



Title VI Equity Analysis

Routes 99X and 27 Consolidation & Free Fare

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

May 2023

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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 major service changes to assess the impacts of those changes on low-income and minority populations.

County Connection proposes consolidation of Route 27, which currently provides limited trips within North Concord, with Route 99X, which provides limited-stop express service between the North Concord/ Martinez BART Station and Martinez Amtrak Station. County Connection is also proposing alignment changes on Route 99X to improve connectivity between BART and AMTRAK along with increasing efficiency of service. Additionally, County Connection also proposes implementation of free fares on Route 99X subsidized through California's Low Carbon Transit Operations Program (LCTOP), which would also apply to complementary paratransit trips. County Connection intends to operate the Program as long as funding remains available through LCTOP or through another funding source.

Since the proposal includes elimination of standalone Route 27 and removal of stops on Route 99X at Pacheco Transit Center as well as along Muir Rd and Arnold Dr, a service equity analysis is required under the FTA's Title VI regulations and County Connection's Title VI Policies. Additionally, implementation of free fares on Route 99X results in fare decrease, so a fare equity analysis is also required.

The following equity analyses for the proposed service and fare changes conclude the following: (i) the demographics of population served in the catchment area for the proposed changes is similar to the demographics of the population served by the system as a whole; (ii) the implementation of the proposed changes will not have a disparate impact based on race; and (iii) implementation of the proposed changes will not impose a disproportionate burden on low-income riders.

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 such changes 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 Major Service Change, Disparate Impact and Disproportionate Burden policies, referred to cumulatively as “County Connection’s Title VI Policies,” are described below. Resolution No. 2013-019 demonstrates the Board’s consideration, awareness, and approval of these policies is included in Appendix A.

2.1 Major Service Change Policy

The Major Service Change Policy establishes a threshold for when a proposed service increase or decrease is “major,” and thus must be subject to a Title VI Equity Analysis.

County Connection previously defined major service decreases in its adopted “Public Hearing Policy.” The Major Service Change Policy applies this threshold to both increases and decreases and provides for changes to be measured not just individually, but on a cumulative basis over a 12-month period.

County Connection defines a major service change as:

- An increase or decrease of 25 percent or more to the number of transit route miles of a bus route.
- An increase or decrease of 25 percent or more to the number of daily transit revenue miles of a bus route for the day of the week for which the change is made.
- A change of service that affects 25 percent or more of daily passenger trips of a bus route for the day of the week for which the change is made.
- Changes shall be counted cumulatively, with service changes being “major” if the 25 percent change occurs at one time or in stages, with changes totaling 25 percent over a 12-month period.

The following service changes are exempt from this policy:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- County Connection-operated transit service that is replaced by a different mode or operator providing a service with similar or better headways, fare, transfer options, span of service, and stops.

2.2 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 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 with less disproportionate effects on the basis of race, color or national origin.

2.3 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 avoiding, minimizing, or mitigating the disproportionate effects is impracticable.

2.4 Public Outreach

In developing its Disparate Impact and Disproportionate Burden policies, County Connection Staff (Staff) conducted public outreach (detailed below), including three public meetings with language services available, to provide information and receive 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

Public Comment(s): Include an annual review to ensure that major service change threshold has not been exceeded.

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

Public Comment(s): Include an annual review for major service changes.

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

Public Comment(s): None

April 1st – June 1st, 2013 – Draft policies made available for public comments on County Connection Website, <https://countyconnection.com/weekend-monument-free/>

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

Public Comments: None

3 PROPOSAL DESCRIPTION

Starting in August 2018, County Connection launched Route 99X, which is funded by LCTOP. The route runs from the Martinez Amtrak Station to North Concord/Martinez BART during peak hours and serves the Pacheco Transit Center, Concord Adult Homeless Shelter, Contra Costa County offices at Glacier Drive and Muir Road, and the Contra Costa County Superior Courthouse in Martinez. In Martinez, Route 99X serves the section around Pacheco and Morello, which is part of the Disadvantaged Community (DAC) in Martinez. Beginning in FY 21-22, DAC definitions were updated and there are now three additional DACs in County Connection’s service area in Concord.

Route 99X has not attracted much ridership since it was introduced in 2018, and even at its peak, its performance was below the overall average for all County Connection express routes. During the Covid-19 pandemic, as people started working remotely, commuter trips went down and have remained significantly below pre-pandemic levels as many workers have not yet returned to the office full-time.

