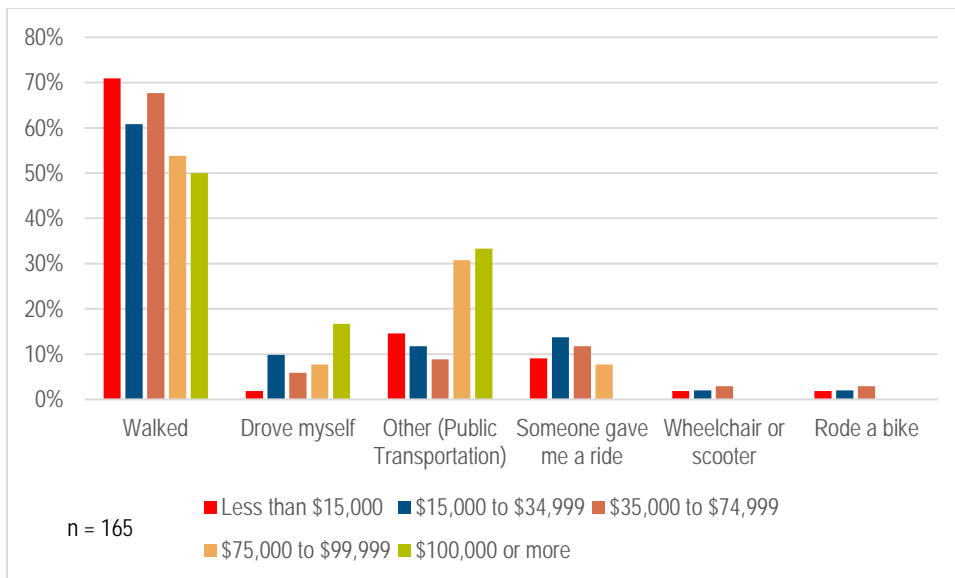


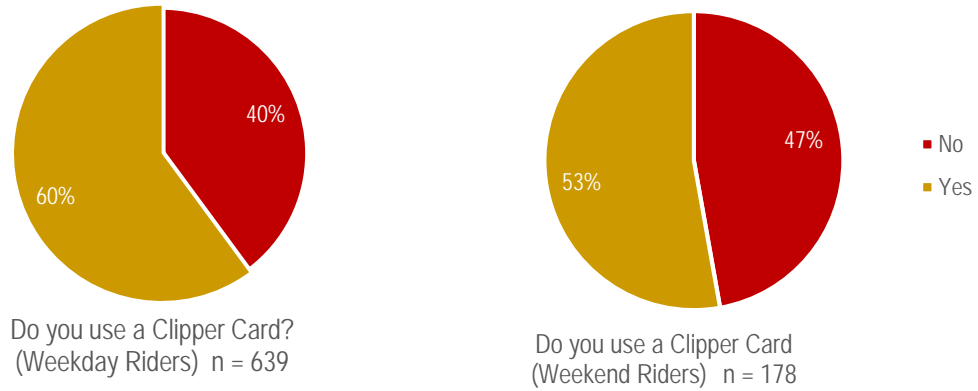
Figure 2-27 Transit Access Mode by Income, Weekend



FARES

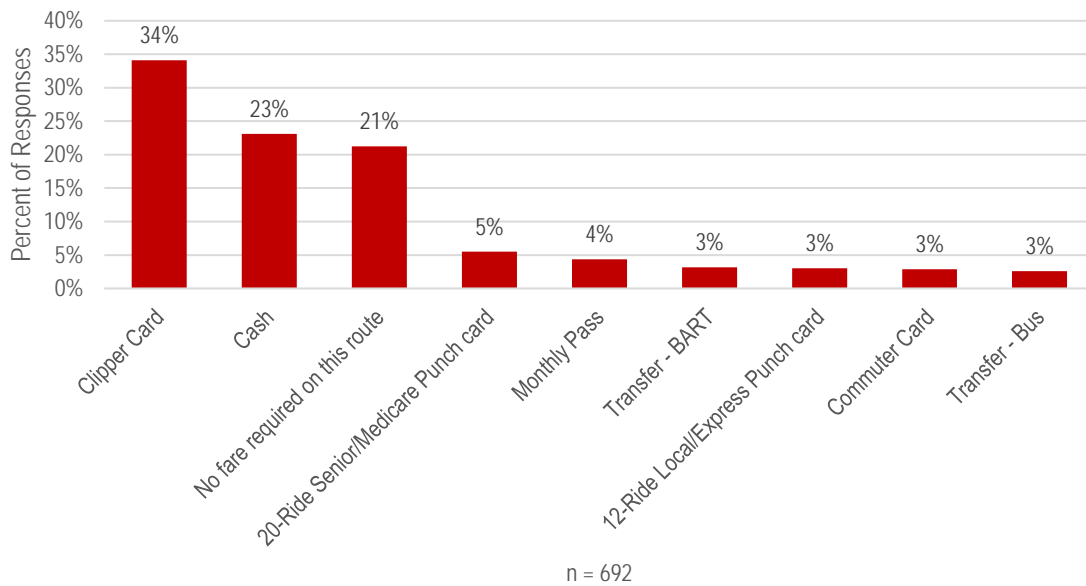
Out of 639 weekday responses, 60% of riders use a Clipper Card compared to 53% of the 198 weekend riders, as shown in Figure 2-28.

Figure 2-28 Passengers with a Clipper Card



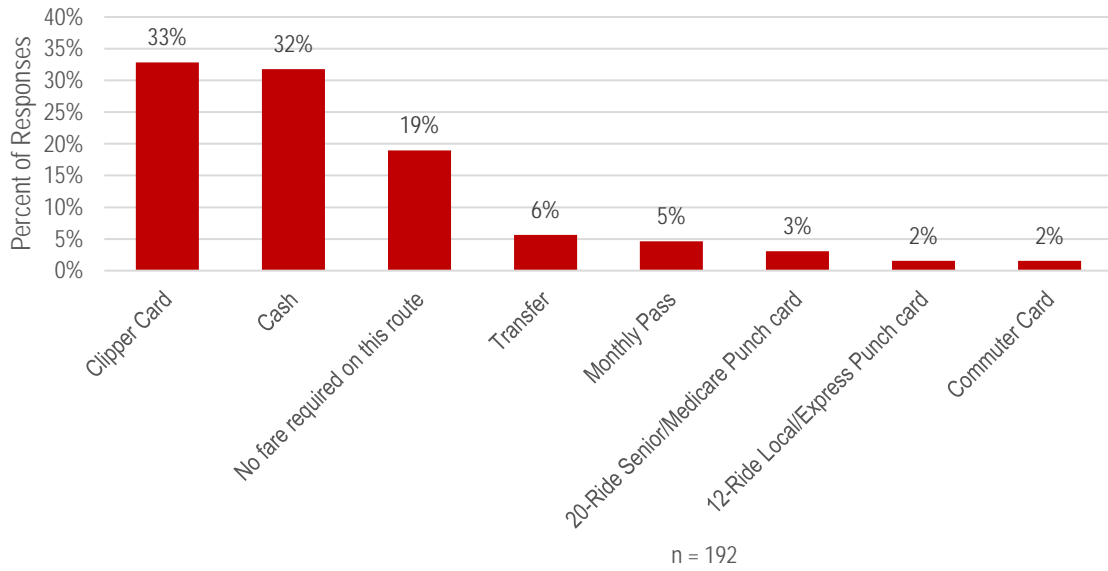
Drilling down to how respondents paid for the trip they were on while completing the survey, out of 692 weekday riders, only 34% paid for their current trip with Clipper. While that proportion was similar for weekend riders, there was a notable difference in the proportion of riders paying a cash fare between weekdays and weekends. On weekdays, 23% of riders paid cash fares, compared to 32% on the weekend, as shown in Figure 2-29. The gap between people who had a Clipper Card and those who used it for their trip is likely due to the high percentage of people riding routes that did not require a fare.

