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

BOARD OF DIRECTORS
MEETING AGENDA

Thursday, February 18, 2021
9:00 a.m.

DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A TELECONFERENCE PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-25-20 AND N-29-20, WHICH SUSPEND CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT.

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON.

Committee Directors, staff and the public may participate remotely by calling:

Join Zoom Meeting
https://us02web.zoom.us/j/89716460143

Meeting ID: 897 1646 0143
Dial by your location
+1 669 900 6833 US (San Jose)
+1 408 638 0968 US (San Jose)

Public comment may be submitted via email to: hill@cccta.org. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Board of Directors before the meeting. Comments submitted after the meeting is called to order will be included in correspondence that will be provided to the full Board.

The County Connection Board of Directors may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

1. Call to Order/Pledge of Allegiance
2. Roll Call/Confirm Quorum
3. Public Communication
4. Consent Calendar
    a) Approval of Minutes of Regular Meeting of January 21, 2021*
5. Report of Chair
6. Report of General Manager
    a) County Connection/LAVTA Coordination
    (The General Manager will report on potential efforts to increase coordination between County Connection and LAVTA.)

b) COVID-19 Update
(Staff will report on the effects of COVID-19 and County Connection, including preparations for frontline workers to get vaccinated.)

c) Update on the MTC Blue Ribbon Transit Recovery Task Force*
(The General Manager will provide a verbal update on the Blue Ribbon Task Force.)

7. Report of Standing Committee

a) Administration & Finance Committee

1) First Extension of the Paratransit Service Contract with Transdev*
Resolution No. 2021-016*
(The A&F Committee recommends that the Board approve Resolution No. 2021-016, authorizing the General Manager to exercise County Connection's option to extend the Transdev contract for one year.)

b) Marketing, Planning & Legislative Committee

1) Draft 2021 County Connection Federal Advocacy Program*
(The MP&L Committee and staff will recommend that the Board of Directors adopt the Draft 2021 Federal Advocacy Program and direct staff on how to communicate with our Congressional Delegation because of COVID-19.)

c) Operations & Scheduling Committee

1) Pilot Project-Consolidation of County Connection/LAVTA Paratransit Programs*
Resolution No. 2021-017*
(The O&S Committee recommends that the Board approve Resolution No. 2021-017, authorizing a Pilot Project to consolidate County Connection's and LAVTA's Paratransit Services and authorize the General Manager to execute an MOU with LAVTA for said Pilot Project along with a corresponding amendment to the Transdev contract to account for the establishment of the Pilot Project.)

2) 2021 Service Plan Draft Recommendation*
(The O&S Committee and staff requests that the Board review and discuss the proposed service plan. No action will be requested at this time. Formal Board action is expected at the March 2021 Board meeting.)

8. Board Communication

9. Adjournment

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*Enclosure
**It will be available at the time of the Board meeting.

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

Public Comment: If you wish to address the Board, please follow the directions at the top of the agenda. If you have anything that you wish distributed to the Board and included for the official record, please include it in your email. Comments that require a response may be deferred for staff reply.

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 and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be sent to the Assistant to the General Manager, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org. Requests made by mail must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

Currently Scheduled Board and Committee Meetings

Board of Directors:	Thursday, March 18, 9:00 a.m., via teleconference
Administration & Finance:	Wednesday, March 10, 8:30 a.m., via teleconference
Advisory Committee:	TBA.
Marketing, Planning & Legislative:	Thursday, March 4, 8:30 a.m., via teleconference.
Operations & Scheduling:	Friday, March 5, 8:15 a.m. via teleconference

The above meeting schedules are subject to change and may be conducted as teleconference meetings. 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

CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

January 21, 2021

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Keith Haydon called the regular meeting of the Board of Directors to order at 9:00 a.m. Board Members present were Directors Andersen, Dessayer, Hudson, Noack, Schroder, Storer, Tatzin, Wilk and Worth. Director Hoffmeister arrived after the meeting convened.

Staff: Ramacier, Chun, Cheung, Churchill, Hill, Horta, Kamara, Martinez, McCarthy, Mitchell, Reebs and Rettig

Public Comment: None
Director Hoffmeister arrived at 9:04 a.m.

CONSENT CALENDAR

MOTION: Director Noack moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of December 17, 2020; (b) CCCTA Investment Policy-Quarterly Reporting Requirement; (c) Independent Accountant's Report on Federal Funding Allocation Data for Federal Transit Administration. Director Andersen seconded the motion, and it received the following vote of approval:

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

REPORT OF CHAIR:

Director Haydon welcomed everyone to the first meeting of 2021.

REPORT OF GENERAL MANAGER:

County Connection/LAVTA Coordination

Rick Ramacier informed the Board that he has been in talks with Michael Tree with LAVTA, to develop a demonstration project to increase coordination of paratransit services between County Connection and LAVTA. LAVTA is considering using CCCTA's contractor, Transdev to see if it be cost effective for both agencies. As things develop, we will continue to inform the Board.

COVID-19 Update

Rick Ramacier informed the Board that an outside OSHA testing team came to County Connection to review a possible outbreak in one department, but afterwards all twelve employees tested negative. We have been working with the County on vaccinations for the frontline workers. But as of right now, there is no information on when frontline transit operators will be eligible or given priority. After a brief discussion, Rick Ramacier stated that he will continue to update the Board.

Update on the MTC Blue Ribbon Transit Recovery Task Force

Rick Ramacier explained that the Blue Ribbon Task Force has two meetings scheduled for January 28 (small operators) and February 1, 2021 (large operators), to give an opportunity for the board members of transit operators to hear more about the task force and have their questions and concerns addressed. The BRTF has met a several times to analyze the possibilities of establishing a Regional Transit Network Manager, define equity principles, and explore ways to increase coordination among transit operators with or without new funding, including exploring interest in merging agencies, in the hopes of a better product and lower labor costs. Extensive board discussion ensured, regarding the need for effective local service, as well as regional service, the need to find new funding, and recognition of the substantial progress in regional coordination that has been achieved over the years.