Although there has been a sustained overall reduction in ridership with County Connection's express routes, Route 99X still continues to underperform compared to other express routes.

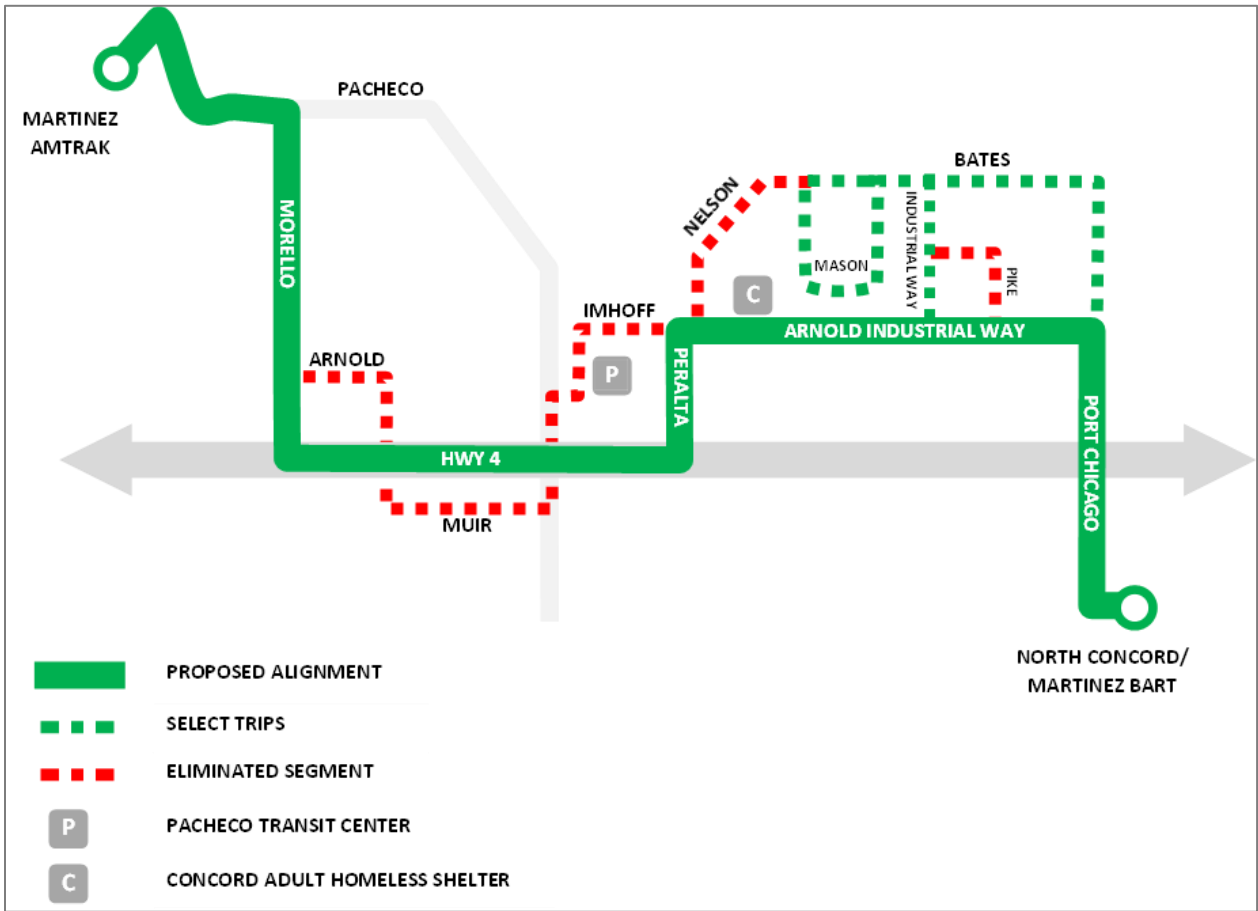
The proposed service changes are intended to increase ridership, efficiency and productivity and will also include consolidation of Route 27, which currently provides limited trips within North Concord as shown below. The proposed new alignment and schedule would:

- Provide a faster and more direct connection between North Concord BART and Martinez Amtrak;
- Continue serving high usage stops like North Concord BART, Concord Adult Homeless Shelter, Morello Avenue/Arnold Drive, Martinez Amtrak station, and Mason Circle;
- Eliminate route segments with little to no ridership on both Routes 27 and 99X, including Pike Ln, the Pacheco Transit Center, Muir Rd, and Arnold Dr;
- Improve transfer connections with Amtrak; and
- Provide free fares on the newly-consolidated route to increase ridership and make transit more accessible and affordable, particularly to low-income communities, as well as related paratransit trips.