Figure 2-29 Fare Payment Method, Weekday



PASSENGER SURVEY ANALYSIS
County Connection

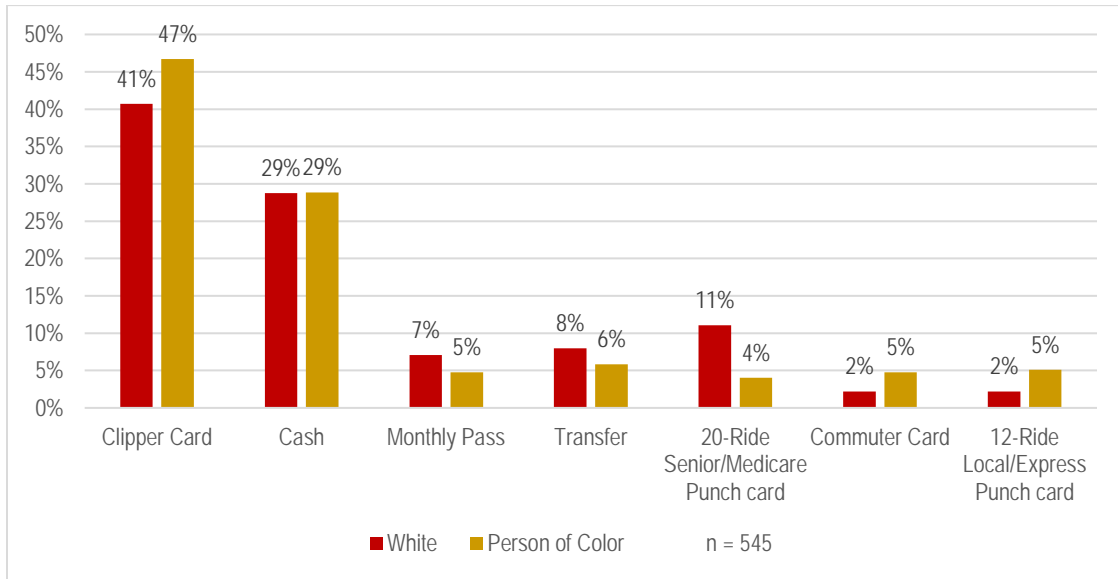
Fare Payment Method, Weekend



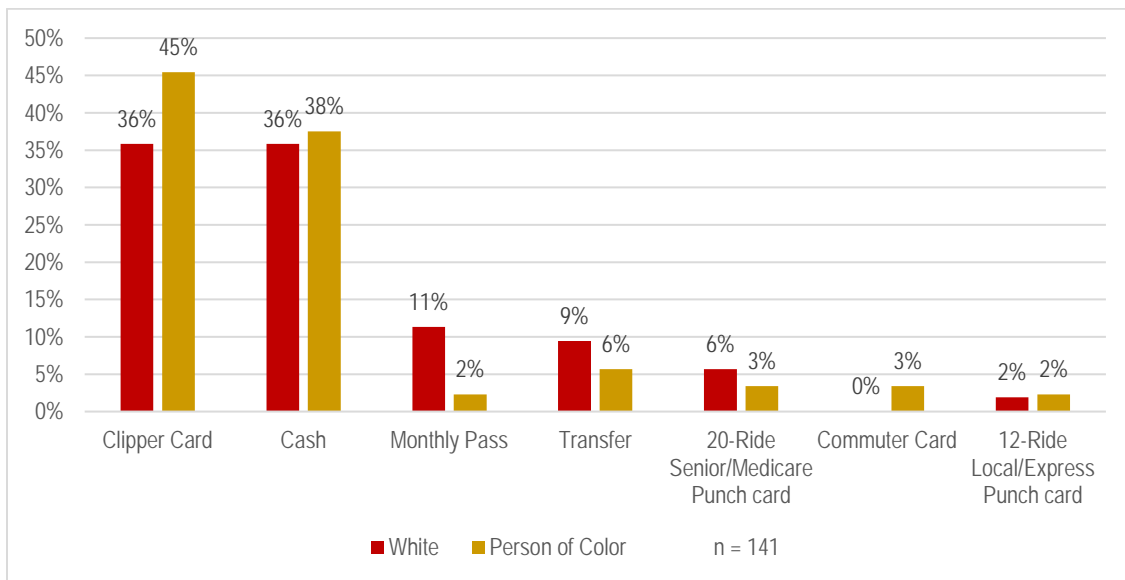
Fare Payment Method by Race

Clipper Card and cash were the most-used fare payment methods for all races. Persons of color were 6% more likely to use Clipper Card than White riders. Racial disparities in type fare media used were greatest for the 20-Ride Senior/Medicare Punch Card on weekdays, and the Card and Clipper Card and Monthly Passes on weekends, as shown in Figure 2-30. Cash was used more by all people on weekends, but was consistent among racial groups. People of color were twice as likely as white respondents to pay with a monthly pass or 20-Ride Senior/Medicare Punch Card.

Figure 2-30 Fare Payment Method by Race, Weekday



Fare Payment Method by Race, Weekend

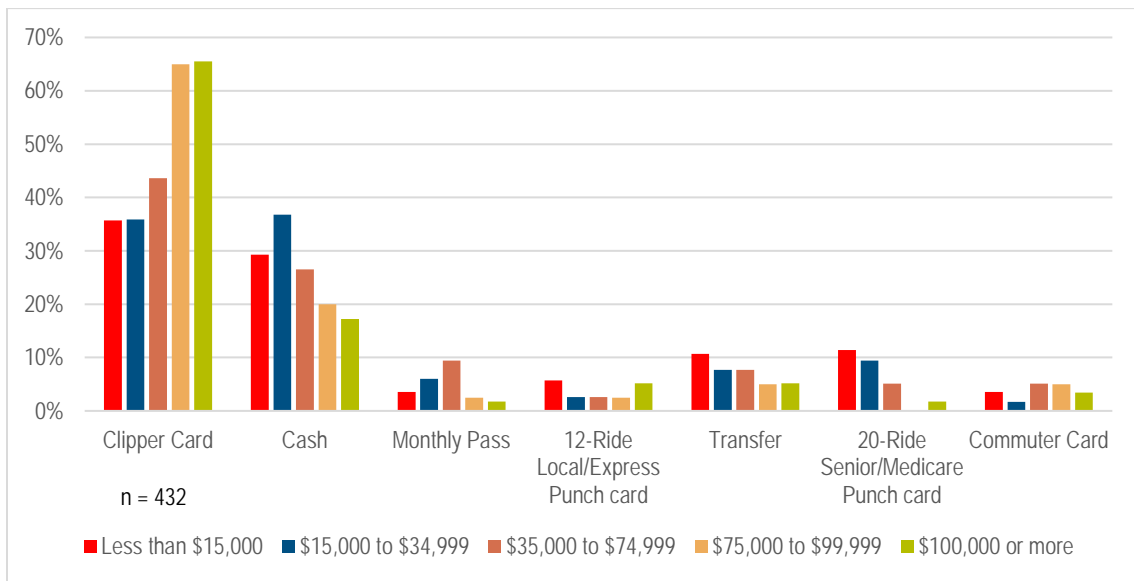


Note: Riders surveyed on Route 4, where no fare payment is required, were excluded from the totals above.

Fare Payment Method by Annual Household Income

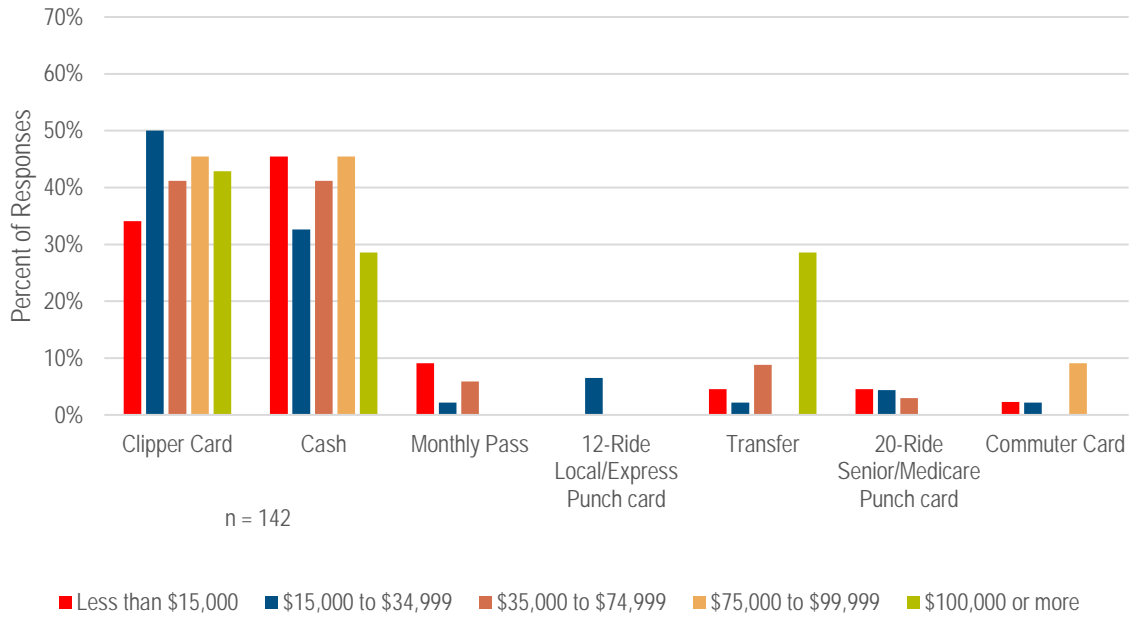
Figure 2-31 shows riders' fare payment methods cross-tabulated against annual household income. Clipper Card is the most frequent form of payment over all income groups, although use is highest among passengers with higher household incomes. Over 60% of weekday responses from households making \$75,000 or more a year paid with a Clipper Card. There is a clear trend on weekdays that as income goes up, use of Clipper Card usage increases, and as income falls, use of cash increases. However, at all income levels, the use of Clipper Card was still accounted for more usage than cash fares, except for those whose households made between \$15,000 and \$34,999 per year, which was about the same for cash and Clipper Card usage.