Public Comment: Ian Griffiths representing Seamless Bay Area and Dave Sorrell, representing transportation at UC Berkeley both commended County Connection's work on developing solutions to alleviate congestion in the I-680 corridor. They appreciate the time and effort that County Connection staff is putting forth towards this project and hope that we continue to keep the passengers in mind when making decisions that will affect many people.

REPORT OF STANDING COMMITTEES

Marketing, Planning & Legislative Committee

Federal Legislation Update: Coronavirus Response and Relief Supplemental and Appropriations Act of 2021 (CRRSAA)

Rick Ramacier explained that this Act provides roughly $14 billion for Covid-19 related relief to public transit. Through a unique mechanism in the bill, each Urbanized Area (UZA) can receive no more than 75% of the reported 2018 transit operating expenses in each UZA to the Federal Transit Administration (FTA). This is applied to the CARES Act and CRRSSAA funds combined. This is UZA specific, not transit operator specific. So, in the case of an UZA with more than one transit operator, not all transit operators may receive up to 75% before their UZA reaches that percentage.

In the Bay Area, we have 12 UZAs and 24 FTA transit grantees. Five Bay Area operators are not eligible for funding directly from CRRSAA. One of them is County Connection. However, the Metropolitan Transportation Commission (MTC) is working on developing a method by which every Bay Area operator is provided additional funding to make up for documented lost revenues due to the pandemic. County Connection is likely to be provided additional funding of some unknown amount under this effort by MTC. How much will not likely be known until sometime in February at the earliest.

Staff will keep the Board up to date as this process unfolds. Staff was not counting on any additional federal Covid-19 relief funding beyond what we have received in the CARES Act relative to planning for the FY22 operating budget or relative to future fixed route services levels.

Directors Hudson and Storer left the meeting.

Closed Session:
The Board went into closed session at 10:49 a.m.
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

Open Session:

The Board convened back in open session at 10:49 a.m.
Attorney Chun reported that as permitted by the Brown Act, the Board held a closed session to confer with its labor negotiator, Pat Glenn, regarding the Memorandum of Understanding with the Amalgamated Transit Union Local 1605, Bus Operators, and the Memorandum of Understanding with Machinists Automotive Trades District Lodge No. 1173, Machinists. Both MOUs are scheduled to expire on January 31, 2022.

MOTION: Director Hoffmeister moved approval of the following with respect to the Memorandum of Understanding with the Amalgamated Transit Union Local 1605, Bus Operators, and the Memorandum of Understanding with Machinists Automotive Trades District Lodge No. 1173, Machinists: (1) A 3% wage increase, effective February 1, 2021:and (2) the extension of the MOUs for an additional year to January 31, 2023, under the same terms and conditions, including the possibility of a 3% increase effective February 1, 2022. Director Andersen seconded the motion, and it received the following vote of approval:

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

BOARD COMMUNICATION:
Chair Haydon thanked the staff for conducting a public hearing on proposed service changes in the City of Clayton, he thought they did a great job.

ADJOURNMENT: Chair Haydon adjourned the regular Board meeting at 10:52 a.m.

Minutes prepared by

Lathina Hill

Lathina Hill
Assistant to the General Manager

Date: February 8, 2021

The County Connection

Inter Office Memo

To: Board of Directors **Date:** 2/11/2021

From: Rashida Kamara, Director of ADA Reviewed By: WC.

SUBJECT: One Year Extension of the Paratransit Service Contract with Transdev

Background

The current contract with Transdev to provide ADA Paratransit services and maintenance will expire June 30th 2021. This contract was for only two years but fortunately, it allows for three one-year extensions. If exercised, this would be the first of three potential extensions allowed under the existing contract.

Transdev brought in new technology, innovation, improved service and most importantly invaluable partnerships during the COVID-19 pandemic which has devasted the country. Transdev consistently improved on-time performance, reduced complaints, and improved productivity. In addition, when called upon by the County Emergency Office, Transdev allowed County Connection to be an invaluable participant in transporting COVID positive passengers, and homeless persons. They also provided valuable services for vulnerable seniors who were unable to leave their homes through meals on wheels programs and desperately needed nutritional meals to students who were unable to go to school.

As a result of the aforementioned performance staff feels Transdev has done a very good job.

New Contract Rate Request

Transdev has formally requested a rate increase of 2.65% to the hourly and fixed contract rates. Following several meetings with Transdev, staff felt the rate increase was justified. As per the RFP, this does not include fuel. Fuel will continue to be a pass-through cost. Transdev's rate increase includes, an additional Road Supervisor to monitor services, and an increase in operator wages. It is important to note that Transdev is in negotiations with the ATU Local 1605 and the incremental increase that will go towards better health care coverages that have been asked for by the ATU are included. Since Transdev has managed to keep a working driver force, pivot on different service modes and ramp up safety and training protocols associated with COVID-19, staff believes the cost is reasonable.

Financial Impact

If the rate increase is approved the new hourly rate would be $50.56 per service hour compared to $49.53 per service hour today and the new fixed rate will be $153,094.65 as compared to $146,515.00 today. Based on a pre-COVID service hour projections, of 111,297 the contract extension will not exceed $7,464,089. As a reminder, fuel is a pass-through cost and not part of Transdev cost, but is estimated at $780k. However, since County Connection continues to operate significantly diminished service due to COVID-19, staff does not anticipate that we will even meet these cost projections. We believe the requested rate increase will be within budgetary expectations. In addition, staff will present a Pilot Project that may also present savings to the option year negotiated rate. Such savings will be outlined in the next presentation.