Consolidation of Route 27 with Route 99X will improve connectivity between Amtrak and BART through more frequent service, increased number of trips and increased efficiency of resources used.

Currently, passengers using Clipper® on County Connection express routes pay a \$0.25 premium for single rides and a \$10 premium for a monthly pass. Consolidation of Route 27 into Route 99X would result in current riders on Route 27 paying the higher Express route fare. To avoid this burden placed on Route 27 riders, the proposed changes also include eliminating all fares on Route 99X. In addition, consistent with applicable federal requirements, paratransit fares would also be free on complementary trips.

Figure 1: Proposed Route Alignment



4 EQUITY ANALYSIS

The proposal includes elimination of Route 27 and a change to the Route 99X alignment that affects more than 25% of the daily transit revenue miles, thereby meeting County Connection’s definition of a “major service change” on each route. Due to the interconnected nature of the proposal, this analysis evaluates the changes to both routes as a single major service change. In addition, the proposal to provide free fares on Route 99X constitutes a fare change pursuant to the Title VI Circular.

4.1 Data and Methodology

This analysis evaluates the impacts of the proposed changes by comparing the proportion of minority and low-income riders who would be affected by the change to the system as a whole. Although the proposal includes elimination of Route 27, most of this service would be replaced by the proposed alignment changes to Route 99X. However, service to some stops would be eliminated, which is an adverse effect. Conversely, the proposed elimination of fares on Route 99X would be a benefit. This analysis measures the distribution of both the adverse effects and benefits of the proposed changes. The most appropriate measure of the adverse effect is the reduction in boardings that will result from the changes, while benefits will be measured based on the number of riders who will receive free rides.

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 median 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 Sources

In March 2023, staff conducted an onboard survey on Routes 27 and 99X to gather demographic data on riders. However, due to the low sample size, data from American Community Survey 2021 (ACS 1 Year Estimates) was used instead to estimate the impact of the service change.

American Community Survey

The American Community Survey (ACS) is an ongoing survey that provides vital information regarding demographics and employment on a yearly basis.

- The population data is coded by table B03002, field B03002001.
- Low-income status is set at 150% the US poverty level. This is coded by the appropriate fields in table C17002.
- Minority status is coded by table B03002, by subtracting the white, non-Hispanic population (B03002003) from the total population (B03002001).

Methodology

The following methodology was used to analyze the impact of the proposed changes:

1. Quantify the system wide population, including its low-income and minority percentages.
 - For each route, build a shape that represents the area within three-quarter mile of any of its stops.
 - Overlay with 2021 ACS data. Get a list of block groups and the percentage overlap with each.
 - For each block group, take the percentage of overlap with the catchment area and multiply it by the block group's population, minority population, and low-income population.
 - Overlay census block layer and for each block, take the percentage of overlap with the block group and multiply it by the block group's population, minority population, and low-income population.
 - Select the blocks with centroids within 0.25 miles of all active bus stops. This is the catchment area.
 - Calculate the total population within the catchment area by summing the subtotals from each block.
 - Calculate the total minority population, total low-income population, percentage of minority population and percentage of low-income population served.
2. Estimate the minority and low-income populations served by current route alignment.
 - Select the blocks with centroid within 0.25 miles of the current stops on the alignment. This is the current route catchment.
 - Calculate the total population, total within the route catchment area by summing the subtotals from each block.
 - Calculate the total minority population, total low-income population, percentage of minority population and percentage of low-income population served.
3. Estimate the minority and low-income populations who would be impacted by the proposed changes by route.
 - Select the blocks with centroid within 0.25 miles of the proposed stops on the alignment. This is the proposed route catchment.

- Calculate the total population, total within the route catchment area by summing the subtotals from each block.
 - Calculate the total minority population, total low-income population, percentage of minority population and percentage of low-income population served.
4. Calculate the percentages of minority and low-income population who would be impacted by the proposed changes across all adjusted routes. These are calculated by dividing the total impacted minority and low-income population for all affected routes by the total impacted population.
 5. Compare the percentages of minority and low-income population who would be impacted to the percentages of those population systemwide to see if the difference exceeds the disparate impact threshold or disproportionate burden threshold of 20%.

