



CONTRA COSTA COUNTY

AGENDA

Advisory Council on Aging

Tuesday, February 18, 2025

10:00 AM

400 Ellinwood Way, Pleasant Hill, CA
Room 304 (Third Floor)

Senior Mobility Action Council (SMAC) Transportation Workgroup

| Link: | [https://cccounty-us.zoom.us/j/89685119586?
pwd=256w0IcbrhS9V9ykbUpDbIHlBkT0b8.1](https://cccounty-us.zoom.us/j/89685119586?pwd=256w0IcbrhS9V9ykbUpDbIHlBkT0b8.1)|

Password: 299987 | USA 214 765 0478 | USA 8882780254 (Toll Free)
Code: 698779

PUBLIC ACCESS INSTRUCTIONS:

The public may attend this meeting in person at the posted locations. The public also may attend this meeting remotely via Zoom or call-in. Login information and call-in information is provided above.

10:00 Welcome - Candace Evans, Chair, SMAC Workgroup

Self-Introductions - All attendees

Roll Call - Candace Evans

10:05 Approve January 2025 draft minutes

January 2025 DraftMinutes

[25-502](#)

Attachments: [SMAC.01..21.25DraftMinutes](#)

10:10 Seamless Bay Area - Adina Levin

Seamless Presentation

[25-503](#)

Attachments: [2025-01-21 Seamless Overview Presentation](#)

10:40 Status of COVID 19 Impact Survey

11:00 Break

11:10 Program Updates

11:25 Public Comment

The next meeting is currently scheduled for March 18, 2025 at 10am - 12 noon.

11:35 Early Adjournment

The Council will provide reasonable accommodations for persons with disabilities planning to attend the Council meetings. Contact the staff person listed below at least 72 hours before the meeting. Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Council less than 96 hours prior to that meeting are available for public inspection at 300 Ellinwood Way, Pleasant Hill attn: Alicia Espinoza during normal business hours. Staff reports related to items on the agenda are also accessible online at www.contracosta.ca.gov.

HOW TO PROVIDE PUBLIC COMMENT:

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Public comment may be submitted via electronic mail on agenda items at least one full workday prior to the published meeting time at email at aespinoza@ehsd.cccounty.us or by voice mail at 925 655-0771.

Comments submitted by email or voice mail will be included in the record of the meeting but will not be read or played aloud during the meeting.

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CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-502

Agenda Date: 2/19/2025

Agenda #:



CONTRA COSTA COUNTY

Committee Meeting Minutes - Draft

Advisory Council on Aging

Tuesday, January 21, 2025

10:00 AM

400 Ellinwood Way, Pleasant Hill, CA
Room 304 (Third Floor)

Senior Mobility Action Council (SMAC) Transportation Workgroup

| **Link:** | <https://cccounty-us.zoom.us/j/89685119586?pwd=256w0IcbrhS9V9ykBUpDbIHlkT0b8.1>|

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10:00 Welcome - Candace Evans, Chair, SMAC Workgroup

Call meeting to Order by Candace Evans at 10:05 am.

Introductions:

10:01 Roll Call:

Present:

Jim Donnelly,
Kevin Donovan,
Candace Evans
Bryan Harris,
DeAnna Perry,
Rosa Noya
Riki Jester,
Roger Boaz,
Denise Kalm

10:05 Approve December 2024 Minutes

December 2024 Draft Minutes

[25-274](#)

Attachments: [SMAC12.17.2024DraftMinutes](#)

Approval: Kevin Donovan made a motion to approve the December 2024 minutes, Bryan Harris

seconded the motion. The minutes were approved unanimously.

10:10 Seamless Bay Area - Adina Levin

Nonprofit working to transform Bay Area's fragmented transportation system.
Focus areas include improving transportation for seniors and people with disabilities.
Link slide presentation.

10:40 Upcoming Committee Structural Changes

No changes regarding SMAC membership for 2025: Kevin Donovan, Jim Donnelly,
Candace Evans, Riki Jester, DeAnna Perry.
Changing SMAC meeting to 1st Monday, 1 - 2:30pm effective March 2025.
Motion to amend SMAC meeting date and time initiated by Bryan effective 1st Monday of
March 2025. Seconded by Jim.

