

To: Board of Directors

Date: 3/10/2020

From: Melody Reeb, Manager of Planning

Reviewed by:



SUBJECT: Continuation of Monument Free Program and Approval of Title VI Fare Equity Analysis

Background:

At the February 2019 Board meeting, the Board approved a pilot program to subsidize fares on weekday Routes 11, 14, and 16. These routes serve low-income communities along the Monument Corridor and connect from Concord BART to various destinations in Martinez, Pleasant Hill, and Walnut Creek. Below is a description of the routes and areas served:

- **Route 11:** Concord BART – Oak Grove Rd – Treat Blvd – Pleasant Hill BART
- **Route 14:** Concord BART – Monument Blvd – Pleasant Hill BART – Walnut Creek BART
- **Route 16:** Concord BART – Monument Blvd – Gregory Ln – Alhambra Ave – Contra Costa Regional Medical Center – Martinez Amtrak

County Connection began offering free fares on these routes on July 1, 2019. The program is being funded by a grant through California's Low Carbon Transit Operations Program (LCTOP).

The goal of the pilot was to increase ridership and make transit more accessible and affordable, particularly to low-income communities along the Monument Corridor. Over the first six months of the pilot, average daily ridership on Routes 11, 14, and 16 increased 54.6% compared to the same period the prior year. Given the program's success, staff is proposing to continue the program, as long as funding remains available through LCTOP or another similar funding source. At the February 2020 Board meeting, the Board approved an additional allocation of LCTOP funding for the program during Fiscal Year 2019-2020. The program is subject to termination if funding becomes unavailable in the future.

Title VI Requirement:

As a federal grant recipient, the County Connection is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination on the basis of race, color, and national origin by recipients of federal financial assistance. The FTA further requires that

recipients of FTA financial assistance conduct an analysis on all fare changes to assess the impacts of those changes on low-income and minority populations. As the free fare program will reduce the fares on the affected routes, implementation of the program is a fare change requiring an equity analysis under the FTA's Title VI regulations.

Analysis:

As a reduction in fare is a benefit, the relevant disparate impact analysis examines the allocation of benefits from the fare reduction among minority riders on the affected routes relative to their share of the ridership as a whole. Similarly, the relevant disproportionate burden analysis examines the allocation of benefits from the fare reduction among low-income riders on the affected routes relative to their share of the ridership as a whole.

Based on onboard survey data from October 2019, 56.1% of all County Connection riders identify as minority, and 44.4% are considered low-income. On the three routes that would be free under the Monument Free Program, 58.9% of riders identify as minority and 43.2% are low-income.

	% Minority	% Low-Income
Route 11	58.3%	41.7%
Route 14	65.8%	59.0%
Route 16	51.5%	25.0%
Monument Free Program Total	58.9%	43.2%
Systemwide	56.1%	44.4%
Difference from Systemwide	2.8%	-1.2%

There is no disparate impact on minority riders from the implementation of the Monument Free Program. The routes that benefit from the program have a slightly higher minority ridership (58.9%) than the system as a whole (56.1%) by a margin of 2.8%.

There is also no disproportionate burden on low-income riders from the implementation of the Monument Free Program. The usage of the affected routes by low-income riders is slightly lower (43.2%) than their share of the ridership on the system as a whole (44.4%). However, the differential of 1.2% is well within the 20% threshold set forth in the disproportionate burden policy.

Public Outreach:

As part of the initial pilot, staff launched a bilingual marketing campaign to inform riders of the new program. This included notices and “Take One” information cards on vehicles, posters distributed to community partners, information on County Connection’s website, and social media posts. Staff also conducted over 30 outreach events at community based organizations, including Monument Crisis Center, Monument Impact, senior centers throughout Concord and Martinez, and schools, as well as in-person outreach at major bus stops and BART stations.

In February 2020, staff began additional outreach to receive public comment on the proposed continuation of the pilot program. A public hearing has been scheduled for March 19, 2020 preceding the Board of Directors meeting at County Connection offices in Concord. The public was also able to submit written comments via mail, email, and online through County Connection’s website.