4.2 Service Impact Assessment

Table 4.1 shows the estimated ridership impact due to the proposed alignment change. The ridership impact is low since existing Route 27 trips will be consolidated with the proposed Route 99X changes, and the Route 27 segments that will be eliminated have very low to no ridership.

Table 4.1 Estimated Ridership Impact

Route Alignment	Ridership
Current	60
Proposed	57
Impacted	-3

Table 4.2 below shows the base route metrics used for the impact assessment according to the methodology outlined above. This includes estimated population served on the current alignment, estimated population served on the proposed alignment, and percentages of minority and low-income population from the ACS data.

Table 4.2 also shows the estimated population that would be impacted by the proposed changes. A negative number indicates an adverse effect due to the change in alignment.

Table 4.2: Population Statistics

Route Alignment	Total Population served (Blocks within 0.25 miles of stops)	Minority Population	Low Income Population
Current	6,538	3,074	604
Proposed	5,197	2,386	504
Impacted Population	-1,341	-688	-100
% of Impacted Population		51.3%	7.5%

Finally, Table 4.3 summarizes the results of the analysis. Based on ACS data, 49.9% of the population within County Connection's systemwide service area are considered minority and 11.4% are considered low-income. Based on the estimates of impacted population, 51.3% are minority, and 7.5% are low-income.

Table 4.3: Service Impact Analysis Results

	% Minority	% Low-Income
Impacted Population	51.3%	7.5%
Systemwide	49.9%	11.4%
Difference from Systemwide	+1.4%	-3.9%
<i>Results</i>	<i>No Disparate Impact</i>	<i>No Disproportionate Burden</i>

There is no disparate impact on minority populations from the proposed service changes. While minority populations would be impacted slightly more than their proportion of population systemwide, the differential of +1.4% is well below the 20% threshold set forth in the Disparate Impact Policy. Also, as noted in Table 4.1, the number of riders who would be impacted is estimated to be very low at 3 riders.

There is also no disproportionate burden on low-income populations from the proposed service changes. Based on the analysis, low-income populations would be impacted less than their proportion in the service area as a whole by a margin of 3.9%.

4.3 Fare Impact Assessment

Table 4.4: Fare Impact Analysis Result

	% Minority	% Low-Income
Percent Impacted	45.9%	9.7%
Systemwide	49.9%	11.4%
Difference from Systemwide	-4.0%	-1.7%
<i>Results</i>	<i>No Disparate Impact</i>	<i>No Disproportionate Burden</i>

As discussed above, based on the data from ACS 1 Year Estimates, 49.9% of the population within the County Connection service area are considered minority, and 11.4% are considered low-income. Based on the estimates of impacted population, 45.9% are minority, and 9.7% are low-income.

Though the impacted populations are slightly less minority and slightly less low-income than the service area as a whole, the differences are beneath County Connection’s Disparate Impact and Disproportionate Policy thresholds of 20%. Accordingly, implementation of free fares on Route 99X would not result in either a disparate impact nor a disproportionate burden.

As noted previously, Route 99X is funded by the LCTOP grant program, which is intended to deliver environmental benefits to low-income communities. The route, including the proposed alignment changes, will continue to serve AB 1550 low-income communities and a Metropolitan Transportation Commission Equity Priority Community (formerly known as communities of concern), furthering a main goal of the LCTOP grant, which is to improve mobility for disadvantaged and low-income communities.

5 PUBLIC OUTREACH

In April 2023, staff started conducting outreach onboard buses to solicit feedback from passengers. The public was able to comment on the proposal at a public hearing on May 18, 2023, as well as by mail, email, and online through County Connection’s website. Notices for the public hearings were placed on all fixed-route buses, as well as in the East Bay Times. Information about the proposed changes was available on County Connection’s website and announced through several social media posts on Twitter, Facebook, Instagram, and NextDoor. All materials were translated into Spanish per County Connection’s Limited English Proficiency (LEP) Plan. Copies of outreach materials and public hearing notices are attached in Appendix B.

5.1 Public Comment

A total of ten (10) comments were received that were directly related to the proposal. Four (4) verbal comments were received during the public hearing, and six (6) written comments were received online and are included in Appendix C.