11:00 Break

11:10 Status of COVID 19 Impact Survey

Final survey response received by County Connections.
Jim will compile data and present spreadsheet at next SMAC meeting.

11:25 Program Updates

County Office of Emergency Services (Jennifer Cannon): No updates. Will provide updates at
next meeting.

ECCTA Transit Authority (Deanna Perry): Interviewing for Compliance Manager and Director
of Maintenance. Job opening posted on ECCTA website.

County Connection (Rosa Noya): No updates. Will provide update at next meeting.

LaMorinda Spirit Van (Riki Jester): Titles for 3 vans have been transferred and officially belong
to LaMorinda Spirit Van.

Richmond ParaTransit (Bryan Harris): No update.

WestCAT: No Update.

Mobility Matters (Elaine Welch): No update.

West Contra Costa Transit Authority (Coire Reilly): No update.

East Contra Costa Transit Authority: No update.

Conservation and Development (Samantha Harris): No update.

11:35 Discuss Presentations and Next Speaker
February 2025 - BART on possible structural changes and older adult safety.
MTA presentation on funding/financials.
MPA Transportation Champions

11:55 Public Comment
None.

Next meeting is scheduled February 18, 2025 at 10:00 am - 12:00 noon.

12:00 Adjourn
Meeting adjourned at 11:36 am

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CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-503

Agenda Date: 2/19/2025

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Working Toward a Seamless Bay Area Transit System

July 2024
Adina Levin
Co-Executive Director, Seamless Bay Area

www.seamlessbayarea.org





Seamless Bay Area's mission is to transform the Bay Area's fragmented public transit into a world-class, unified, equitable, and widely-used system by building a diverse movement for change and promoting policy reforms.

To achieve our vision of a seamless, sustainable, rider-focused transportation system, we need:

- Coordinated transit fares, schedules, branding, and service;
- Faster, more frequent, and reliable transit service supported by a major new transit funding source;
- A regional network manager authority to unify 27 fragmented systems.



Our Fragmented Regional Network is not working

- 27 transit agencies with little integration; separate planning, fares, routes, schedules presents barriers for riders, makes many trips uncompetitive on transit
- Pre-COVID, just 5% of trips (or 10-12% of commute trips) are on transit; lower than regions with comparable density
- Billions spent on transit investments have not increased overall ridership

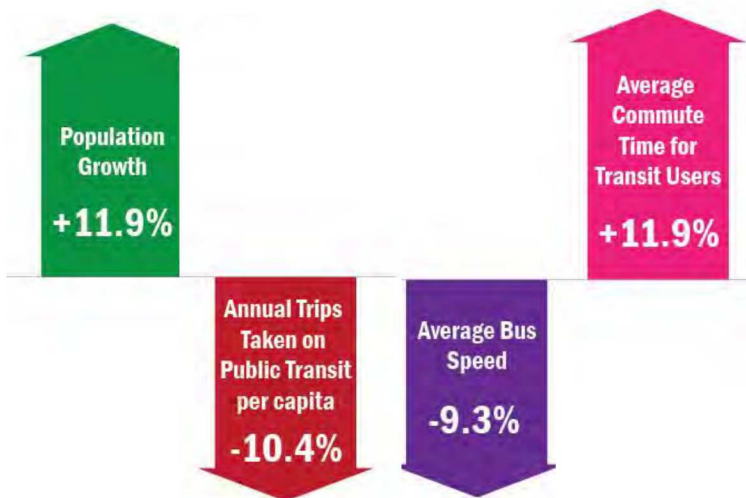


In a Seamless customer-focused regional network:

- A connected rapid transit network is strategically planned at regional level to work as a *system*
- Transit agencies work together to operate different parts of the integrated network
- Service quality, fares, schedules, and wayfinding is standardized to be a reliable and as simple as possible for users
- More funding for more service

Transit should be the backbone of the Bay Area, but is not keeping up

Between 2001 and 2016 in the Bay Area:



Many people want to use transit -- but don't because it's too difficult

"It takes too long to get around on transit."