Staff Recommendation

Staff recommends that County Connection extend the current contract with Transdev for the provision of LINK service with a 2.65% increase to the fixed and hourly rates. Staff further recommends that all of the terms and conditions remain the same, except for where the contract is amended due to Pandemic conditions.

Attachment

Resolution No.2021-016

Actions Requested

The A&F Committee and staff respectfully request the Board of Directors adopt resolution No.2021-016

Options

1. Adopt Resolution No.2021-016 Directors in the form of a Resolution.
2. Decline staff recommendation and go out to bid.
3. Take other action as determined.

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RESOLUTION NO. 2021-016

BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

AUTHORIZING AN AMENDMENT TO CONTRACT WITH TRANSDEV SERVICES, INC. TO PROVIDE ADA PARATRANSIT AND ASSOCIATED SERVICES

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 ("County Connection"), 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, by Resolution No. 2019-022, the Central Contra Costa Transit Authority Board of Directors awarded a contract to Transdev Services, Inc. for paratransit and associated services ("Agreement");

WHEREAS, by Resolution No. 2020-022, the Central Contra Costa Transit Authority Board of Directors authorized an amendment to Agreement with Transdev Services, Inc., in order to respond to the COVID-19 pandemic;

WHEREAS, the Agreement provides for three one-year options to extend the Agreement, and following its review of the contractor's performance for the past two years, Staff recommends that County Connection exercise the first one-year option;

WHEREAS, Transdev Services, Inc. has proposed a rate increase in the hourly and fixed Agreement rates for the first one-year option, resulting in a 2.65% increase in the cost of the Agreement, which Staff finds to be fair and reasonable; and

WHEREAS, the Administration and Finance Committee recommends an amendment to the Agreement with Transdev Services, Inc. to extend the Agreement for the first one-year option at the rates set forth below.

NOW, THEREFORE, BE IT RESOLVED that the Central Contra Costa Transit Authority Board of Directors authorizes an amendment to the Agreement with Transdev Services, Inc., to extend the Agreement for the first one-year option term at an estimated annual cost of $7,464,089 based upon an hourly rate of $50.56 and a fixed rate of $153,094.35, effective July 1, 2021; and

BE IT FURTHER RESOLVED that the General Manager is authorized to execute an amendment to the Transdev Services, Inc. Agreement on behalf of CCCTA, subject to approval as to form by Legal Counsel.

Regularly passed and adopted this 18th day of February 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Keith Haydon, Chair, Board of Directors

ATTEST:

_____
Lathina Hill, Clerk to the Board

County Connection

INTER OFFICE MEMO

TO: Board of Directors

DATE: February 11, 2021

FROM: Rick Ramacier
General Manager

SUBJECT: Draft 2021 County Connection Federal Advocacy Program

Background

Attached please find a draft PDF of the proposed 2021 County Connection Federal Advocacy Program. Also attached is a companion power point highlighting the draft program. The power point will be used at remote virtual meetings with legislative offices. The PDF is meant to be a leave behind item for legislative staffs and other interested partners.

The proposed priorities are similar to last year's: transportation re-authorization, full federal transit appropriations, restoration of the Highway Trust Fund (and the Mass Transit sub-account), and additional Covid-19 related support. This year we are focusing our accomplishments section on our Covid-19 responses.

Change in Program Presentation Format and Congressional Office Meeting Visits

It is likely that the Covid-19 situation will require that our congressional office visits be done remotely well into 2021.However, legislation important to public transit will be considered throughout the next six months. Thus, we should plan to be in communication with our delegation sooner rather later regarding our 2021 interests.

Staff proposes that we up a series of remote meetings with our delegation in late February or early March. It is at these meetings that we would present our program. We can then follow up remotely as things progress throughout the legislative year. Once the congressional offices are reopened to the public, we can consider in-person visits.

To facilitate these meetings and to present our program, staff recommends that we depart from the brochure/pamphlet format to one that takes advantage of technology driven communication. This includes the use of a brief summarizing power point in these meetings along with a PDF based leave behind.

MP&L Committee Review & Recommendation

The MP&L Committee reviewed the proposed program and presentation materials. They agreed with the four priority areas of the draft program. They provided staff with feedback on the presentation material. The feedback is reflected in the two attachments. The MP&L Committee has sent this item to the full Board for your review, feedback, and approval.

Action Requested

The MP&L Committee and staff ask that you review, provide feedback, and approve the draft 2021 County Connection Federal Advocacy Program.

County Connection
2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-1976 countyconnection.com

2021 FEDERAL ADVOCACY PROGRAM

County Connection relies on federal transit funding for necessities crucial to the Authority. Moreover, sufficient federal investments in public transit will be imperative as we recover from COVID-19. Thus, County Connection supports the following:

Priority #1: COVID-19 Relief/Stimulus Funding

We support the proposal under consideration to provide $30 billion for public transit in additional Coronavirus relief/stimulus. The American Public Transit Association (APTA) estimates that public transit will need another $39.2 billion through FY23 to avoid further COVID-19 related service cuts, employee layoffs, or capital project cancellations.

County Connection anticipates losing as much as $12 million in fare revenue through FY23 due to COVID-19 related ridership losses. We are likely going to experience additional losses of an unknown amount due to decreases in local/state funding.

Priority #2: Re-authorization of the Federal Transportation Bill

We seek a timely re-authorization of The Fixing America's Surface Transportation Act (FAST) which will expire in September. Historically, County Connection has received $8 million dollars in federal support on an annualized basis. These funds are primarily used to replace aging buses and vans for far cleaner and reliable buses. Thus, re-authorization of FAST is a top priority for County Connection.