Four (4) comments expressed overwhelming support for the proposed alignment change and implementation of free fares. Five (5) comments were from riders of Route 27 who requested that trips to Mason Circle and Bates Avenue on the new Route 99X serve specific times to accommodate their work schedules. Staff confirmed that the new trips would serve locations along Mason Circle and Bates Avenue at times similar to the current Route 27.

Finally, one (1) comment was received requesting an additional stop on Alhambra Avenue at G Street to serve the Martinez Adult Education Center, noting that students would particularly benefit from a free bus to connect to Amtrak and BART. Staff responded that this location is currently served by Route 16 and 316, both of which are free routes.

APPENDIX A: RESOLUTION NO. 2013-019 AND COUNTY CONNECTION'S TITLE VI POLICIES

RESOLUTION NO. 2013-019

Central Contra Costa Transit Authority

Board of Directors

Adoption of Major Service Change, Disparate Impact, and Disproportionate Burden policies required for compliance with Title VI of the Civil Rights Act of 1964

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, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other federal financial assistance to operate their programs and services in a nondiscriminatory manner without regard to, race, color or national origin; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the Board of Directors is required to adopt policies to guide the equitable distribution of County Connection services; and

WHEREAS, the County Connection is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

WHEREAS, over the past three months, staff has presented draft policies to the Marketing, Planning, and Legislative Committee and the public through public meetings, and accepted public comment on the policies; and

WHEREAS, the General Manager recommends the Board approve the attached definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of County Connection programs and services to ensure they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Central Contra Costa Transit Authority hereby approves the attached definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies.

Regularly passed and adopted this 20th day of June, 2013 by the following vote:

AYES: Directors Andersen, Haskew, Horn, Hoffmeister, Manning, Schroder and Worth

NOES: Directors Dessayer and Weir

ABSTENTIONS: None

ABSENT: Directors Hudson and Storer


Erling Horn, Chair, Board of Directors

ATTEST:



Lathina Hill, Clerk to the Board

Title VI of the Civil Rights Act - Proposed Major Service Change Policy / Disparate Impact Policy / Disproportionate Burden Policy

Summary of Issues:

In October 2012, the Federal Transit Administration released new guidelines for compliance with Title VI of the Civil Rights Act of 1964 (Title VI Circular 4702.1B). 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, ethnicity, national origin or socio-economic status of affected populations. As a first step, public transit providers must adopt their own “Major Service Change,” “Disparate Impact,” and “Disproportionate Burden,” policies. The three policies, and County Connection's proposals, are described below.

Major Service Change Policy

Description:

This policy establishes a threshold for when a proposed service increase or decrease is “major,” and thus must be subject to a Title VI Equity Analysis.

County Connection previously defined major service decreases in its adopted “Public Hearing Policy.” The new Policy will apply this threshold to both increases and decreases, and provide for changes to be measured not just individually, but on a cumulative basis over a 12-month period.

Proposed Policy:

County Connection defines a major service change as:

1. An increase or decrease of 25 percent or more to the number of transit route miles of a bus route; or
2. An increase or decrease of 25 percent or more to the number of daily transit revenue miles of a bus route for the day of the week for which the change is made; or.
3. A change of service that affects 25 percent or more of daily passenger trips of a bus route for the day of the week for which the change is made.

Changes shall be counted cumulatively, with service changes being “major” if the 25 percent change occurs at one time or in stages, with changes totaling 25 percent over a 12-month period.

The following service changes are exempted from this policy:

1. Changes to service on a route with fewer than 10 total trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.

2. The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
3. County Connection-operated transit service that is replaced by a different mode or operator providing a service with similar or better headways, fare, transfer options, span of service, and stops.

Disparate Impact Policy

Description:

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.

Proposed Policy:

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.

Disproportionate Burden Policy

Description:

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.

Proposed Policy:

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.

APPENDIX B: PUBLIC OUTREACH MATERIALS & NOTICES OF PUBLIC HEARING

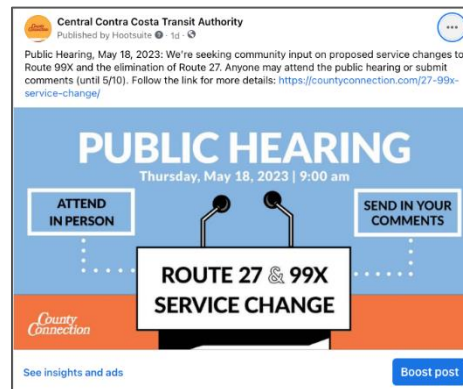
Twitter



NextDoor



Facebook



Passenger Notices

County Connection

PUBLIC HEARING

ROUTE 27 & 99X SERVICE CHANGE

We're seeking community input on proposed changes to Route 99X and the elimination of Route 27.