Figure 2-31 Fare Payment Method by Annual Household Income, Weekday



PASSENGER SURVEY ANALYSIS
County Connection

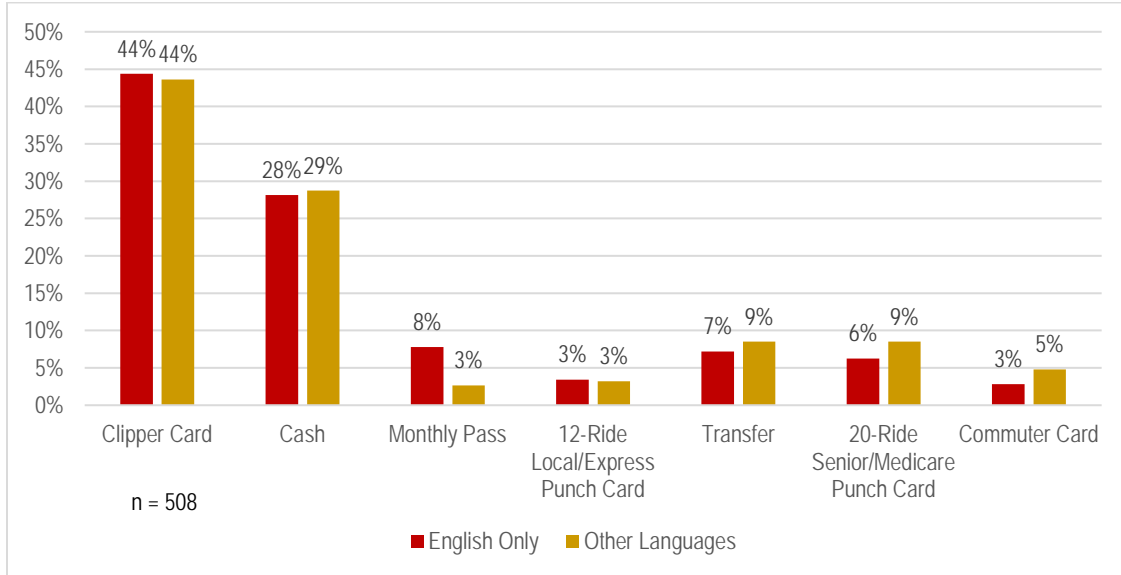
Fare Payment Method by Annual Household Income, Weekend



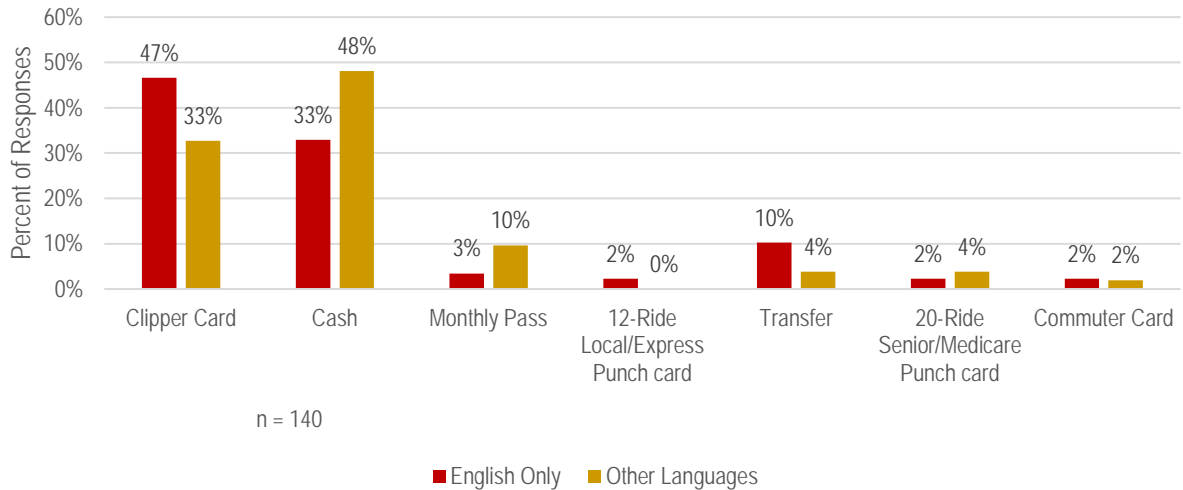
Fare Payment by Language Spoken at Home

Clipper Card remains the most used fare media for people who speak English at home, but for survey respondents who speak languages other than English at home, that pattern only holds true for weekdays, as shown in Figure 2-32. On weekends, 48% of non-English speakers paid with cash compared to only 33% who used a Clipper Card. This analysis only factored in respondents who were on routes that required a fare.

Figure 2-32 Fare Payment Method by Language Spoken at Home, Weekday



Fare Payment Method by Language Spoken at Home, Weekend



Fare Payment by Number of Transfers Needed to Complete Trip

Clipper was the most used method of payment for riders who did not need to transfer to complete their trip. Once any transfer was needed, the proportion of Clipper Card usage and cash fares were similar, as seen in Figure 2-33. As with all other analyses, Clipper Card and cash payments are by far the most used fare payment methods.

The sample size for people needing more than two transfers is small; only 33 weekday respondents, or 5% indicated that they needed more than two transfers. On the weekend, only three riders needed more than two transfers, so they were excluded from the graph below.

Figure 2-33 Payment Method by Number of Transfers Needed, Weekday

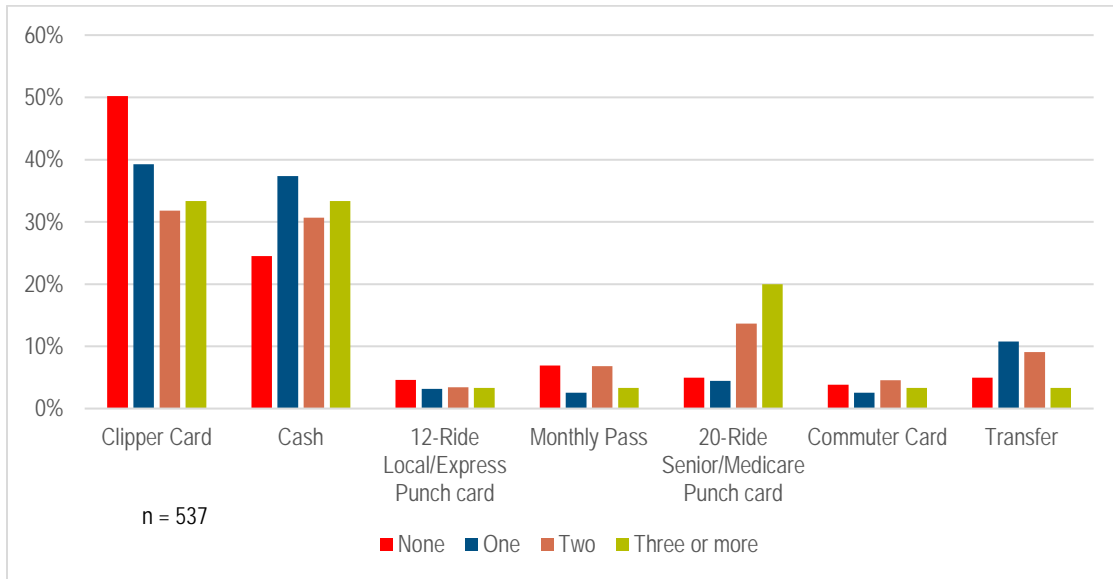
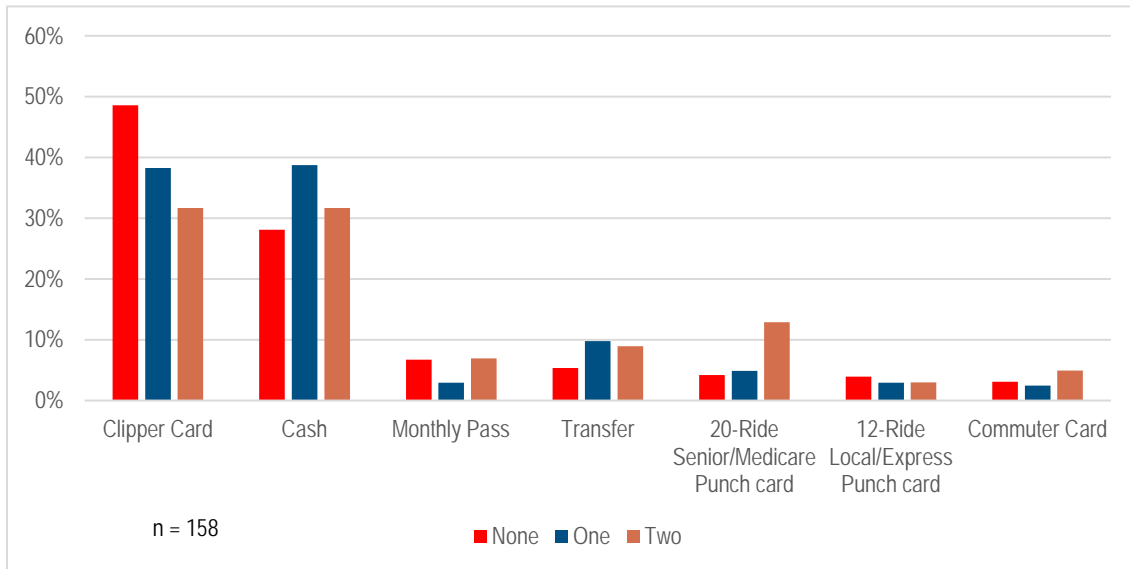