As of March 12, 2020, a total of 29 comments were received: 23 comments were in favor of continuing the program, and 4 comments were opposed or suggested modifications to the program, such as charging a nominal fare. Two (2) comments either took no position or were unrelated to the proposal. A summary of written comments is included as an attachment. These comments, as well as those received at the public hearing, will be included in the final Title VI report, which will be presented to the Federal Transit Administration.

Financial Implications:

LCTOP funds will be used to subsidize fares on Routes 11, 14, and 16 as part of this program.

Recommendation:

The MP&L Committee and staff recommend the Board approve the continuation of the program, as long as funds are available through LCTOP or another similar funding source, and that the Board review and approve the attached Title VI Fare Equity Analysis. The analysis has been reviewed by legal counsel, and the public outreach section will be updated upon completion of the scheduled public hearing.

Action Requested:

The MP&L Committee and staff request Board approval of Resolution 2020-017.

Attachments:

Attachment 1: Title VI Fare Equity Analysis
Attachment 2: Summary of Public Comments

County Connection

Title VI Fare Equity Analysis Monument Free Program

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
March 2020

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1 INTRODUCTION

As a federal grant recipient, the Central Contra Costa Transit Authority (County Connection) is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination by recipients of federal financial assistance. The FTA further requires that recipients of FTA financial assistance conduct an analysis on all fare changes to assess the impacts of those changes on low-income and minority populations.

County Connection is proposing the continuation of a pilot program offering free fares on weekday Routes 11, 14, and 16, as long as funding remains available for the program through the Low Carbon Transit Operations Program (LCTOP) or another similar funding source. This analysis also analyzes the impacts of the potential discontinuation of the program in the event that funds are no longer available.

As the free fare program will reduce the fares on these routes, implementation of the program is a fare change requiring an equity analysis under the FTA's Title VI regulations. Conversely, discontinuation of the program is a fare increase requiring an equity analysis under the FTA's Title VI regulations. As the ridership of the affected routes are similar to the ridership of the system as a whole, the equity analysis indicates that there is no disparate impact based on race, and no disproportionate burden on low-income riders from either the implementation or discontinuation of the program.

2 TITLE VI POLICIES

In October 2012, the FTA released Circular 4702.1B (Circular), which provides guidelines for compliance with Title VI. Under the Circular, transit operators are required to study proposed fare changes and “major” service changes before the changes are adopted to ensure that they do not have a discriminatory effect based on race, color, national origin or low-income status of affected populations. As a first step, public transit providers must adopt their own “Major Service Change,” “Disparate Impact,” and “Disproportionate Burden,” policies. County Connection’s Board of Directors adopted these policies in June 2013. The adopted Disparate Impact and Disproportionate Burden policies, which apply to fare equity analyses, are described below.

2.1 Disparate Impact Policy

The Disparate Impact Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on minority populations relative to non-minority populations on the basis of race, ethnicity or national origin.

The threshold is the difference between the burdens borne by, or benefits experienced by, minority populations compared to non-minority populations. Exceeding the threshold means either that a fare or major service change negatively impacts minority populations more than non-minority populations, or that the change benefits non-minority populations more than minority populations. A change with disparate impacts that exceed the threshold can only be adopted (a) if there is substantial legitimate justification for the change, and (b) if no other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin

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

2.2 Disproportionate Burden Policy

The Disproportionate Burden Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on low-income populations relative to non-low-income populations.

The threshold is the difference between the burdens borne by, and benefits experienced by, low-income populations compared to non-low income populations. Exceeding the threshold means either that a fare or service change negatively impacts low-income populations more than non-low-income populations, or that the change benefits non-low-income populations more than low-income populations. If the threshold is exceeded, County Connection must avoid, minimize or mitigate impacts where practicable.