MAY 18, 2023 - 9:00AM

GAYLE B. UILKEMA
MEMORIAL BOARD ROOM
2477 ARNOLD INDUSTRIAL WAY
CONCORD, CA 94520

countyconnection.com/27-99x-service-change

ATTEND THE MEETING

SHOW UP IN-PERSON

CALL-IN
408-638-0968
Meeting ID: 853 9913 3311

SCAN FOR DETAILS

WRITTEN COMMENTS

EMAIL/ POST ONLINE
planning@countyconnection.com

VIA MAIL

ALL WRITTEN COMMENTS MUST BE RECEIVED BY MAY 10, 2023

Public Notice No. 540 Post Date: 4/17/2023 Pull Date: 5/19/2023

County Connection

AUDIENCIA PÚBLICA

CAMBIO DE SERVICIO RUTAS 27 Y 99X

Estamos buscando la opinión de la comunidad sobre los cambios propuestos a la ruta 99X y la eliminación de la ruta 27.

18 DE MAYO DEL 2023 - 9 AM

GAYLE B. UILKEMA
MEMORIAL BOARD ROOM
2477 ARNOLD INDUSTRIAL WAY
CONCORD, CA 94520

countyconnection.com/27-99x-service-change

ASISTIR A LA REUNIÓN

PRESENTESE EN PERSONA

LLAME AL
408-638-0968
ID: 853 9913 3311

ESCANEAR PARA OBTENER DETALLES

COMENTARIOS ESCRITOS

CORREO ELECTRÓNICO/ COMENTARIO EN LINEA
planning@countyconnection.com

POR CORREO

TODOS LOS COMENTARIOS ESCRITOS DEBEN RECIBIRSE ANTES DEL 10 DE MAYO DEL 2023

Public Notice No. 541 Post Date: 4/17/2023 Pull Date: 5/19/2023

Website

County Connection[Maps & Schedules](#)[LINK Paratransit](#)[Fares & Passes](#)[How to Ride](#)

Service Bulletin: Masks no longer required but strongly recommended

Public Hearing: Route 27 and 99X Service Change

PUBLIC HEARING
April 6, 2023


Notice of Public Hearing – Thursday, May 18, 2023, 9:00 am

The Central Contra Costa Transit Authority (County Connection) will hold a public hearing to gather comment on proposed changes to Route 99X and elimination of Route 27, which would be replaced by select trips on Route 99X. The proposal also includes offering free rides on Route 99X. Further information on the proposed changes is provided below.

Service & Fare Change Proposal

Route 99X began operating in August 2018 and is funded by the Low Carbon Transit Operations Program (LCTOP) cap and trade grant program. Since its launch, the route has not attracted much ridership and continues to underperform compared to other express routes. Given its low performance, changes are being proposed to increase efficiency and productivity. The proposal also includes consolidation of Route 27, which currently provides limited trips within North Concord. The proposed new alignment and schedule would:

- Provide a faster and more direct connection between North Concord BART and Martinez Amtrak;
- Continue serving high usage stops like North Concord BART, Concord Adult Homeless Shelter, Morello/Arnold, Martinez Amtrak, and Mason Circle;
- Eliminate route segments with little to no ridership on both Routes 27 and 99X, including Pike Ln, the Pacheco Transit Center, Muir Rd, and Arnold Dr;
- Improve transfer connections with Amtrak; and
- Preserve existing service levels overall, including hours and frequency



Since the consolidation of Route 27 into Route 99X would result in current riders on Route 27 paying the higher Express route fare when using Clipper, the proposal also includes making Route 99X fare-free.