Figure 2-34 Payment Method by Number of Transfers Needed, Weekend

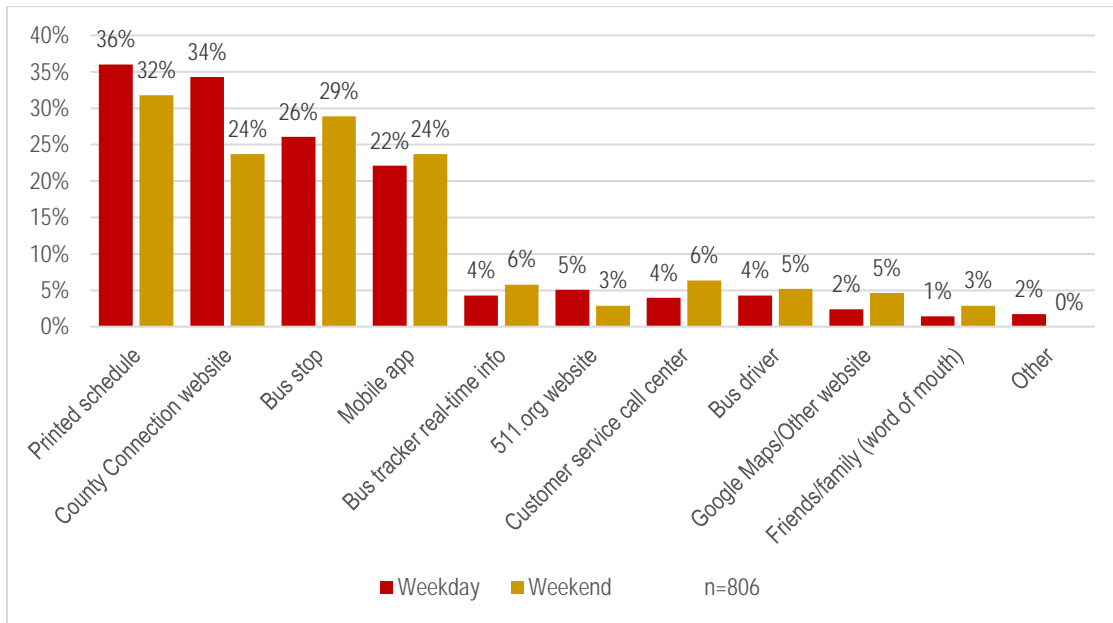


HOW PASSENGERS GET TRANSIT INFORMATION

Understanding how passengers access information can inform a longer term marketing and communication strategy for County Connection to increase ridership and overall satisfaction. County Connection passengers access transit schedule information through a variety of methods. Figure 2-35 shows the distribution of information sources used by riders to get transit information. Printed schedules are still the primary way people get information. Weekend riders were 10% less likely to use the Internet than weekday riders, but it was still used by nearly a quarter of riders. Because respondents selected multiple modes of gathering information percentages do not add up to 100%.

Future categories for the survey should include other websites, such as Google Maps or a general “Internet” catchall that is distinct from the County Connection Website, and physical locations, such as senior centers or libraries. This analysis was able to break out “other website” due to surveyor write-ins, but this number might have been higher if it had been on the list.

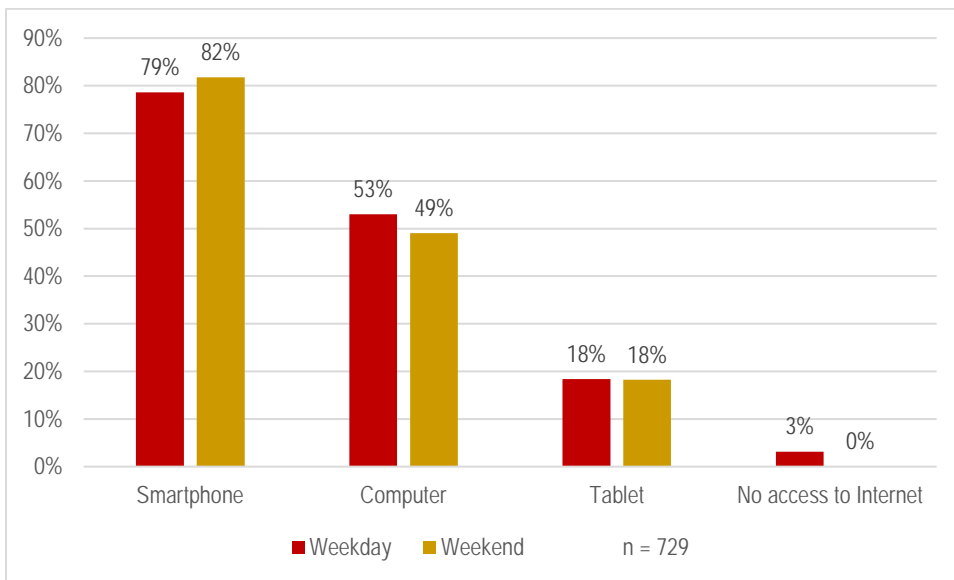
Figure 2-35 How Passengers Typically Obtain County Connection Schedule Information



Internet Access

Riders continue to increase their ability to access information. Surveyed riders were asked, “How do you access the Internet?” Out of 570 weekday respondents, 79% indicated they had access to a smartphone. On weekends, with 159 respondents, that number was slightly higher, at 82%. Respondents could select more than one device if they accessed the Internet from multiple sources. The results are shown in Figure 2-36. Responses reflected similar results from weekend riders. There were no respondents on weekends who said they did not have any access to the Internet.

Figure 2-36 Passenger Internet Access



PASSENGER SATISFACTION

The passenger survey effort asked passengers to comment on their level satisfaction with County Connection fixed-route services. Overall, respondents had a positive opinion of County Connection, with every question receiving a majority of positive (Good or Excellent) responses. Both weekday and weekend riders are most satisfied with driver courtesy (89%) and the condition of the buses (88%). It is also notable that 79% of weekday respondents are satisfied with the on-time performance of the system, and 78% are satisfied with the length of their trip.