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

2.3 Public Outreach

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

March 28, 2013 – Monument Corridor Transportation Action Team

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

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

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

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

Comments: None

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

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

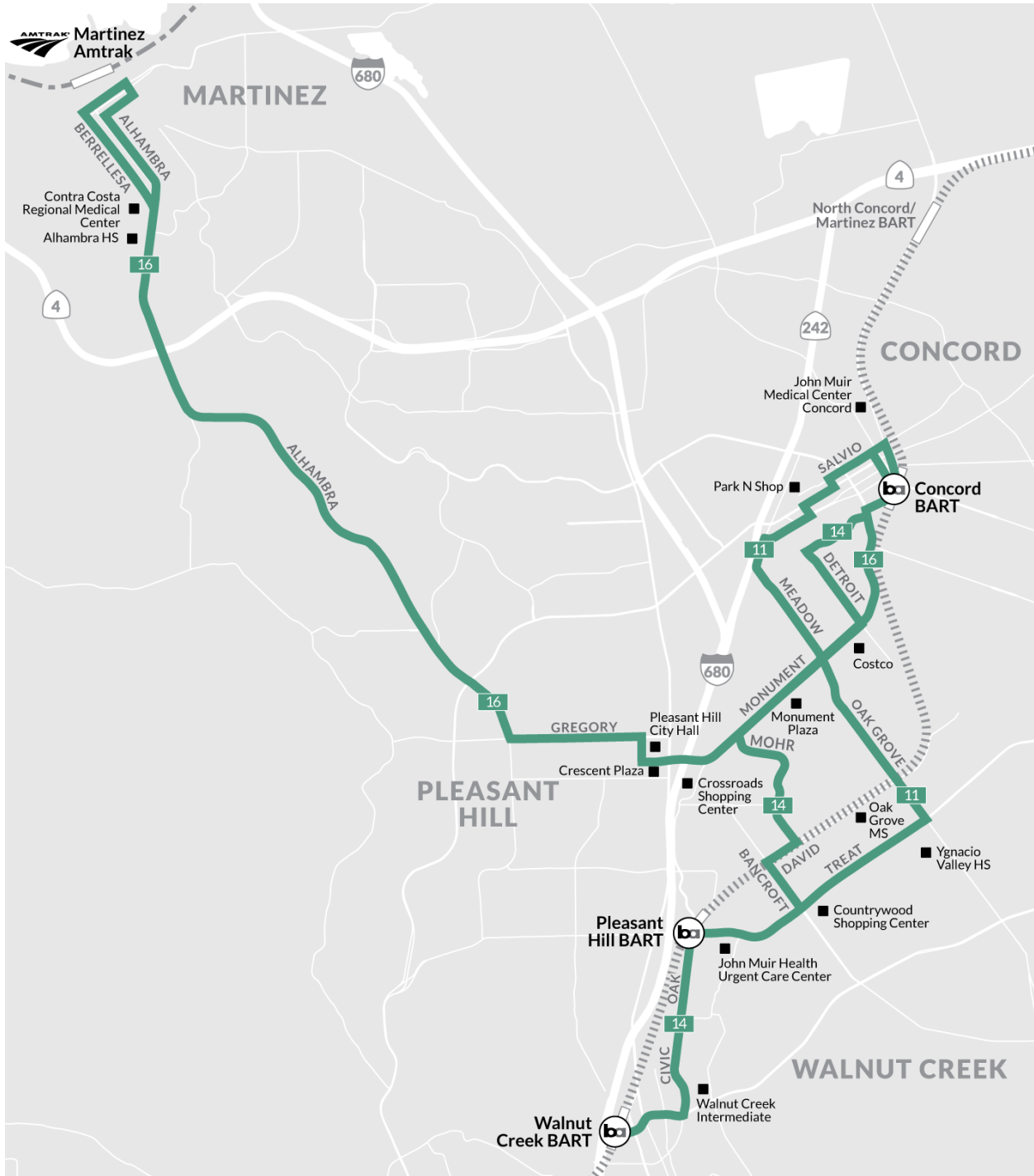
Comments: None

3 PROPOSAL DESCRIPTION

On July 1, 2019, County Connection began offering free fares as a pilot program on weekday Routes 11, 14, and 16. These routes serve low-income communities along the Monument Corridor and connect from Concord BART to various destinations in Martinez, Pleasant Hill, and Walnut Creek, including BART stations, Martinez Amtrak and Contra Costa Regional Medical Center. Figure 1 shows a map of the three routes.