"It's not frequent enough"

"It's too confusing"

"It doesn't take me where I need to go"

"It's not reliable"

Making Seamless Transit a Reality in the Bay Area

Funding



Regional Ballot Measure

Resources for abundant, frequent service across the region

Institutions



Network Manager

Effective, coordinated institutions that can deliver rider-focused transit.

Policies

Single Ride Fares	
Travel within	Adult Fare
1-2 Zones	\$2.20
3 Zones	\$3.20
4 Zones	\$4.20
5 Zones	\$5.20

Integrated fares, service, experience

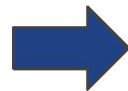
Simple & affordable travel experience for all travel

State Legislation



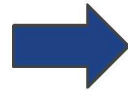
Political leadership and legislation advancing regional progress on reforms

2020: AB 2057 (Chiu)



Blue Ribbon Transit Recovery Task Force

2021: AB 629 (Chiu)



Transformation Action Plan, Fare Integration Pilots

2022: SB 917 (Becker), Seamless Transit Transformation Act

Seamless, quality transit requires an effective regional Transportation Network Manager Entity

- Can provide clear accountability for transit network as a whole, to all transit users and Bay Area citizens
- Can be done while recognizing local funding sources and local service decisions
- A Network Manager entity is the norm in high-performing regions



Transportation Network Manager
 Long-range Planning, Fare Policy, Service Standards, Regional schedules, Customer Experience, Branding, Data, Capital Project Delivery



Transit Operators
 Day-to-day Operations, Maintenance, Local Service Planning, Service Delivery, Customer Relations





2021 Blue Ribbon Task Force developed a broad consensus on set of reforms

- **Adopted vision of a system with unified service, fares, schedules, customer information and identity**
- 27 Actions charts a course toward
 - Integrated fares
 - Integrated branding & wayfinding
 - Integrated service
 - Transforming accessibility
 - New funding for transformation
- Problem statement identified need for **network management resources and authority** as barrier to improving transit

Customer focus - well-coordinated service

The Clipper BayPass all-agency transit pass pilot generated a **40% increase in transit ridership** in the first phase of the pilot.

The second phase of the pilot **was increased by 4x up to 80,000, with 100 organizations on the waiting list** and positive financial performance.

Free/reduced price transfers this Spring also expected to increase ridership

Better transfers around the region. Twice a year, agencies work together on a “big sync” to **adjust their schedules and improve transfers.**

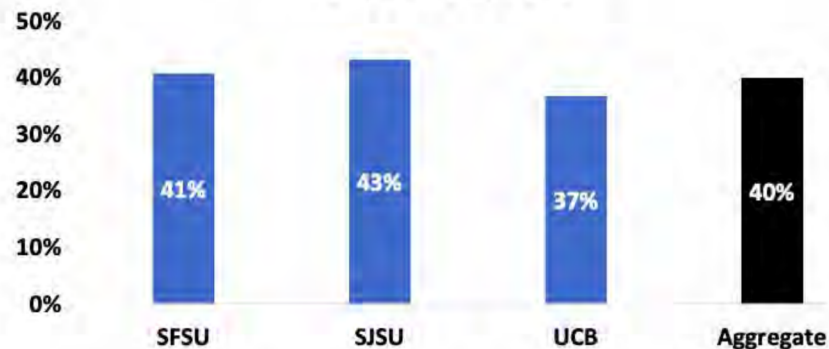


Clipper Bay Pass Phase 1 increases ridership



Clipper BayPass Increases Public Transit Usage

Increase in Average Total Number of Public Transportation Trips per Card due to Clipper BayPass



Source: Analysis of Clipper Card transactions for Clipper BayPass Pilot participants and local-operator pass holders at UC Berkeley, SFSU, and SJSU from August 2022 to August 2023.