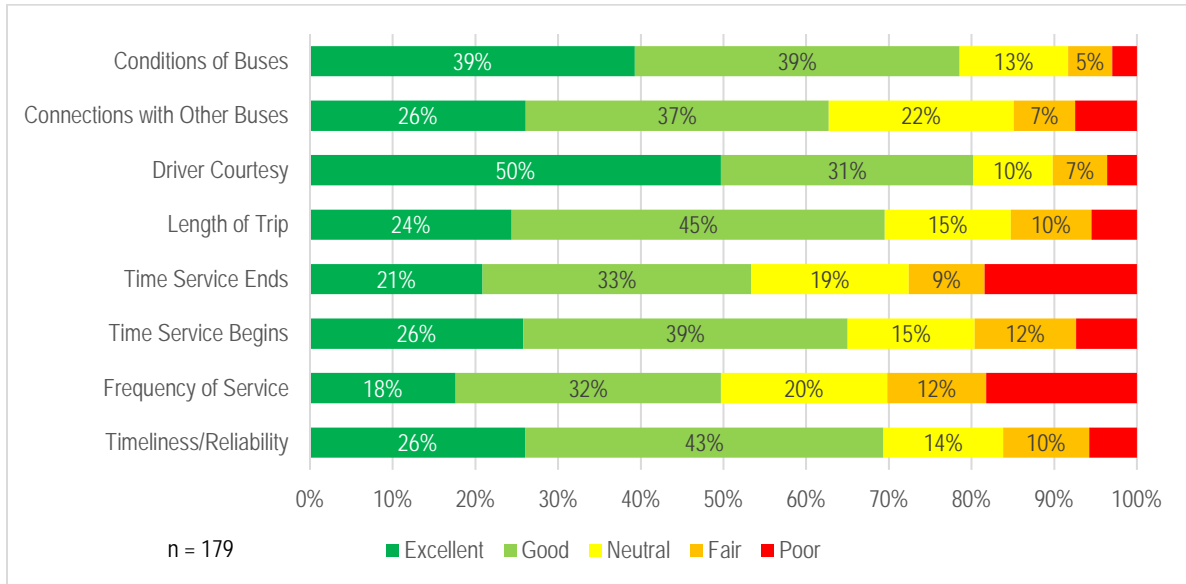
The most commonly suggested areas for improvement included the frequency of service and the time service ends, each of which were earned 22% of their ratings from weekday riders as Poor or Fair. Weekend riders expressed similar dissatisfaction with County Connection’s service frequency and span of service; 30% and 27% of riders, respectively, ranked these areas as Fair or Poor.

Figure 2-37 Overall Passenger Satisfaction, Weekday



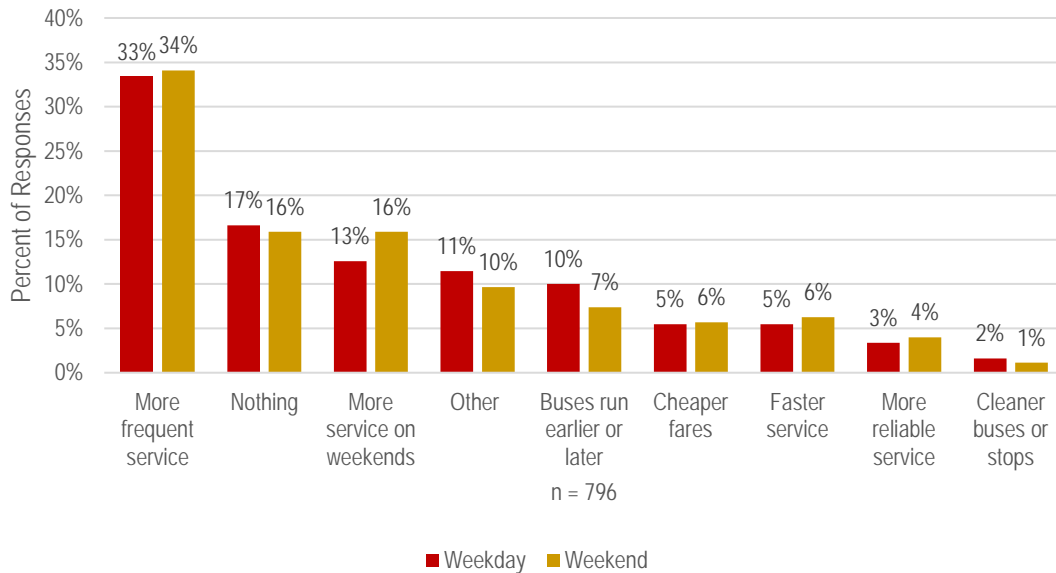
PASSENGER SURVEY ANALYSIS
County Connection

Overall Passenger Satisfaction, Weekend



The survey asked passengers to choose one thing to improve County Connection service. The response rates are shown in Figure 2-38. More frequent service received the highest number of responses (33%). Nearly a sixth of weekday riders indicated that they did not have improvements to recommend to make the service better. More weekend service, and expanded weekday schedules received the third- and fourth-highest responses, with 13% and 10% respectively. Weekend riders reported similar preferences, with more frequent service and more weekend service scoring highest among the available choices.

Figure 2-38 Preferred Improvements to County Connection Services



3 600-SERIES ROUTE ANALYSIS

County connection runs 20 600-series bus routes. Because this population has been challenging to reliably survey with onboard paper surveys, a different methodology was used for this targeted population. County Connection staff pulled video for trips occurring between February 6th and February 8th were pulled on March 12th, 2018.

METHODOLOGY

A sample of one trip per route was randomly selected for each route, with seven morning trips and 13 afternoon trips selected. Dispatch downloaded video footage from cameras facing the passengers for each chosen trip. County Connection staff then looked at screen captures when the passenger load was at its highest, which was just before drop off in the morning, and just after pick up at the school in the afternoon.

County Connection staff recorded the following information based on visual inspection:

- Route
- Trip
- Time of day
- Direction of travel
- Number of people on bus at maximum load
- Observed proportion of White and non-White passengers
- Number of riders who did not appear to be students

Without a formal survey, the racial and age component is an estimate.

RESULTS

The following routes were observed to carry a passenger load that was over 50% non-White:

- | | |
|-------|-------|
| ▪ 605 | ▪ 615 |
| ▪ 611 | ▪ 616 |
| ▪ 612 | ▪ 619 |
| ▪ 613 | ▪ 622 |
| ▪ 614 | ▪ 635 |

The 600-series routes' racial breakdown by route is shown in Figure 3-1.

PASSENGER SURVEY ANALYSIS
County Connection

Figure 3-1 Load and Racial Breakdown of Riders

Route	Passengers on Board	Percent Minority	Route	Passengers on Board	Percent Minority
601	22	14%	615	17	82%
602	30	0%	616	17	100%
603	18	17%	619	47	89%
605	33	52%	622	20	85%
606	40	13%	623	30	43%
608	5	40%	625	9	33%
611	43	100%	626	21	9%
612	20	95%	627	30	10%
613	52	96%	635	29	76%
614	10	100%	636	29	45%

4 TRANSFER FARE ANALYSIS

The goal of a transfer fare analysis is to use paper transfers to analyze travel patterns, such as which routes people transfer between, and from which other regional transit systems they travel. County Connection can access Clipper Card transfer data, but it is harder to analyze trends for cash-paying customers. This analysis looks at transfer information for cash-paying customers.

METHODOLOGY

Between March 8th and 9th, 2018, operators on each trip of each route (for fare-collecting routes) placed envelopes on the front of the fare boxes to gather fare transfers. Riders were asked to drop their paper ticket transfers into the folder, which the drivers then sealed and returned to dispatch at the end of their assignment. Drivers switched envelopes based on the direction of their trip. Nelson\Nygaard then collected and analyzed the information of the transfers.

Inevitably, there will be some level of underreporting of the total transfers that took place during the collection period. For example, Route 10 becomes Route 20 at the end of each trip, but riders still on the bus at the end of the Route 10 trip may not surrender a paper transfer at the beginning of the new Route 20 trip. This makes sense for the passenger because they have not completed their trip and have not transferred to a new bus, but runs the risk of being miscategorized by drivers for ridership at the Route level.

One limitation of paper transfers is that there is no information about the route from which the rider came on paper transfers. Furthermore, passengers coming from a free shuttle, or going to a free shuttle would not have or be required to surrender a paper transfer. Free shuttles were not included in this analysis because transfers are not needed. Free routes include:

- 4 Broadway Plaza/BART Walnut Creek
- 5 Creekside/BART Walnut Creek
- 7 Shadelands/BART Pleasant Hill

PASSENGER SURVEY ANALYSIS
County Connection

RESULTS

There were 1,172 paper transfers collected. Over 50% of all paper transfers occurred on six routes, as shown in Figure 4-1.

Figure 4-1 Most Paper Transfers Received

Route	% Transfers	Rank
10-BART Concord/Clayton	12%	1
20-DVC/BART Concord	10%	2
16-AMTRAK/BART Concord	9%	3
15-Treat Blvd	8%	4
21-BART Walnut Creek/San Ramon	7%	5
9- DVC/BART Walnut Creek	6%	6
TOTAL	52%	-

Among the 15 north-south routes, there were 648 total transfers, with about the same number in each direction. At the route level, the most notable exception was on Route 21, which had 70 paper transfers on buses heading southbound and only 16 traveling northbound (Figure 4-2). “Transfers” refers to transfers within the County Connection System, from one route to another as compared to a transfer from outside the system such as BART.