The pilot project is being funded by a grant through California’s Low Carbon Transit Operations Program (LCTOP), which distributes cap-and-trade proceeds to support a wide range of programs and projects that reduce greenhouse gas emissions and deliver other economic, environmental, and public health benefits for Californians, with a priority on benefitting low-income and disadvantaged communities. LCTOP is one of several programs that are a part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862.

Figure 1: Monument Free Route Map



The goal of the pilot was to increase ridership and make transit more accessible and affordable, particularly to low-income communities along the Monument Corridor. Over the first six months of the pilot, average daily ridership on Routes 11, 14, and 16 increased 54.6% compared to the same period the prior year (see Table 1). Given the program's success, County Connection is proposing to continue

the program, as long as funding remains available through LCTOP or another similar funding source. The program is subject to termination if funding becomes unavailable in the future.

Table 1: Monument Free Average Daily Ridership by Route

	Jul – Dec 2018	Jul – Dec 2019	% Change
Route 11	305	409	34.0%
Route 14	568	1,134	99.5%
Route 16	660	828	25.4%
Total	511	790	54.6%

4 EQUITY ANALYSIS

A reduction in fare is a fare change pursuant to the Circular. Accordingly, the equity analysis requirement applies. As a reduction in fare is a benefit, the relevant disparate impact analysis examines the allocation of benefits from the fare reduction among minority riders on the affected routes relative to their share of the ridership as a whole. Similarly, the relevant disproportionate burden analysis examines the allocation of benefits from the fare reduction among low-income riders on the affected routes relative to their share of the ridership as a whole.

Conversely, the elimination of a free fare program results in a fare increase, which is a fare change pursuant to the Circular. A fare increase is a burden, though the same analytical framework applies as in the fare reduction.

4.1 Data and Methodology

Methodology

The Circular requires County Connection to conduct a fare equity analysis for all fare changes, regardless of the amount of increase or decrease, to evaluate the effects of fare changes on low-income populations in addition to Title VI-protected populations, with a few enumerated exceptions. The exceptions are:

- (i) “Spare the air days” or other instances when a local municipality or transit agency has declared that all passengers ride free.
- (ii) Temporary fare reductions that are mitigating measures for other actions.

(iii) Promotional fare reductions. If a promotional or temporary fare reduction lasts longer than six months, then FTA considers the fare reduction permanent and the transit provider must conduct a fare equity analysis.

For proposed changes that would increase or decrease fares on the entire system, or on certain transit modes, or by fare payment type or fare media, the fare equity analysis must analyze available information generated from ridership surveys indicating whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type, or payment media that would be subject to the fare change.

Both the disparate impact policy and the disproportionate burden policy examine the cumulative impacts of a fare change. As a result, this analysis determines potential impacts of the proposed program by comparing the percentages of low-income and minority riders who use Routes 11, 14, and 16 based on relative ridership against the percentages of low-income and minority riders who use the system as a whole. These metrics will identify whether low-income and/or minority riders would experience a disproportionately lower benefit due to the free fares program.

Definitions

Minority – FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

Low-Income – FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. However, FTA encourages the use of any locally developed threshold provided that the threshold is at least as inclusive as the HHS poverty guidelines. Due to the area’s higher cost of living, County Connection defines low-income as 150% of the federal poverty level.

Data Source

An onboard passenger survey was conducted on County Connection buses in October 2019, four months into the pilot program, and a total of 1,188 responses were collected. The survey was conducted on both weekdays and weekends using handheld tablet personal computers on which the online survey was administered. A sampling plan was developed to ensure that the distribution of completed surveys mirrored the actual distribution of passengers using the system. The plan included completion goals that were set by route and time period based on ridership. Because the number of surveys collected on each route is based on relative ridership, the percentages of low-income and minority riders for the Monument Free Program overall were determined by summing up the numbers from the surveys across all three routes.