Open payment - Clipper system update

- Pay with a credit/debit card you already have
- Visitors - no need for special card or cash
- Next opportunity - senior discount while paying with credit/debit card



Regional mapping and wayfinding

- Prototypes and pilots in all 9 counties



Faster, more reliable transit - transit priority policy

San Francisco case study: Driving transit's recovery in San Francisco

Bus lines where we've made major transit priority investments are driving our ridership recovery:

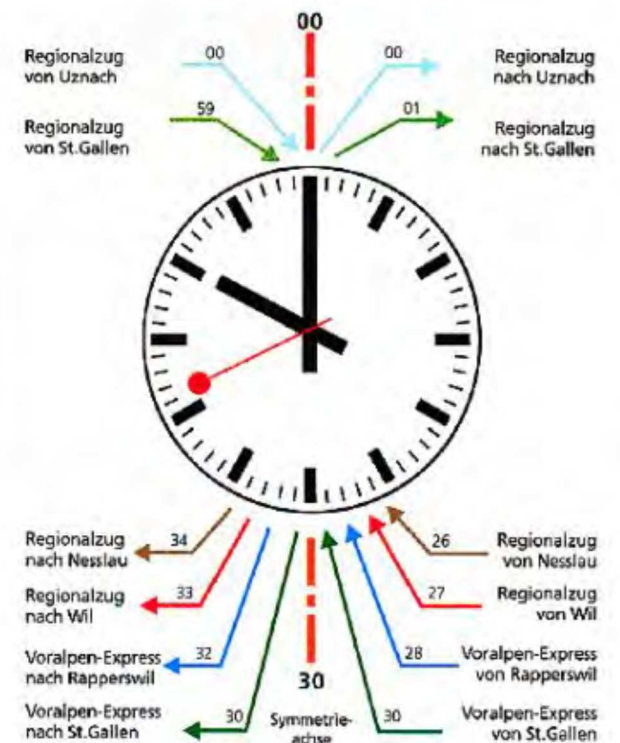
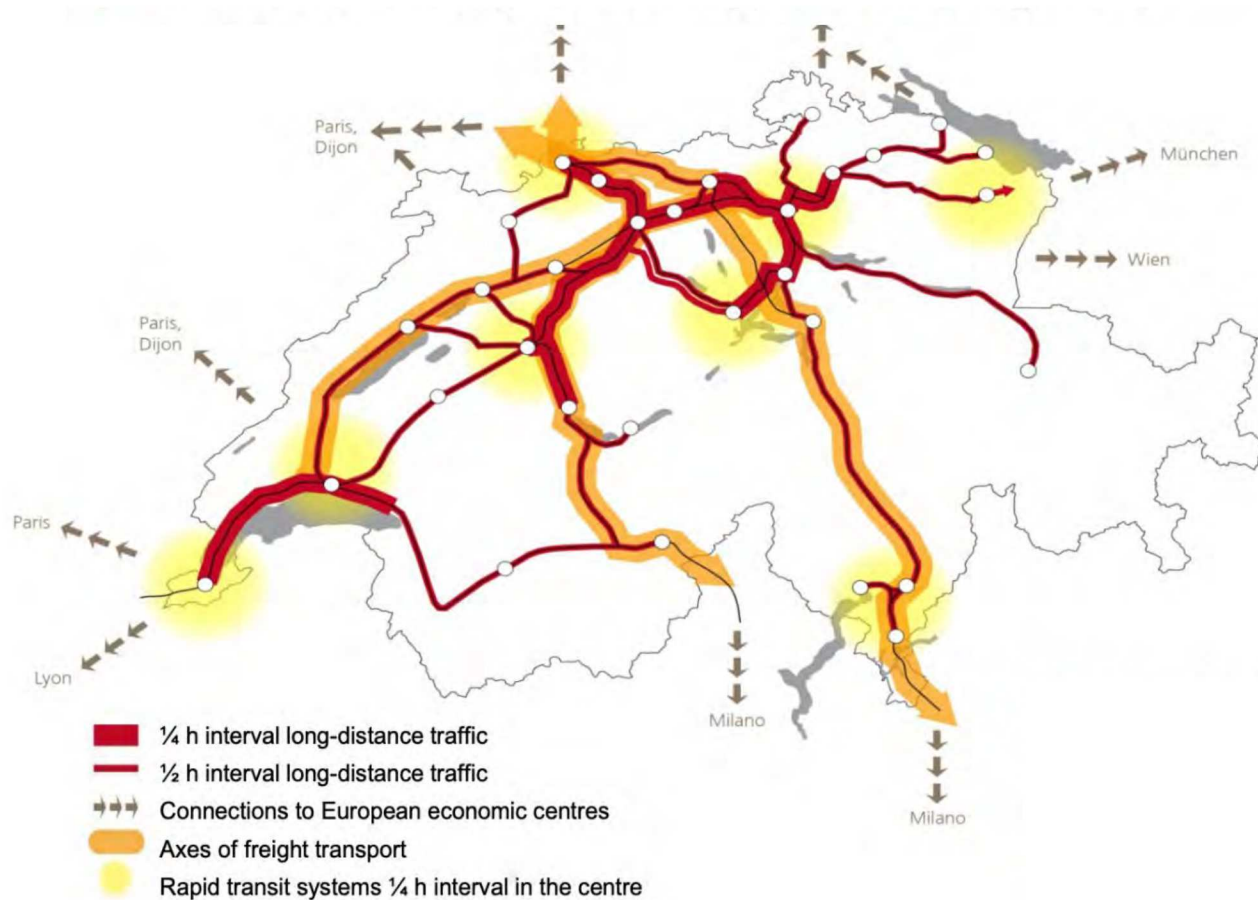
- Van Ness (49*): **131%**
- 16th Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19th Ave (28/28R): **74%**
- Systemwide : **65%**