The House passed the Invest in America Act to re-authorize FAST. This bill increases the federal investment in public transit by 133% over FAST. We applaud this. As the Senate takes up this legislation, we urge them to include language that provides funding for and males it easier for public transit operators to implement innovative first and last mile and other micro transit solutions that can support a strong transit backbone and promulgate greater ridership and coverage.

Priority #3: FY22 Federal Public Transit Appropriations

County Connection relies on federal funds for the timely completion of capital projects and to support its services to folks with disabilities. In FY22, we have programmed federal funds to support the timely replacement of 40 buses. The new buses will be much cleaner and more reliable. To ensure that we receive this critical capital funding, the federal transit program must be fully funded at levels consistent with FAST.

Priority #4: Restore the Federal Highway and Mass Transit Accounts

With the Federal Highway and Mass Transit Accounts nearly broke, more and more of the federal transit program is at risk of not being funded. We urge that a permanent fix to this problem be found. Without financial stabilization for these accounts, many County Connection projects will be at risk.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

Connecting our community by providing innovative transportation choices when and where you need it

2021 Federal Advocacy Program

COUNTY CONNECTION

2477 ARNOLD INDUSTRIAL WAY, CONCORD, CA 94520

(925) 676-1976

WWW.COUNTYCONNECTION.COM

County Connection

County Connection provides vital local transit service for communities in Central Contra Costa County.

Our Riders

Compared to Central Contra Costa County residents, our riders are:

4.4X more likely to have no car

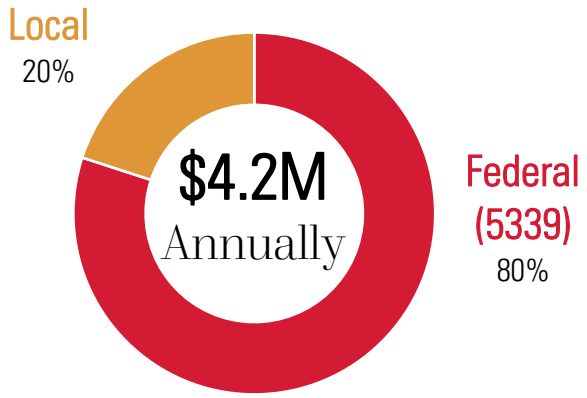
3.8X more likely to be in a 3+ worker household

3.0X more likely to earn less than $50,000/year

2.7X more likely to be ages 18-24

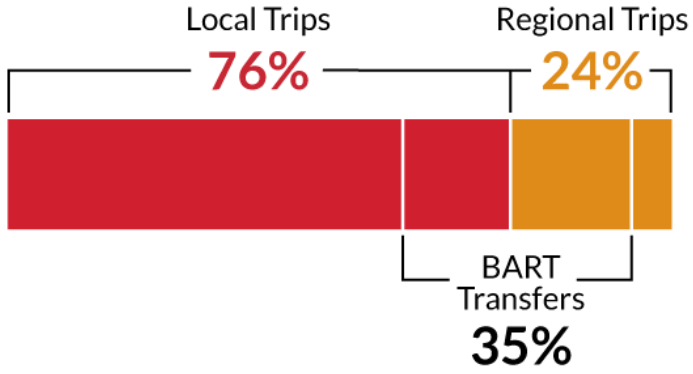
Capital Funding

Federal funding accounts for an estimated 80% on an annualized basis.



Local vs. Regional Trips

While the majority of routes serve a BART station, most of our riders (76%) are making local trips within Central Contra Costa.



Also, while 35% of our riders transfer between our buses and BART, roughly half of them stay within Central Contra Costa.

Federal Advocacy Program

Priority #1: Additional COVID-19 Relief/Stimulus Funding

- Surveys show public transit will need an estimated $39.2 billion through FY23 to avoid further COVID-19 related service cuts, employee layoffs, or capital project cancellations.
- County Connection anticipates a $10-$12 million need through FY23 to avoid any further reductions in service due to COVID-19.

Priority #2: Re-authorization of FAST ACT

- The Invest in America Act is a good start to re-authorization as it increases the federal investment in public transit by 133% over FAST.
- County Connection continues to seek potential changes to make it easy for public transit systems to pursue innovative first and last mile and micro transit-based solutions.

Federal Advocacy Program

Priority #3: Fully Fund the Federal Transit Program

- A fully funded transit appropriations bill will ensure County Connection can capitalize its upcoming 40-bus project.
- New buses will be cleaner (using renewable fuels) and much more reliable than those they replace.

Priority #4: Restore the Federal Highway Trust Fund

- Without a reliable and sustainable trust fund, many transit projects will be at risk.

County Connection Innovation During COVID-19

- County Connection's paratransit division began the essential transportation of COVID-19 positive individuals to medical facilities and hotels. **LINK Paratransit has transported over 459 COVID positive passengers.**
- County Connection continues to partner with the County in developing opportunities to **assist with the COVID vaccines**.
- County Connection's service and fare restructure has proven to be a great success. Prior to the impacts of COVID-19, **ridership was experiencing double-digit (13%) growth**.
- County Connection operates a total of eight **battery electric inductively charged buses**, primarily serving downtown Walnut Creek. This project was largely funded by two separate federal grants.

County Connection Provides These Important COVID-19 Related Transit Benefits

- **Continued service** during COVID-19 to many other essential workers and communities of concern which are transit dependent.
- Delivery **resources** to food and meal programs in the **entire County**, not just the County Connection service area
  - Meals on Wheels program: >21,301 meals to the vulnerable senior population
  - School Lunches: 7,239 lunches for at-risk youth
  - County and Food Banks: > 4,000 lbs. of food
  - City of San Ramon: 2,499 meals to the city's citizens

THANK YOU

for joining this presentation

For questions or comments, please contact:

Rick Ramacier, General Manager

(925) 680-2050

ramacier@cccta.org

County Connection

INTER OFFICE MEMO

To: Board of Directors Date: 02/11/2021

From: Rashida Kamara, Director of ADA & Special services Reviewed by: WC.