Figure 4-2 Paper Transfers to North/South Routes

To	Total Southbound	Total Northbound	Transfers	Total	Percent Internal
1	16	16	24	32	75%
2	1	0	0	1	0%
9	37	31	59	68	87%
14	29	34	52	63	83%
16	44	64	91	108	84%
17	17	39	47	56	84%
18	18	27	30	45	67%
19	9	14	15	23	65%
21	70	16	55	86	64%
35	21	18	30	39	77%
36	14	18	17	32	53%
95X	7	3	6	10	60%
96X	16	5	15	21	71%
97X	0	1	0	1	0%
98X	28	35	57	63	91%
Total	327	321	498	648	77%

PASSENGER SURVEY ANALYSIS
County Connection

There were 498 paper transfers used on 10 east/westbound routes. There were 23% more transfers made in the eastbound direction (Figure 4-3). The 93X had a small number of transfers, but more than half were people coming from outside the County Connection system.

Figure 4-3 Paper Transfers to East/West Routes

To	Total Southbound	Total Northbound	Transfers	Total	Percent Internal
1M	2	0	2	2	100%
6	15	7	6	22	27%
10	88	52	102	140	73%
11	23	22	35	45	78%
15	46	46	74	92	80%
20	51	65	84	116	72%
25	9	0	7	9	78%
28	25	22	36	47	77%
91X	6	0	4	6	67%
93X	12	7	8	19	42%
Total	277	221	358	498	72%

Route 3 is a loop route, so transfers were not calculated by direction. There were 26 people that transferred to Route 3 on the day of data collection. All were from within the County Connection network.

Just over 25% of all people transferred from another system. BART was the primary connection, with 194 paper transfers submitted. The next most common system for people to have transferred from was Tri-Delta, with 30 people, followed by LAVTA with 21. Figure 4-4 through Figure 4-8 display more detail of the transfers recorded from other transit systems.

Figure 4-4 shows the County Connection routes people transferred to after riding BART with a paper transfer. The BART transfers were determined by counting the physical BART transfers that were collected, based on route and direction. Routes 10, 21, and 20 had the highest number of people coming from BART, with 33, 30 and 22 transfers, respectively. These three routes made up 44% of all transfers from BART.

PASSENGER SURVEY ANALYSIS
County Connection

Figure 4-4 Paper Transfers to County Connection from BART, by Direction

To Route	Total	Southbound	Northbound	Eastbound	Westbound
1	6	2	4		
6	16			12	4
9	6	1	5		
10	33			25	8
11	6			5	1
14	9	6	3		
15	12			5	7
16	9		9		
17	8	6	2		
18	9		9		
19	1		1		
20	22			5	17
21	30	30			
25	2			2	
28	3				3
35	5		5		
93X	3			3	
95X	4	4			
96X	6	6			
97X	1		1		
98X	3		3		
Total	194	55	42	57	40

PASSENGER SURVEY ANALYSIS
County Connection

Figure 4-5 Paper Transfers to County Connection from Tri-Delta, by Direction

To Route	Total	Southbound	Northbound	Eastbound	Westbound
10	4			3	1
14	1	1			
15	4				4
16	5	1	4		
19	2		2		
20	5			1	4
28	1			1	
91X	1			1	
93X	7				7
Total	30	2	6	6	16

Figure 4-6 Paper Transfers to County Connection from LAVTA, by Direction

To Route	Total	Southbound	Northbound	Eastbound	Westbound
14	1		1		
35	4		4		
36	15		15		
93X	1			1	
Total	21		20	1	

Figure 4-7 Paper Transfers to County Connection from Solano County Transit, by Direction

To Route	Total	Southbound	Northbound	Eastbound	Westbound
1	2		2		
9	2		2		
11	3			3	
20	1			1	
98X	1		1		
Total	9		5	4	

PASSENGER SURVEY ANALYSIS
County Connection

Only 11 people came from Capitol Corridor, AC Transit, Fairfield and Suisun Transit (FAST), or Western Contra Costa Transit Authority (WestCAT) on the day the data collection took place. Figure 4-8 shows the routes onto which people transferred from the other systems.

Figure 4-8 Paper Transfers from Other Regional Transit Agencies

System	Transferred To Route	Total Riders
AC Transit	10	1
Capitol Corridor	98X	2
FAST	9	1
	18	2
	21	1
WestCAT	16	1
	18	1
	19	1
	28	1
Total		11

APPENDIX A

On-Board Survey Instrument, English and Spanish

ON-BOARD SURVEY

DEAR RIDER:

Please take a minute to fill this survey out and help us plan for your transit needs. It will only take five minutes. Place the survey in the yellow envelope as you exit the bus, or hand it to the person who gave it to you.

Thank you!

1. What route are you on right now?

2. Where are you going now?

- | | |
|--|--|
| <input type="checkbox"/> Home | <input type="checkbox"/> Church |
| <input type="checkbox"/> Work | <input type="checkbox"/> Healthcare |
| <input type="checkbox"/> School | <input type="checkbox"/> Visiting friends/family |
| <input type="checkbox"/> Shopping | <input type="checkbox"/> Entertainment |
| <input type="checkbox"/> Other (specify) _____ | |

3. How did you get from home to your first bus stop today? (Check only **ONE**)

- Walked – how many minutes? _____
- Used a wheelchair or scooter – how many minutes? _____
- Rode my bicycle – how many miles? _____
- Drove my car – how many miles? _____
- Someone gave me a ride – how many miles? _____
- Other (please specify) _____

4. Did you transfer to connect to this bus?

- No
- Yes – Which Route? _____

5. How many total transfers will you make on this one-way trip?

- | | |
|-------------------------------|--|
| <input type="checkbox"/> None | <input type="checkbox"/> Two |
| <input type="checkbox"/> One | <input type="checkbox"/> Three or more |

6. How often do you ride County Connection?

- | | |
|---|--|
| <input type="checkbox"/> Less than one day a week | <input type="checkbox"/> 3-4 days a week |
| <input type="checkbox"/> 1-2 days a week | <input type="checkbox"/> 5 or more days a week |

7. What is your primary reason for choosing County Connection for this trip?

- | | |
|--|---|
| <input type="checkbox"/> Cost | <input type="checkbox"/> Avoiding traffic/parking |
| <input type="checkbox"/> Convenience | <input type="checkbox"/> Not able to drive |
| <input type="checkbox"/> Lack of car | <input type="checkbox"/> Prefer public transit to driving |
| <input type="checkbox"/> Other (specify) _____ | |

8. How did you pay your fare today?

- | | |
|--|---|
| <input type="checkbox"/> Cash | <input type="checkbox"/> Commuter Card |
| <input type="checkbox"/> Clipper Card | <input type="checkbox"/> Monthly Pass |
| <input type="checkbox"/> Transfer –
<input type="checkbox"/> BART or <input type="checkbox"/> Bus | <input type="checkbox"/> No fare required on this route |
| <input type="checkbox"/> 12-Ride Local/Express Punch card | |
| <input type="checkbox"/> 20-Ride Senior/Medicare Punch card | |

9. Do you use a Clipper card? Yes No

10. How would you have made this trip if County Connection had not been available?

- | | |
|---|---|
| <input type="checkbox"/> Drive own vehicle | <input type="checkbox"/> Ride bicycle |
| <input type="checkbox"/> Carpool/vanpool | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Taxi/Uber/Lyft | <input type="checkbox"/> Wouldn't make trip |
| <input type="checkbox"/> Get a ride with friend/family member | |
| <input type="checkbox"/> Other (specify) _____ | |

11. What is your approximate annual household income?

- | | |
|---|---|
| <input type="checkbox"/> Less than \$15,000 | <input type="checkbox"/> \$75,000 to \$99,999 |
| <input type="checkbox"/> \$15,000 to \$34,999 | <input type="checkbox"/> \$100,000 or more |
| <input type="checkbox"/> \$35,000 to \$74,999 | |

12. How many people live in your household and in which Zip Code?

People in Household _____

Zip Code _____

13. Are you Hispanic or Latino?

- Yes No

14. Which of the following do you most identify with:

- | |
|---|
| <input type="checkbox"/> White |
| <input type="checkbox"/> Black/African American |
| <input type="checkbox"/> Asian |
| <input type="checkbox"/> Native Hawaiian/Pacific Islander |
| <input type="checkbox"/> American Indian/Alaskan Native |
| <input type="checkbox"/> Multiracial |
| <input type="checkbox"/> Other (specify) _____ |



PASSENGER SURVEY ANALYSIS
County Connection

15. Do you speak a language other than English at home?

- ₁ No
₂ Yes ► indicate language:
₃ Spanish ₄ Tagalog ₅ Farsi
₆ Vietnamese ₇ Chinese
₈ Other: _____