The survey data provides demographic information on County Connection’s riders, including race and income, by route. Respondents who declined to answer questions about income or ethnicity are excluded from the analysis. In order to protect privacy, survey respondents were asked to report their income bracket as opposed to their specific income. Because of this, the analysis uses the midpoint of the selected income bracket to compare against the federal poverty level. Table 1 below shows how low-income status—defined in this analysis as 150% of the 2019 federal poverty guidelines—is determined based on household size and income bracket. Using these thresholds, each individual survey response was categorized as either low-income or non-low-income based on responses to the questions about household size and income.

Table 2: Low-Income Thresholds by Household Size

Household Size	Low-Income Threshold
1-2	Under \$25,000
3-4	Under \$35,000
5-7	Under \$50,000
8-10	Under \$75,000

4.2 Impact Assessment

Based on the onboard survey data, 56.1% of all County Connection riders identify as minority, and 44.4% are considered low-income. On the three routes that would be free under the Monument Free Program, 58.9% of riders identify as minority and 43.2% are low-income. This is relatively consistent with a previous onboard survey that was conducted in 2015, in which 58.0% of riders identified as minority and 48.0% were low-income, although it should be noted that Route 14 was restructured in March 2019.

Implementation

There is no disparate impact on minority riders from the implementation of the Monument Free Program. The routes that benefit from the program have a slightly higher minority ridership (58.9%) than the system as a whole (56.1%) by a margin of 2.8%.

There is also no disproportionate burden on low-income riders from the implementation of the Monument Free Program. The usage of the affected routes by low-income riders is slightly lower (43.2%) than their share of the ridership on the system as a whole (44.4%). However, the differential of 1.2% is well within the 20% threshold set forth in the disproportionate burden policy. Notably, this program is funded by a grant intended to deliver environmental benefits to low-income communities.

Transit fare subsidies is one of the eligible types of projects under the grant. In addition, the routes under the Monument Free Program serve AB 1550 low-income communities and a MTC community of concern (COC), further supporting one of the main goals of the grant, which is to improve mobility for disadvantaged and low-income communities.

Table 3: Impact Analysis Results

	% Minority	% Low-Income
Route 11	58.3%	41.7%
Route 14	65.8%	59.0%
Route 16	51.5%	25.0%
Monument Free Program Total	58.9%	43.2%
Systemwide	56.1%	44.4%
Difference from Systemwide	2.8%	-1.2%

Discontinuation

There would be no disparate impact on minority riders from the discontinuation of the Monument Free Program. The discontinuation would result in a fare increase that would burden routes that have a slightly higher minority ridership (58.9%) than the system as a whole (56.1%) by a margin of 2.8%, though this differential is well within the 20% threshold set forth in the County Connection disparate impact policy.

The discontinuation of the program would also have no disproportionate burden on low-income riders. The usage of the affected routes by low-income riders is slightly lower (43.2%) than their share of the ridership on the system as a whole (44.4%).

Notably, the discontinuation of the program would result in a fare increase, but the increase would place the affected riders in the same position as riders on the system as a whole.

5 PUBLIC OUTREACH

Implementation

As part of the initial pilot, staff launched a bilingual marketing campaign to inform riders of the new free fare program on Routes 11, 14, and 16. This included notices and “Take One” information cards on vehicles, posters distributed to community partners, information on County Connection’s website, and

social media posts on Twitter, Facebook, Instagram, and NextDoor. Staff also conducted outreach at community based organizations, including Monument Crisis Center, Monument Impact, senior centers throughout Concord and Martinez, and schools, as well as in-person outreach at major bus stops and BART stations. Table 3 shows a summary of outreach efforts during the initial pilot.