SUBJECT: Pilot Project-Consolidation of CCCTA/LAVTA Paratransit Programs

Background:

In an effort to further the MTC goal of public transit agency collaboration to more efficiently spend transportation funding dollars, County Connection and LAVTA (Livermore Amador Valley Transit Authority) staff have collaborated on developing a pilot program to share resources to deliver paratransit services in both agency's service areas. By leveraging resources between the two paratransit services through County Connections existing paratransit operations contract, both agencies will see savings over the one-year pilot. If successful, this service design could be part of a future procurement for a long-term contract to deliver a similar model. The addition of this service will not negatively impact the budget for the County Connection, and will provide savings to LAVTA over what they would have to pay for their paratransit services being delivered as a stand alone contract.

If approved an interagency agreement would be written and signed by both parties that would outline proper compensation to CCCTA for delivering these services through it's paratransit agreement with Transdev.

Shared Resouces:

If both agency boards approve the pilot, County Connection will ask it's current paratransit contractor to leverage some existing resources (management, dispatch and customer service) from the County Connection contract.Transdev would perform the LAVTA trips using the their subcontract with BigStar with signage that specifically identifies the vehicles as "Wheels DAR". Other shared resources will include Dispatching, scheduling, and scheduling softawares and road supervision. Leveraging such resources eliminates a redundency of efforts.

Additionally, LAVTA will pay County Connection for the additional services thorugh a monthly fixed fee of $29,436.19 to cover additional staff (1 added operations/safety manager, 1 added customer service representative, and 2 added dispatchers). Both agencies would pay for the variable revenue hours at a rate of $50.42, which is only a 1.7% increase over today's variable rate and in line with projections for the increase that is expected for the first option year of the paratransit contract beginning on July 1, 2021. More detail on the First Option Year is detailed in the memo specific to this topic. LAVTA would be invoiced for and compensate CCCTA for all of the variable hours delivered for their passengers.

Financial Implication:

Staff has determined that by adding the LAVTA paratransit program to it's contract with Transdev, and leveraging the County Connection resources that are already in place, CCCTA will see a reduction in it's FY 22 proposed monthly fixed cost of $153,094.65 to $148,292.28, as well as it's FY 22 variable rate of $50.56 to $50.42.

Attachment
Resolution No.2021-017

Action Requested

The O&S committee and staff respectfully request the Board authorize the General Manager to execute an MOU with LAVTA for the Pilot project along with any amendments to the Transdev contract, to account for the Pilot Project.

Options

1. Sign Resolution NO.2021-017
2. Decline the Pilot Project by not signing the Resolution No.2021-017

RESOLUTION NO. 2021-017

BOARD OF DIRECTORS CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

*** * ***

APPROVING A PARATRANSIT PILOT PROGRAM AND AUTHORIZING THE GENERAL MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH LAVTA AND AN AMENDMENT TO THE CONTRACT WITH TRANSDEV SERVICES, INC. REGARDING THE IMPLEMENTATION OF THE PILOT PROGRAM

WHEREAS, the County of Contra Costa and 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, by Resolution No. 2019-022, the Central Contra Costa Transit Authority Board of Directors awarded a contract to Transdev Services, Inc. for paratransit and associated services ("Agreement");

WHEREAS, by Resolution No. 2020-022, the Central Contra Costa Transit Authority Board of Directors authorized an amendment to Agreement with Transdev Services, Inc., in order to respond to the COVID-19 pandemic;

WHEREAS, by Resolution No. 2021-016, the Central Contra Costa Transit Authority Board of Directors authorized an amendment to Agreement with Transdev Services, Inc., in order to extend the Agreement for one year;

WHEREAS, in an effort to further the Metropolitan Transportation Commission's goal of public transit agency collaboration to more efficiently spend transportation funding dollars, CCCTA and the Livermore Amador Valley Transit Authority ("LAVTA") staff have collaborated on developing a one year pilot program ("Program") to share resources to deliver consolidated paratransit services in both agencies' service areas;

WHEREAS, CCCTA will be the lead agency, administering the Program through its paratransit provider, Transdev Services, Inc., which will be memorialized pursuant to the terms of a Memorandum of Understanding ("MOU") between CCCTA and LAVTA;

WHEREAS, the MOU will set forth the parameters of the Program, including the resources to be shared between the parties, the parties' responsibilities, and the process for compensating Transdev Services, Inc. for the services provided in each service area;

WHEREAS, LAVTA will pay CCCTA for the additional services through a monthly fixed fee of $29,436.19 to cover additional staff, and each agency will pay for their respective services at an hourly rate of $50.42, which is a 1.7% increase over CCCTA's existing paratransit services hourly rate and in line with the increase during the first option year of the Agreement, which commences July 1, 2021;

WHEREAS, the Program's scope of services and compensation therefore will be memorialized in an amendment to the Agreement, with the understanding that any rate adjustment impacting CCCTA's scope of the consolidated services will go into effect on July 1, 2021; and

WHEREAS, the Operations and Scheduling Committee recommends approving the Program and authorizing the General Manager to execute the MOU and Transdev Services, Inc. Agreement amendment implementing the Program.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Central Contra Costa Transit Authority hereby approves one-year consolidated paratransit services pilot program with LAVTA commencing March 1, 2021; and

BE IT FURTHER RESOLVED that the General Manager is authorized to execute a Memorandum of Understanding with LAVTA and an amendment to the Transdev Services, Inc. Agreement implementing the Program, and to take any other actions necessary to implement the Program.