Data source: September 2019 versus September 2023 average weekday ridership.

**-The 47 Van Ness also ran on Van Ness Avenue prior to the pandemic but is no longer in service. The ridership recovery rate is 100% when including the entire 49-line and boardings on the 47-line that occurred on Van Ness before the pandemic.*

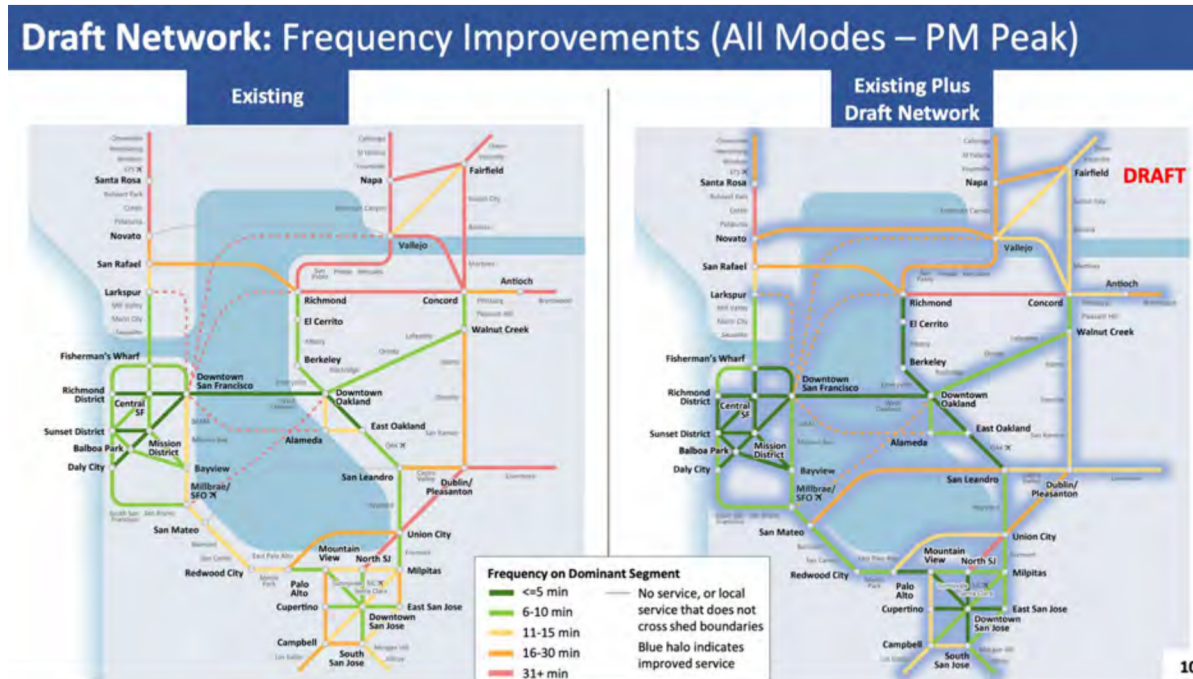


Service-Led Planning - Switzerland



New Transit 2050+ Connected Network Plan

- NEW - MTC/Agencies Transit 2050+ - Service improvements around the region
- By year-end will have benefits for ridership growth, climate, housing, access to jobs/destinations