Table 4: Monument Free Outreach Events

Date	Location
July 15, 2019	Monument Crisis Center
July 16, 2019	Monument Crisis Center
August 7, 2019	Concord BART
August 8, 2019	Concord BART
August 14, 2019	Pleasant Hill BART
August 15, 2019	Pleasant Hill BART
August 16, 2019	Ygnacio Valley High School
August 21, 2019	Concord Senior Center
September 3, 2019	Monument Crisis Center
September 5, 2019	Monument Crisis Center
September 5, 2019	Ygnacio Valley High School
September 6, 2019	Monument Crisis Center
September 10, 2019	Monument Crisis Center
September 11, 2019	Monument Crisis Center
December 11, 2019	Martinez Senior Center
December 17, 2019	Monument Crisis Center
December 19, 2019	Monument Crisis Center
January 21, 2020	Monument Crisis Center
January 22, 2020	Martinez Senior Center
January 30, 2020	Monument Crisis Center

Discontinuation

In the event funds are no longer available to support the program, staff will conduct public outreach prior to discontinuation of the program.

5.1 Public Comment

Implementation

In February 2020, staff began outreach to receive public comment on the proposed continuation of the pilot program. The public was able to comment on the proposed changes at a public hearing on March 19, 2020, as well as via mail, email, and online through County Connection’s website.

Notices for the public hearing were placed on all buses, as well as in the East Bay Times, and information about the proposed continuation of the program was available on County Connection’s website and announced through social media.

[Placeholder for summary of public comment]

Discontinuation

In the event funds are no longer available to support the program, staff will solicit public comment prior to discontinuation of the program.

Attachment 2:

Summary of Public Comments

As of March 12, 2020

All comments are presented as submitted, no revisions were made.

1	<p>Please continue to fund this program. Our family of 6 is lower income and we have not had a car for 5 years. We live 1 mile from North Concord BART. We use Bus 11 from Pleasant Hill BART (and back) every Wednesday to go to Trader Joe's and Flying Colors Comics. We also use it to go to orthodontic appointments at Treat & Oak Grove as well. We use both Bus 14 & 16 to go to Costco from Concord BART. When the free rides first started, we were still using cash which was prohibitively expensive. We now have Clipper cards and while that does help with the expense, the additional savings by having these buses be free helps our family quite a bit.</p>
2	<p>Continue this much needed service.</p>
3	<p>Dear Planning Members,</p> <p>I support the extension of this free program. I am on the Board of Directors for Putnam Clubhouse and know that our program participants benefitted from this program in the past.</p> <p>We are a mental health social rehab/recovery program for adults who work at the Clubhouse, regain vocational and social skills to attend school, jobs and reintegrate into their community.</p> <p>Members have not been able to attend due to transportation costs & the loss of this program. Living on limited incomes is already a difficult task and when trying to get help costly transportation doesn't help. We are trying to assist them with this through fundraising, however your extending this service will help us and many.</p>
4	<p>Please continue funding this program. Our low income neighbors need this</p>
5	<p>My only issue with this program is that it is free. I believe there should always be some charge, even 25 cents, so that the program won't be abused. This is a 'free' ride program, but it is not free. It is being subsidized by taxpayers and when this is not acknowledged it is misleading.</p>
6	<p>Having this program partially makes up for the service for handicapped and elderly that was effective between 10 and 2 on all routes previously. Please continue this program as long as possible to allow persons such as me to continue to ride the bus.</p>