Regularly passed and adopted this 18th day of February 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____

Keith Haydon, Chair, Board of Directors

ATTEST:

_____

Lathina Hill, Clerk to the Board

County Connection

INTER OFFICE MEMO

To: Board of Directors **Date:** 2/8/2021

From: Melody Reebs, Manager of Planning **Reviewed by**:

SUBJECT: 2021 Service Plan Draft Recommendation

Background:

At the October meeting, the Board authorized staff to proceed with the public comment process on three proposed service scenarios for implementation in mid- to late-2021. These scenarios were developed in anticipation of reduced revenues due to COVID-19 and would result in service cuts totaling approximately $3, $5, and $7 million annually. In developing the proposals, staff sought to prioritize essential services and workers, as these riders have continued to rely on transit throughout the pandemic.

Since all three scenarios would be considered a major reduction in service, per Board policy, staff has conducted public outreach to gather input on the proposals and is now presenting a draft recommendation for Board feedback. Staff will then complete a Title VI equity analysis and present a final recommendation for potential Board approval in March. The earliest that staff could implement any major service reductions would be Summer 2021. However, depending on financial needs and service requirements as the COVID-19 pandemic evolves, implementation could be delayed until Fall or Winter 2021.

Public Comment:

Staff conducted an initial webinar on December 1, 2020 to provide the public with a high-level overview of the three service scenarios and gather some preliminary feedback. This was followed by a series of four virtual public hearings, which were held on January 5th and 8th. Each public hearing focused on a different part of County Connection's service area and provided an opportunity for the public to provide formal comments on the proposals. The public was also able to provide comments via phone, mail, email, and online.

No public comments were received during the public hearings. However, a total of 12 written comments were received by email and online that were directly related to the proposal. These comments are included in Attachment A. Below is a summary of the comments:

- Opposition to the elimination of Routes 95X and/or 96X under Scenario 3 *(5 comments)*

- Concern about reducing service frequency on Route 98X under Scenarios 2 and 3, particularly regarding potential impacts on connections to Amtrak and/or BART *(2 comments)*
- Opposition to the elimination of the Orinda Community Center loop on Route 6 under all three scenarios *(2 comments)*
- Concern about reducing service frequency on Route 99X under Scenarios 2 and *3 (1 comment submitted)*
- Concern about reducing service frequency on Route 35, particularly on the Windemere loop *(1 comment)*
- Support for Scenario 1 over the other two scenarios *(1 comment)*

Proposed Service Plan:

Given current financial projections, staff is recommending the implementation of Scenario 1, which is very similar to the service levels currently being operated. However, based on public feedback, staff is proposing a revision to the initial Scenario 1 service plan to retain service on Route 6 to the Orinda Community Center.

The proposed service plan would be about a 13% reduction in service hours compared to pre-COVID service levels. Service frequency would be reduced on Routes 4, 5, 6, 7, 27, 35, 92X, 95X, and 96X. There would also be two alignment changes—extending Route 28 to Concord BART and simplifying the routing through Bishop Ranch on Route 92X to remove stops at BR 15 and Bishop/Sunset. All of these proposed changes have been in place on a temporary basis since October 2020. A summary of Scenario 1 is included as Attachment B.

All 600-series school service will be retained at the service levels that County Connection typically operates during a normal school year.

Future Service Restoration:

There is still a large degree of uncertainty as it relates to COVID-19, including its potential long-term impacts on the economy and travel patterns. In addition, circumstances that affect ridership demand can change relatively quickly, such as schools reopening or workers returning to offices, and County Connection needs to be prepared to restore and/or modify service in response to these changes in demand. If the proposed service plan is approved, staff will still be closely monitoring ridership trends and financial projections to determine whether additional service is needed.

As schools, businesses, recreational facilities, and other non-essential services return to normal operations, staff will need to respond quickly to augment service based on the community's needs and the agency's financial capacity. Any restoration of service will be implemented as a

temporary adjustment and made permanent once the pandemic is behind us. A similar public outreach process and Title VI analysis will be conducted once staff is comfortable making the changes permanent.

Financial Implications:

Based on initial estimates, this service plan could reduce operating costs by approximately $3 million annually. This is an initial projection and will be finalized once the schedules are complete.

Recommendation:

Staff recommends that the Board review the comments received, discuss the proposed service plan, and provide feedback to staff. Based on feedback received, staff may adjust the proposal and will return to the Board in March for final approval.

Action Requested:

Staff requests that the Board review and discuss the proposed service plan. No action will be requested at this time. Formal Board action is expected at the March 2021 Board meeting.

Attachments:

Attachment A – Public Comments Received

Attachment B – Scenario 1 Summary

Attachment A:

Summary of Public Comments

As of January 22, 2021

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

1	I take 2 buses in the morning (98X and 28). I commute from downtown Walnut Creek to Center Ave. in Martinez. I walk over a mile to the WC BART to catch the 98X. I start work at 8am. I have to take the 6:30am 98X bus and then wait 20 minutes for the 28 bus at Pacheco/Center that arrives at 7:03am. There's a 6:50am 98X bus but it doesn't connect with the 28 bus. If the 28 could be adjusted back to arriving at Pacheco/Center at 7:06am, that would be ideal. My commute home has turned into a 2 hour commute. I have to rush to catch the 28 bus after I get off work at 5pm. Once I get to Pacheco/Center, I have to wait 45 minutes to catch the 98X. So it's basically a hurry up and then wait... When I get to WC Bart, I catch the 4. So that's another 10-15 minute wait. I end up walking the mile home from the Bart station. If there are further reductions in service it will become more impossible to get to and from work. I've been relying more on Uber, which is not sustainable for me. Since I currently only commute into work 2x week now due to COVID, my input probably won't make any difference in considering service changes.
2	For Route 6, we are concerned about the proposed alignment change to eliminate the Orinda Community Center loop. That loop serves 2 senior housing complexes located near the Orinda Way/Irwin Way intersection. It also provide access to the Orinda Library and Community Center. We request County Connection not eliminate the Orinda Community Center loop.
3	If you must scenario 1 would be the best of all scenarios. I know it doesn't save as much as the others but it would have the least negative impact on the ridership