16. How well do you speak English?

- ₁ Very well ₃ Not well
₂ Acceptable ₄ Not at all

17. What is your gender? ₁ Male ₂ Female

18. What is your age?

- ₁ Under 18 ₃ 36 to 55 ₅ 75 or older
₂ 19 to 35 ₄ 56 to 74

19. How do you typically obtain schedule information about the County Connection? (check all that apply)

- ₁ Printed schedule ₅ Customer service call center
₂ County Connection website (countyconnection.com) ₆ 511.org website
₃ At the bus stop ₇ Friends/family (word of mouth)
₄ Mobile app ₈ Bus driver
₉ Bus Tracker real-time info
₁₀ Other (specify) _____

20. In a typical month do you visit or receive...?

- ₁ Countyconnection.com ₃ County Connection's Facebook
₂ County Connection's Twitter feed

21. What is your employment status?

- ₁ Employed full-time ₃ Retired
₂ Employed part-time ₄ Not employed

22. Are you a student?

- ₁ Full-time student ₂ Part-time student ₃ Not a student

23. How do you access the Internet?

- ₁ Smartphone ₃ Tablet
₂ Computer ₄ I don't access the internet

24. If you could only choose one thing to improve County Connection service, what would you pick?

- ₁ Nothing ₅ More reliable service
₂ More frequent service. ₆ Cheaper Fares
₃ Faster service ₇ Cleaner buses or stops
₄ Buses run earlier or later ₈ More service on weekends
₉ Other (specify) _____

25. How do you rate County Connection in the following areas?

	Poor 1	Fair 2	Neutral 3	Good 4	Excellent 5
a. On-time/reliability	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
b. Frequency of service	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
c. Time service begins	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
d. Time service ends	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
e. Length of trip	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
f. Driver courtesy	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
g. Connections with other buses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
h. Condition of buses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅

Thank you
for your participation in this survey.
Your responses will be kept strictly confidential.



ENCUESTA A BORDO

ESTIMADO PASAJERO:

Sírvase tomarse unos minutos para completar esta encuesta y ayudarnos a planificar para satisfacer sus necesidades de transporte. Solo demorará cinco minutos. Cuando baje del autobús, coloque la encuesta en el sobre amarillo o devuélvasela a la persona que se la entregó.

¡Gracias!

1. ¿En qué ruta se encuentra ahora?

2. ¿Adónde va en este momento?

- | | |
|--|---|
| <input type="checkbox"/> Casa | <input type="checkbox"/> Iglesia |
| <input type="checkbox"/> Trabajo | <input type="checkbox"/> Centro de atención médica |
| <input type="checkbox"/> Escuela | <input type="checkbox"/> Visita a amigos/familiares |
| <input type="checkbox"/> De compras | <input type="checkbox"/> Entretenimiento |
| <input type="checkbox"/> Otro (favor de especificar) _____ | |

3. ¿Cómo llegó de su hogar a la primera estación de autobús hoy? (Marque solo UNA respuesta)

- Caminando (¿cuántos minutos?) _____
- En silla de ruedas o scooter eléctrico (¿cuántos minutos?) _____
- En mi bicicleta (¿cuántas millas?) _____
- En mi automóvil (¿cuántas millas?) _____
- Alguien me trajo (¿cuántas millas?) _____
- Otro (favor de especificar) _____

4. ¿Hizo trasbordo para tomar este autobús?

- No
- Sí (¿qué ruta tomó?) _____

5. ¿Cuántos trasbordos hará en total para este viaje en un solo sentido?

- | | |
|----------------------------------|-------------------------------------|
| <input type="checkbox"/> Ninguno | <input type="checkbox"/> Dos |
| <input type="checkbox"/> Uno | <input type="checkbox"/> Tres o más |

6. ¿Con qué frecuencia utiliza el transporte de County Connection?

- | | |
|--|---|
| <input type="checkbox"/> Menos de un día a la semana | <input type="checkbox"/> 3 a 4 días por semana |
| <input type="checkbox"/> 1 a 2 días por semana | <input type="checkbox"/> 5 o más días a la semana |

7. ¿Cuál es el motivo principal por el que usa County Connection para este recorrido?

- | | |
|--|--|
| <input type="checkbox"/> Costo | <input type="checkbox"/> No puedo conducir |
| <input type="checkbox"/> Conveniencia | <input type="checkbox"/> Prefiero el transporte público en lugar de conducir |
| <input type="checkbox"/> No tengo automóvil | <input type="checkbox"/> Otro (favor de especificar) _____ |
| <input type="checkbox"/> Evitar el tráfico/estacionamiento | |

8. ¿Cómo pagó la tarifa hoy?

- | | |
|--|---|
| <input type="checkbox"/> Dinero en efectivo | <input type="checkbox"/> Tarjeta para perforar de 20 viajes Senior/Medicare |
| <input type="checkbox"/> Tarjeta Clipper | <input type="checkbox"/> Tarjeta de pasajero habitual |
| <input type="checkbox"/> Traslado:
<input type="checkbox"/> BART o <input type="checkbox"/> Autobús | <input type="checkbox"/> Pase mensual |
| <input type="checkbox"/> Tarjeta para perforar de 12 viajes locales/en expreso | <input type="checkbox"/> No se requiere tarifa para esta ruta |

9. ¿Utiliza una tarjeta Clipper? Sí No

10. Si no tuviera a disposición County Connection, ¿cómo hubiera realizado este recorrido?

- | | |
|--|--|
| <input type="checkbox"/> En mi propio vehículo | <input type="checkbox"/> No hubiera hecho este recorrido |
| <input type="checkbox"/> Viaje compartido en automóvil/van | <input type="checkbox"/> Me llevaría un amigo/familiar |
| <input type="checkbox"/> Taxi/Uber/Lyft | <input type="checkbox"/> Otro (favor de especificar) _____ |
| <input type="checkbox"/> En bicicleta | |
| <input type="checkbox"/> Caminando | |

11. ¿Cuáles son los ingresos anuales aproximados de su hogar?

- | | |
|---|---|
| <input type="checkbox"/> Menos de \$15,000 | <input type="checkbox"/> De \$75,000 a \$99,999 |
| <input type="checkbox"/> De \$15,000 a \$34,999 | <input type="checkbox"/> \$100,000 o más |
| <input type="checkbox"/> De \$35,000 a \$74,999 | |

12. ¿Cuántas personas viven en su hogar y cuál es su código postal?

Nº de personas que viven en su hogar _____

Código postal _____

13. ¿Es hispano o latino?

- Sí No

14. ¿Con cuál de las siguientes opciones se identifica mejor?

- | | |
|--|---|
| <input type="checkbox"/> Blanco | <input type="checkbox"/> Indígena norteamericano/indígena de Alaska |
| <input type="checkbox"/> Negro/afroamericano | <input type="checkbox"/> Multirracial |
| <input type="checkbox"/> Asiático | <input type="checkbox"/> Otro (favor de especificar) _____ |
| <input type="checkbox"/> Nativo de Hawái/isleño del Pacífico | |

CONTINÚA ►

PASSENGER SURVEY ANALYSIS
County Connection

15. ¿Habla en el hogar un idioma que no sea el inglés?

- ₁ No
- ₂ Sí ► indique el idioma:
- ₃ Español ₄ Tagalo ₅ Farsi
- ₆ Vietnamita ₇ Chino
- ₈ Otro: _____

16. ¿Qué tan bien habla usted inglés?

- ₁ Muy bien ₃ No muy bien
- ₂ Aceptable ₄ No lo habla

17. ¿Cuál es su sexo? ₁ Masculino ₂ Femenino

18. ¿Qué edad tiene?

- ₁ Menos de 18 años ₃ De 36 a 55 años ₅ Más de 75 años
- ₂ De 19 a 35 años ₄ De 56 a 74 años

19. ¿De qué manera obtiene habitualmente información sobre los horarios de County Connection? (marque todas las opciones que correspondan)

- ₁ Horario impreso ₆ Sitio web 511.org
- ₂ Sitio web de County Connection (countyconnection.com) ₇ Amigos/familiares (boca a boca)
- ₃ En la parada de autobuses ₈ Conductor del autobús
- ₄ Aplicación móvil ₉ Información en tiempo real de Bus Tracker
- ₅ Centro telefónico de Servicio al Pasajero ₁₀ Otro (favor de especificar)

20. En un mes típico, ¿visita o recibe información de...?

- ₁ Countyconnection.com
- ₂ Cuenta de Twitter de County Connection
- ₃ Facebook de County Connection

21. ¿Cuál es su situación laboral?