7	I am in support of extending this program as a much needed benefit for our community. More and more people in CA are trying to survive on less. Every bit of help is important to prevent a slide into homelessness. Once the economy goes into a downturn again programs such as this will assume even greater importance.
8	Please continue funding this program. Assistance to low income persons is something that as a tax payer I am very happy to support. Transportation can be a very big burden for those with limited income, and this assistance can have a major impact on lives.
9	<p>A worthy use of public resources. It should definitely be continued, and funding secured.</p> <p>Given the economic situation of many CC riders, the program should be extended, as being done in Kansas City. https://www.curbed.com/2019/12/6/20998617/kansas-city-missouri-free-public-transportation</p>
10	<p>Free transit solutions are a great way to solve both the climate crisis and our homelessness problems. Homelessness is a multi-tiered issue, and programs like free transit can and should be implemented across far more of our Bay Area to help people keep their housing. And we all know that more people riding in transit is far better for the environment than people in individual cars.</p> <p>Congratulations to CCCTA for implementing this pilot program, and I encourage you to continue!</p> <p>-Susan Candell Vice Mayor, City of Lafayette (responding as a resident of Lafayette)</p>
11	I believe that the program should be continued. The community really needs this service and it helps reduce carbon emissions,
12	I believe that there should be a nominal charge (\$0.25) to ride the bus regardless of destination. This will encourage more ridership throughout the bay area.
13	Can you explain how low-income folks who DO NOT live in the Monument Corridor can take advantage of this program. There are other low-income/senior and disabled residents in the older sections of Concord, who no longer drive or don't have a car; and I don't know how or where they can access the buses. I am all for continuing the program if ALL low-income residents in the community can take advantage of the program, not just one specific area or neighborhoods.
14	I agree that the program is essential to community and opportunity; there should be a nominal fee however...nothing is free. The fee should make the transport totally accessible!

15	With low income people becoming homeless as speculators drive up rents, this subsidy can be a lifeline. It allows people to get out and buy food, toiletries, medication and visit doctors, maybe even family and friends—trips that most of us take for granted. For those who cannot drive due to disabilities and/or the cost of owning a car, just being able to get out of the house can be a major spirit-lifter. I remember how stir crazy I felt after both my hip replacements when I was unable to drive. The money saved can go toward rent/mortgage, utilities and home maintenance and reduce the stress to which low-income people are particularly subject. I urge that there also be a means for people to take pets on buses—cats in carriers and dogs on leash—so they can take their best friends to and from veterinary care.
16	Please keep this program going. As a low income Senior who has had to give up my car and driving due to medical issues and disabilities this free bus service is very important for people like me to be able to get to places that I need to go. Thank you.
17	Please continue
18	I don't use the service and don't live in the immediate area, but I support continuing the service. It is a great idea and addresses not only environmental concerns but also is of great help to those who rely on the service who are those who need it most.
19	Please continue with this great program. I am retired and had seldom used Bus 11 prior to the free weekday service. Now I go on Bus 11 two or three times a week to shop, see movies, and enjoy the various restaurants at Willow Pass and Todos Santos. While I am not in the low income category, the existence of a free shuttle program to the shopping areas gives me a push to go out of the house. Thank you for this program.
20	There seems to be a bit of abuse of the free rides by a few who ride back and forth for hours especially during extreme weather. Since funding for this type of program is so scarce and competitive, maybe impose some hours restrictions when the rides are free or alternatively, make all routes systemwide free just on official Spare the Air days, for example, as WestCat is doing this year.
21	Yes! I support this even though I don't live in the area. This will relieve congestion and provide services to more people. It'll also help the environment. Great job CCCTA!
22	Please continue the Monument Corridor Free bus service. I use both the 14 and 11 bus lines daily to get to work. I am low income and visually impaired. This is saving me about \$70 to \$80 a month, which I can use for food and other essentials. (My salary has not increased, but rent and other things have. Rent alone takes up 2/3 of my income.) The increase in service on the 14, as well as lengthening the route, has also been helpful as well.