4	There are still essential workers that uses the Express buses going to San Ramon. Eliminating both the 95 and 96 buses is going to leave us stranded. Please consider keeping at least the 95x Where it will make the rounds essential workers work-Cosco area, Kaiser, Anabel,Bishop Ranch 8 which easier to walk to Bishop Ranch 6 for At&t workers We will greatly appreciate if you at least consider. *[In Response to Another Comment]* For the essential workers who still comute from walnutcreek to San Ramon Bishop Ranch when you say the Rapid transit is faster is it the 21 that goes through town and very slow and like Lisa said it takes about 50 minutes and for for those of us who have to be at work 8AM and walk from the transit center to Anable Bishop Ranch 6 and 8 in the rain is going to be very difficult. Or are there going to be other buses .Or just have to one Express bus that runs 2times in the morning peak hours and one in the afternoon between 4and 6pm
5	*[In Response to Another Comment]* I agree with Yayush, please do not eliminate all the express buses to San Ramon, the only other option is the 50mn 21 route and all those minutes add up during the week. Thank you
6	I was wondering if going bring 96 at 1:30pm from San Roman trasit center to. Walt creek Bart
7	I would like to see the Orinda Community Center loop on route 6 maintained. It appears that is only retained in scenario 2 and 3. It would be desired to maintain current service levels on route 6 as depicted in scenario 1, but if that is not possible then the Orinda loop would be a priority request and default then to scenario 2 or 3.

8	I have relied on County Connection bus service as my primary mode of local transportation since I moved to Central Contra Costa County in 2005. I currently live in Martinez on Pacheco Blvd. between Ace Truckbox Center and Morello Ave. I work at Muir Parkway Offices on Arnold Drive less than two miles from my home. The relatively short commute distance is necessary for me because I do not have a car and I deal with health conditions that make walking long distances difficult. The proposed reduction in service frequency for Route 99X under Scenarios Two and Three would affect me directly. My current work schedule is 8:30 AM to 5:00 PM. If the Route 99X service reduction is to take effect, I would respectfully request that the schedule reflect my need to take the morning run heading towards North Concord BART and arrive at Muir Parkway Offices by approximately 8:20. Likewise, I would greatly appreciate it if service heading towards Martinez Amtrak would be available for me to catch the bus at Morello and Arnold at approximately 5:15. Additionally, I periodically take Route 28 to Kaiser Permenente Martinez Medical Offices on Muir Road. The next bus stop along that route in the Concord BART direction is Muir and Glacier, which is a considerable stretch. I am requesting that a Route 28 bus stop be installed at Muir Road and Morello Ave. so that I could potentially travel between medical appointments at Kaiser and my workplace. I concede that your agency cannot be expected to specifically accommodate the needs of a single individual rider in your service planning. Even so, I figure that it is worth a shot to express my needs, and I am grateful for the opportunity to do so, as well for the service that everyone at your agency has provided me for the last 16 years. Thank you very much for your time and consideration.
9	This letter is in regards to the cancellation of services to Bishop Ranch. I myself commute from Cameron Park ,Ca to Toyota which is 111 miles from my home. Transit is essential as I drop my car in Dixon, take Blue Line to Walnut Creek and then catch Bishop Ranch 95X. Being an essential worker has allowed myself and many colleagues to continue working. Taking the 95X that goes to Bishop Ranch 8 is a huge advantage to those of us that work at Toyota and cost saving as well. Please consider keeping it at least peak hours in the morning and in the afternoon between 4:00pm – 6:30pm. At least 2 in the morning and 2 in the afternoon. Only stopping at the Transit Center with the 96X and having to be at work at 8:00am and walking in bad weather would make it a very unpleasant daily occurrence along with compromising our jobs at 8:00am in the morning. Please consider.

10	Please keep the time of the 1st 98x bus and possibly the 2nd out of Martinez Amtrak. People transferring at Walnut Creek to the Bart train and to other buses need to ride the 1st 98x bus because many are commuting to cities to the south and the west and start work at 8:00 or before. In addition, people who commute by riding the 1st Capitol Corridor Amtrak out of Sacramento, transfer to the 1st 98x at the Martinez Amtrak station as a part of their daily commute to work in a variety of locations In the Bay Area. Please also keep the run of the last 98x bus out Walnut Creek Bart to Martinez Amtrak, for those who are returning from a commute that takes them some time to reach Walnut Creek at the end of the day. When the 1st run of line 16 out of Martinez Amtrak was eliminated, it left only the 98x operating at an early enough time out of Martinez. Bart trains are now not operating as frequently as they did precovid. So it is important for those riding the 98x to get to Walnut Creek as early as they can.
11	Firstly, thank you all for your service to our community and continuing to keep public transportation available during this challenging time. I am perhaps 10% of your current ridership on the 95x. I don't drive and commute to Berkeley (via WC BART) on the 95x every day. To be honest, most of the time I am the only person on the bus, so I totally understand if you need to cut it to cover (projected) budget deficits. It is unfortunate that ridership is unlikely to increase without the Covid situation comfortably behind us. Just in case the 95x gets axed, I beg that the 21's schedule be adjusted to better match the BART schedule during commuting hours. As far as I'm concerned the morning is okay, but in the evening if I catch a BART at MacArthur at 5:20-something, I'll arrive at WC BART at 5:42, then have to wait nearly 30 min for the next bus in the Danville/San Ramon direction. Thus, if the schedule could be pushed back by 5 minutes (so 5:45 departure from WC), it would be much appreciated. In case the 95x isn't cut entirely, it would also be nice if the 95x WC departures could be staggered with the 21. Right now they both leave at the same time which can be frustrating when you've missed them both by 2 minutes. I really am thankful for the CCCTA and hope your ridership increases in 2021!
12	I'm a regular rider of the bus 35 via Windermere route. Considering there are only a few schedules looping through this area, it'd be greatly appreciated if you do not cut any services in the upcoming planning. Thank you so much for your service to take care of people like me who depends on public transportation.