- ₁ Empleado de tiempo completo ₃ Jubilado
- ₂ Empleado de medio tiempo ₄ Desempleado

22. ¿Es estudiante?

- ₁ Estudiante de tiempo completo
- ₂ Estudiante de medio tiempo
- ₃ No es estudiante

23. ¿Cómo accede a Internet?

- ₁ Teléfono inteligente ₃ Tableta
- ₂ Computadora ₄ No tiene acceso a Internet

24. Si pudiera elegir solo una cosa para mejorar el servicio de County Connection, ¿cuál sería su elección?

- ₁ Nada ₆ Tarifas más baratas
- ₂ Un servicio más frecuente ₇ Más limpieza en los autobuses o paradas
- ₃ Un servicio más veloz
- ₄ Ampliación del horario de los autobuses ₈ Más servicio los fines de semana
- ₅ Un servicio más confiable ₉ Otro (favor de especificar)

25. ¿Cómo califica al servicio de County Connection en las siguientes áreas?

	Malo 1	Regular 2	Neutral 3	Bueno 4	Excelente 5
a. Puntualidad/confiabilidad	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
b. Frecuencia del servicio	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
c. Hora en la que comienza el servicio	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
d. Hora en la que termina el servicio	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
e. Duración del recorrido	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
f. Amabilidad del conductor	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
g. Conexiones con otros autobuses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
h. Estado de los autobuses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅

Gracias
por participar en esta encuesta.
Sus respuestas serán estrictamente confidenciales.



APPENDIX B

Open-Ended Survey Responses

Appendix B Open-Ended Survey Responses

Commendations

Route	Comment
4	All Good
4	Excellent service
4	Drivers are all very nice
15	Our Driver Sheila is outstanding. Great Service! Sheila and Oscar are outstanding drivers.
35	Good service most of the time!! & Good Surveyor

General

Route	Comment
4	Driver courtesy depends
11	I hate public transportation!!

Additional Improvements People Would Like to See

Route	Comment
4	expand weekend service
4	More frequent service and more service on weekends
9	Need better weekend
10	All routes to run on weekend. Routes 11, 15, 18 and 19 need to run more often
14	More service on weekends
15	Too short of the weekends
16	Buses run earlier and later, more weekend service, and more reliable service
20	I really want to use a clipper card with a smartphone
20	Small Bus
21	very poor we have to wait 45 minutes if we miss the bus
301	More service on weekends - Always - to me Hospital!
95X	Better weekend service

PASSENGER SURVEY ANALYSIS
County Connection

Route-Specific Requests

Route	Comment
4	VA 17 connection, wish you still had #17, Dial A Ride only for those in wheelchair, no help
4	on time reliability poor especially #9 from DVC
4	Please don't remove route 3 Thank you!
6	The 250 bus sometimes never shows up at all and is very unreliable, I have been left stranded multiple times!
10	Add bus on Ygnacio Blvd to Concord Pavillion
15	I have la ated the center part of the 9 and 15 routes to keep in my purse. Put the stop back in front of Dana shopping center opposite the one going to the library it was removed + I see 2 ladies with walkers having to walk from the one far up to landana to walk to 711 and shops in mulberry. Extra gold stars for this driver today Sheila 1151
25	Ti g of connections especially with the construction going on. Improve the route upon entrance to [Walnut Creek] BART station. Run bus later than 6 PM especially if connecting bus gets into a traffic jam entering the bus hub. Sometimes CCTA will not inform connecting driver that there is a delay. Probably if there were more delays, coordination to ___ a bus schedule temporarily should be in place.
315	Please run at least the #28 or something on weekends. Would get shelter, industrial and DVC
93x	With the new E-Bart station opening, no longer will be parking for those who catch the 93X at hillcrest P&R, many people rely on that at P&R, are there any plans for new P&R location?
93x	More frequent stop new contra loma antioch
96x	PM pickups are sometimes tardy from route stops (probably due to traffic)

To: Board of Directors

Date: 6/15/2018

From: Ruby Horta, Director of Planning & Marketing

Reviewed by: R.R.

SUBJECT: Mobility as a Service (MaaS)

Background:

At the May 29, 2018 Clipper Executive Board Meeting, MTC provided an update on Mobility as a Service (MaaS). Mobility as a Service, most commonly referred to as MaaS, is broadly considered to be the integration of various forms of transport services into a single mobility service accessible on demand. The ultimate goal of this fairly new concept is to provide an alternative to the use of a private car that may be as convenient, more sustainable, and help to reduce constraints in transport capacity¹.

MaaS in the Bay Area

As the regional planning organization for the nine-county San Francisco Bay Area, MTC is interested in tracking mobility services and initiatives throughout the Bay Area. The memo recently presented to the Clipper Executive Board focused on Clipper Partnerships with Mobility Services. The existing Clipper MOU, identifies the following program goal with respect to customer experience:

“Electric fare payment is the primary payment method for all transportation fares and fees.

- Mobile fare payment is integrated into and branded as Clipper,
- Parking at transit station is paid with Clipper,
- Bikeshare at transit stations can be paid with Clipper,
- Paratransit trips can be paid with Clipper.”

As various private sector companies develop MaaS solutions it is critical that partnerships with the regional Clipper system be taken into account, per the Clipper MOU. Within County Connection’s service area, a number of app-based options have been evaluated and CCTA recently applied for an Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) grant to converge transit alternatives into a single app. County Connection has submitted a letter of support on behalf of CCTA and concurs with the overarching goal of making multimodality more accessible and convenient.

County Connection agrees with MTC’s notion that a collaborative partnership with MaaS solutions has many opportunities to promote a more sustainable transportation system in the Bay Area. The merging of existing transit options with new developments should be thoroughly

¹MaaS Alliance at www.maas-alliance.eu

vetted to ensure maximum compatibility and protect long-term investments in technology. Furthermore, the region should prioritize solutions that do not contradict or impede MTC's goal of partnering Clipper with various mobility services. County Connection recognizes the importance of participating in these regional discussions with interested parties in the transportation industry including the County, Cities, the Transportation Authority (CTTA), and others, to ensure consistent and compatible solutions.

Financial Implications:

To be determined.

Action Requested:

Staff requests to have the opportunity to discuss mobility developments with the Board, as they arise.

To: Board of Directors

Date: June 7, 2018

From: Rick Ramacier
General Manager

SUBJECT: Pre Work for Developing a County Connection Strategic Plan

One of the current goals for the General Manager is to work with the Board of Directors is to develop a process for producing a County Connection Strategic Plan and then subsequently developing such a plan.

Staff wishes to briefly update you on our discussions with our on-call planning consultants to begin this effort.

To: Board of Directors

Date: 6/14/2018

From: Sean Hedgpeth, Manager of Planning

Reviewed by:

SUBJECT: Route 28 Realignment

Background:

At the May 2018 Board of Directors meeting the Board authorized staff to eliminate Route 3 and implement Route 99X, starting Fall 2018. At the public meeting on May 14, 2018 staff reached out to the public to hear their concerns in the Martinez City Hall Council Chamber. After listening to the attendees, staff noted that the elimination of Route 3 would primarily impact passengers living near Vista Way and other Martinez residents who use the route currently to go to Walmart on Arnold Dr.

In order to mitigate the loss of this service, staff has proposed to reroute Route 28 to serve Vista Way and proposes a new stop near Walmart, along Old Orchard Rd (see attached map). This new alignment abandons a light industrial segment of Howe Rd north of Old Orchard Rd with only 219 passengers for all of FY17, or 0.04 riders per trip. Route 28 also is realigned off of Pacheco Rd between Arreba St and Howe Rd. This segment of Pacheco Rd has about twelve daily Route 28 riders, or 0.5 a trip. These riders have several alternatives including the new Route 99X, Route 18, and Route 19.

Staff has worked with City of Martinez staff to identify a new potential stop on Old Orchard Rd at Arnold Dr. The stop meets the City's requirements and is about 200 feet away from the previous Route 3 stop along Arnold Dr. The new Route 28 also creates a new connection to Walmart for the DVC neighborhood and expands access beyond Walmart to the residents around Vista Way.

The changes to the mileage of Route 28 is about 15%, which is less than the 25% threshold that requires a Title VI process. This is an administrative change that does not constitute a major service change under board adopted policy.

Financial Implications:

None. The existing Route 28 schedule has sufficient time built in to absorb the realignment.

Recommendation:

Staff recommends realigning Route 28 off of Pacheco and Howe to serve the community around Vista Way. This item is informational only and does not require Board action.

Action Requested:

None.

Proposed Route 28 Alignment with Arnold/Howe/Old Orchard Rd Loop