Staff reports:

Service Change Proposal: [Download](#)

Route 99X Free Fares Proposal: [Download](#)

How to Comment

Comments can be submitted in writing via mail, email, or online, or at the scheduled public hearing. **Written comments must be received by May 10, 2023.**

- **Add a comment** on this post (bottom of page)
- **Mail** your comment in writing to:
Director of Planning & Marketing
2477 Arnold Industrial Way
Concord, CA 94520
- **Email** planning@countyconnection.com
- **Speak** at the public hearing on Thursday, May 18, 2023 at 9:00 am (in person or via teleconference):
 - **In person:**
Gayle B. Ullikema Memorial Board Room
2477 Arnold Industrial Way
Concord, CA 94520
 - **Teleconference/Web link:** <https://us02web.zoom.us/j/8539913311>
 - **By phone:** 408-638-0968 (Meeting ID: 853 9913 3311)

It is anticipated that the Board of Directors will take action on the proposed program at their regular meeting scheduled for May 18, 2023, following the public hearing.

Legal Notice

NOTICE OF PUBLIC HEARING

The Central Contra Costa Transit Authority (County Connection) will hold a public hearing to receive public comment on proposed changes to Route 99X and the elimination of Route 27. As proposed, Route 99X will incorporate Route 27's current trips. The proposed changes also include offering free rides on Route 99X. Further information on the proposed changes is available on the County Connection website or by calling (925) 676-7500.

Comments can be submitted in writing via mail, email, or online, or at the scheduled public hearing. Written comments must be received by May 10, 2023. It is anticipated that the Board of Directors will take action on the proposed program at their regular meeting scheduled for May 18, 2023, following the public hearing.

Mail: Director of Planning & Marketing
2477 Arnold Industrial Way
Concord, CA 94520

Email: planning@countyconnection.com

Online: <https://countyconnection.com/27-99x-service-change/>

Public Hearing: Thursday, May 18, 2023 at 9:00 am
Gayle B. Uilkema Memorial Board Room
2477 Arnold Industrial Way
Concord, CA 94520

Teleconference option:

Web link: <https://us02web.zoom.us/j/85399133311>

By phone: 408-638-0968 (Meeting ID: 853 9913 3311)

Bill Churchill, General Manager
Central Contra Costa Transit Authority
2477 Arnold Industrial Way
Concord, CA 94520

APPENDIX C: PUBLIC COMMENTS

All comments are presented as submitted on line or in written communication; no revisions (such as to correct misspellings) were made.

1	<p>I think this plan seems great, especially the part about eliminating fares. We need cheap/free public transit in the face of climate change and rising costs of living. Public transit is a service for the people of our county and to our local economy. This proposal seems like a great step in that direction and would reduce traffic in all of those areas as well as bolster nearby businesses. The proposed changes to Route 99X and elimination of Route 27 could increase efficiency and productivity while still preserving existing service levels overall, including hours and frequency. Additionally, the proposal aims to provide a faster and more direct connection between North Concord BART and Martinez Amtrak while continuing to serve high usage stops. This is great and I think more proposals like this should be suggested.</p>
2	<p>I would need to get to 2500 Bates when our offices are moved to that location. If the 99X can go from North Concord BART to 2500 Bates, that would help. There are no options to get there currently, except for the 27, which does not have a schedule that works with my work schedule.</p>
3	<p>This would be a great route – left on industrial way, right on bates, right on Port Chicago highway. Me a few riders do on/off bates/port Chicago 8am, 8:30am, 3pm, 5:35pm.</p> <p>My work hours are 8:00am-4:30pm. If the 99X can get to 2500 Bates from North Concord BART by 8:00 am in the mornings, that would be helpful. Thank your for considering my work schedule.</p>
4	<p>This has my full support as long as it's direct, fast, and regular.</p> <p>Direct: It should prioritize main hubs for the mass majority of people.</p> <p>Fast: this will come with fewer stops that prioritize the masses.</p> <p>Regular: this needs to run during ALL Bart hours of operation and should come every 15mins. This is the most important especially for people who work longer than a 9-5 and commute, who have been released from the hospital or court.</p>

TITLE VI SERVICE & FARE EQUITY ANALYSIS

Routes 99X and 27 Consolidation & Free Fare

	Running during all hour of operation will benefit the community, local businesses, the housing market, ect by finally integrating Martinez into the public transportation system.
5	<p>This would be a great tiny (literally a 3min drive to cover ground) extended route – left on industrial way, right on bates, right on Port Chicago highway. Me and a few riders do on/off bates/port Chicago.</p> <p>Best time to leave north concord bart 8am, 8:30am.</p> <p>Best time to stop at Bates/Port Chicago highway 3:10pm, 5:40pm.</p> <p>The triple summer heat winter rain/windstorm, crossing freeway entrance and exit is dangerous.</p>
6	I think this would be amazing, especially to reduce congestion at BART for commuters. I would utilize this