Attachment B:

Scenario 1 Summary

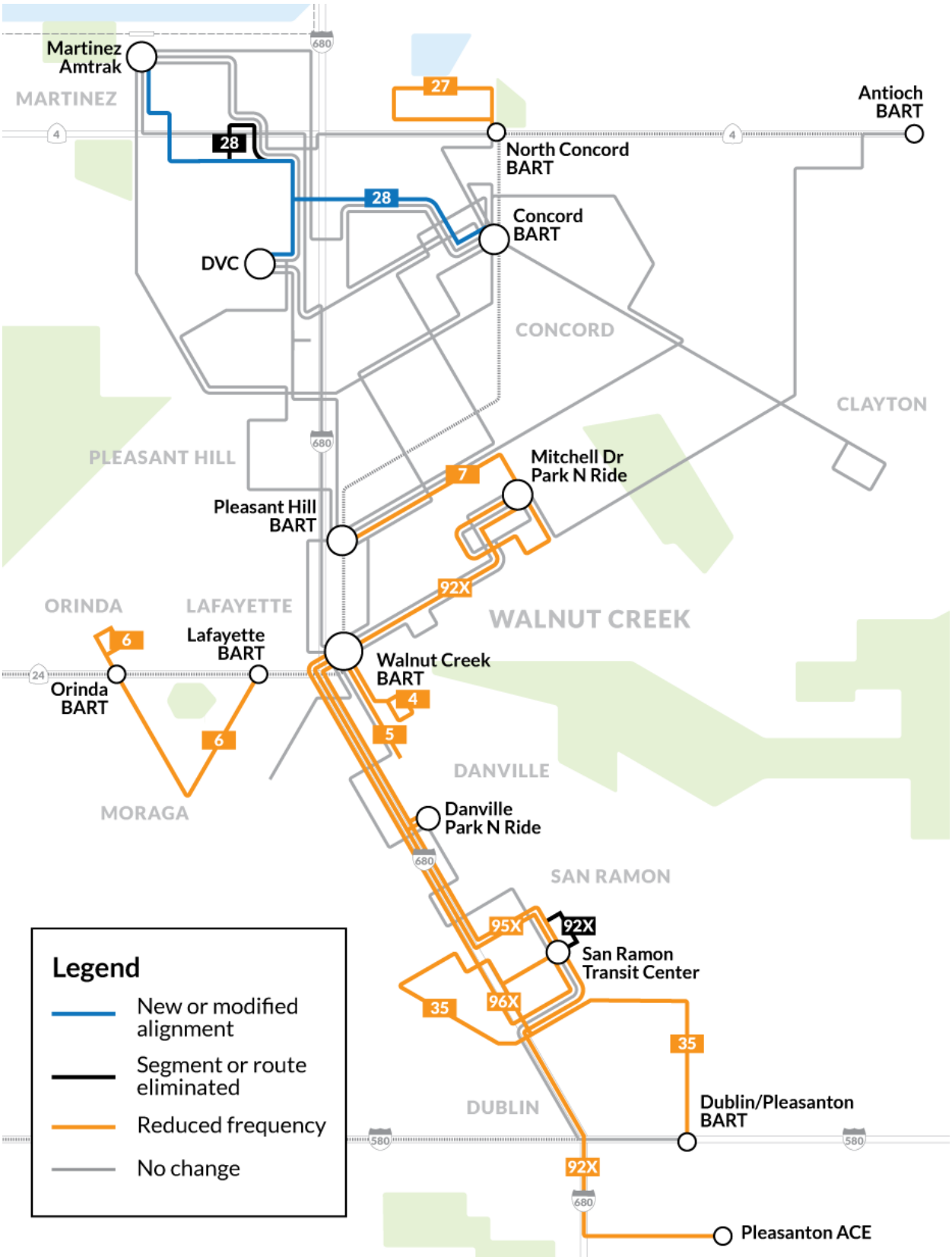
Scenario 1 would largely continue current service levels (as of October 4, 2020).

Frequency Reductions:

Route	**Pre-COVID** (peak/off-peak)	**Scenario 1** (peak/off-peak)
4	12 min	20 min
5	20/45 min	40 min
6	20/60 min	30/60 min
7	15/- min	20/- min
27	40/60 min	3 trips
35	15-20/30-60 min	30/60 min
92X	8 trips	4 trips
95X	20/- min	30/- min
96X	20/60 min	30/- min

Alignment Changes:

- ~~Route 6 – eliminate Community Center loop~~ *(Service to be retained based on public feedback)*
- Route 28 – extend to Concord BART, reroute from Arnold/Center to Muir Rd
- Route 92X – simplify routing through Bishop Ranch to remove stops at BR15 and Sunset/Bishop


Martinez Amtrak
MARTINEZ
28
27
Antioch BART
North Concord BART
28
Concord BART
DVC
CONCORD
CLAYTON
PLEASANT HILL
Mitchell Dr Park N Ride
7
Pleasant Hill BART
92X
ORINDA
LAFAYETTE
WALNUT CREEK
6
Lafayette BART
Walnut Creek BART
Orinda BART
4
5
6
DANVILLE
MORAGA
Danville Park N Ride
SAN RAMON
95X
92X
San Ramon Transit Center
35
96X
35
DUBLIN
Dublin/Pleasanton BART
92X
Pleasanton ACE
Legend
New or modified alignment
Segment or route eliminated
Reduced frequency
No change