23	If this Program continues to provide free rides for routes 11,14 and 16. Possibly you guys would have funding. Hopefully be able to support with Route 2 coming back. Without it. Is has been very difficult for me to get out of the house. If i take Lyft everywhere. My mom gets mad at me. I hope Route 2 can come back.
24	I think this is a great plan and should stay in effect. I just relocated from Oakland with my son. Having this service has really helped us get around and save a little money. I would definitely would love to help written letters or what ever is needed to keep this going
25	Please explain completely where the funds come from and how carbon offsets allow large polluters to keep polluting because they pay into this “FREE” program, so those that believe this is actually helping “Global Warming” will see Pollution is still happening by major polluters and those polluters do not actually stop polluting.
26	Living on Oak Grove (Renters) with my family of 5 and one vehicle. I use the 11,14 and 16 to go All over the place with my children 5,3. It’s like a field trip for them! Downtown Martinez, Todo Santos Park, Movies, Bart and more. With the bus being free we ride it all the time! I hope the funds are available to continue these routes to be Free! And if not, we will have Fun while it lasts.
27	I don’t own a car, and have always relied heavily on routes 11, 14, and 16 once I moved to Concord in 2015. Not having to pay for weekday travel has been a blessing, and makes traveling stress free. There have been days in the past where I’ve had to walk miles to places like John Muir or BART because I didn’t have exact change, or even enough money, to ride the bus. I have a chronic illness, and it’s been great not having to wonder if I have enough on my Clipper in case I’m out at FoodMaxx and I’m too unwell to walk home. I cried with happiness when I saw the announcement that the buses I use almost every day would be free, and keeping them free would continue to be a blessing.
28	I take the County Connection buses quite often and there is no abuse of patrons going on free buses. As a matter of fact, I’m surprised at how few people don’t take the free buses. You’d think the buses would be standing room only. Far from it. Sometimes there is just a few people. The abuse comes from many people who drive cars simply to rush out to pick up something they forgot, didn’t write on a list, or having to fulfill a shopping or drink/coffee or gossiping addiction thinking they can’t live without it, then wasting gasoline, adding to congested traffic and promoting waste and self-fulfillment and getting together with others to say and carry-out negativity instead of community solidarity, conservation, stability and peaceful environments. I’ve rode my bicycle sometimes and most stores don’t even have a bike rack which explains massive car and driver abuse.

29	Yes, please. Our disabled son lives on Clayton Rd and he uses these busses frequently. Not only does this program serve disabled and low-income populations, but it encourages general ridership which reduces the number of cars on the road. I wish there were more active weekend routes, too, especially Route 16 (it doesn't have to be free).
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RESOLUTION NO. 2020-017

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

* * *

**IMPLEMENTING THE MONUMENT FREE FARE PROGRAM AND
APPROVING TITLE VI ANALYSIS**

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 ("Service Area");

WHEREAS, on February 21, 2019, the Board of Directors ("Board") authorized a pilot program ("Program") to fully subsidize fares on weekday Routes 11, 14, and 16 ("Routes") using funding from the state's Low Carbon Transit Operations Program ("LCTOP");

WHEREAS, on July 1, 2019, CCCTA implemented the Program, resulting in a 54.6% increase in average daily ridership on the Routes over the first six months of the Program as compared to the previous period for the prior year;

WHEREAS, on February 20, 2020, the Board authorized an additional allocation of LCTOP funding for the continued operation of the Program;

WHEREAS, staff recommends continuation of the Program, so long as funds are available through LCTOP or another source;

WHEREAS, Federal Transit Administration ("FTA") Circular C 4702.1B, which implements Title VI of the Civil Rights Act of 1964 ("Title VI"), requires CCCTA to conduct an equity analysis ("Title VI Analysis") on fare changes to assess whether the changes have disproportionate burdens on low-income populations or disparate adverse impacts on minority populations;

WHEREAS, the Title VI Analysis of the Program found that none of the proposed fare changes have a disparate impact on minority populations or a disproportionate burden on low-income populations;

WHEREAS, the Marketing, Planning & Legislative Committee recommends that the Board approve the continuation of the Program, so long as funds are available through LCTOP or another source, and approve the Title VI Analysis; and

WHEREAS, the Board has reviewed the Title VI Analysis, and has considered the public input received and the financial implications of the proposed fare changes.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Central Contra Costa Transit Authority as follows:

1. The continuation of the Program, so long as funds are available through LCTOP or another source, and the associated Title VI analysis, attached hereto as Exhibit A and incorporated by reference, are hereby approved.

2. The General Manager, or his designee, is hereby authorized to take all actions necessary and proper to implement the Program.

3. The General Manager, or his designee, is hereby authorized to take all necessary steps to submit documentation relating to the Title VI Analysis to the FTA.

Regularly passed and adopted this 19th day of March, 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Candace Andersen, Chair, Board of Directors

ATTEST: _____
Lathina Hill, Clerk to the Board