APPENDIX D: Resolution 2023-37, Approving the Proposed Service and Fare Change and Evidencing Consideration of this Equity Analysis

RESOLUTION NO. 2023-037

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

* * *

**APPROVING ROUTES 99X AND 27 FARE AND SERVICE CHANGES AND CORRESPONDING TITLE VI
EQUITY ANALYSIS**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, Lafayette, Martinez, Orinda, Pleasant Hill, San Ramon, and Walnut Creek, and the Towns of Danville and Moraga (hereinafter “member jurisdictions”), have formed the Central Contra Costa Transit Authority (CCCTA), a joint exercise of powers agency created under California Government Code Sections 6500, *et seq.*, to provide coordinated and integrated public transportation services within the area of such member jurisdictions;

WHEREAS, in August 2018, CCCTA launched Route 99X, an express route which runs from the Martinez Amtrak Station to North Concord BART during peak hours and serves the Pacheco Transit Center, Concord Adult Homeless Shelter, Contra Costa County offices at Glacier Drive and Muir Road, and the Contra Costa County Superior Courthouse in Martinez and is funded by the state's Low Carbon Transit Operations Program (LCTOP);

WHEREAS, Route 99X has not attracted much ridership since it was introduced in 2018, and even at its peak, its performance was below the overall average for all CCCTA express routes, and the route continues to underperform compared to other CCCTA express routes;

WHEREAS, to increase ridership, efficiency, and productivity, CCCTA staff propose service changes that will consolidate Route 27 with Route 99X and eliminate several segments from the routes;

WHEREAS, the new alignment and schedule of Route 99X will provide a faster and more direct connection between North Concord BART and Martinez Amtrak, continue serving high usage stops like North Concord BART, Concord Adult Homeless Shelter, Morello Avenue/Arnold Drive, Martinez Amtrak station, and Mason Circle, eliminate route segments with little to no ridership on both Routes 27 and 99X, including Pike Ln, the Pacheco Transit Center, Muir Rd, and Arnold Dr, and improve transfer connections and frequencies with Amtrak and BART;

WHEREAS, to address potential financial burdens with the consolidation of the routes, CCCTA staff also recommend eliminating all fares on the realigned Route 99X, which will be funded by LCTOP grant funds, and to also make paratransit fares free on complementary trips;

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

WHEREAS, CCCTA staff began outreach to receive public comments on the proposed changes in April 2023, conducting onboard bus surveys, posting notices about the proposed changes on CCCTA’s social media accounts and website, and conducted a noticed public hearing on May 18, 2023;

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

WHEREAS, the Board has reviewed the Routes 99X and 27 Consolidation and Free Fare Title VI Service and Fare Equity Analysis, has considered the public input received, and the financial implications of the proposed service and fare changes.

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

1. The Routes 99X and 27 Consolidation and Free Fare Title VI Service and Fare Equity Analysis, attached hereto as Exhibit A and incorporated by reference, is hereby approved.
2. The consolidation of Route 27 with Route 99X and realignment of Route 99X, as described with more particularity in the attached Exhibit A, are hereby approved.
3. Upon consolidation of Route 27 with Route 99X, all fares on Route 99X will be free and will be funded by LCTOP grant funding. Additionally, consistent with applicable federal requirements, paratransit fares will also be free on complementary trips.
4. The General Manager, or designee, is hereby authorized to take all actions necessary and proper to implement the actions listed above.
5. The General Manager, or designee, is hereby authorized to take all necessary steps to submit documentation relating to the Routes 99X and 27 Consolidation and Free Fare Title VI Service and Fare Equity Analysis to the Federal Transit Administration.

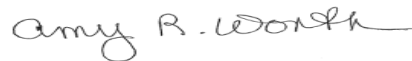
Regularly passed and adopted this 18th day of May 2023, by the following vote:

AYES: Directors Andersen, Diaz, Hoffmeister, Schroder, Sos, Storer, Tatzin, Wilk and Worth

NOES: None

ABSTAIN: None

ABSENT: Directors Hudson and Noack



Amy Worth, Chair, Board of Directors

ATTEST:



Lathina Hill, Clerk to the Board