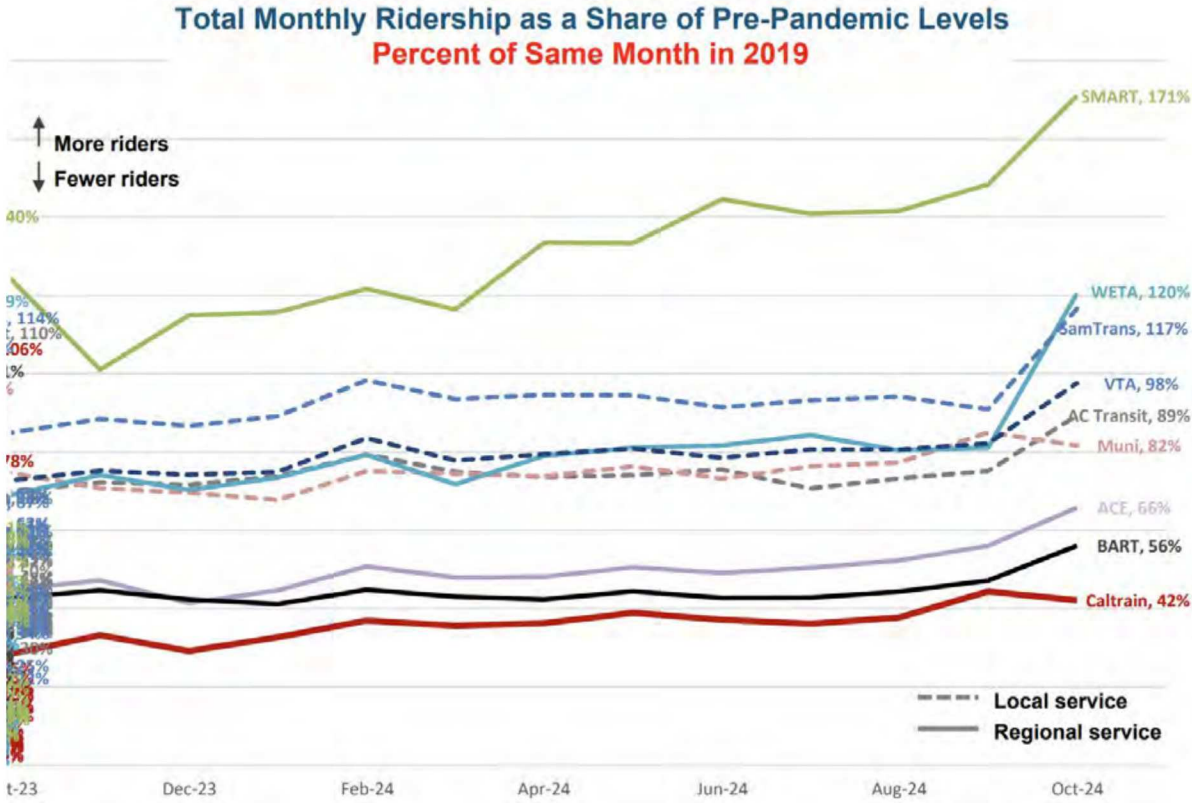


Accessible transportation

- MTC Coordinated Human Services Transportation Plan just approved
 - Require ADA transition plan as a condition for One Bay Area Grant Funding
 - Paratransit one seat rides
 - Mobility management in each county



Transit ridership recovery



Critical for housing and climate goals

Households within 1/2 mile of frequent transit

	2023	2050	Change
All Households	38%	43%	+5%
Households with low incomes	47%	64%	+17%

Commute Mode Share

Mode	2023	2050
Auto	58%	51%
Transit	6%	10%
Active Modes (Bike/Walk)	4%	10%
Work from Home	31%	28%

Transit Fiscal Cliff - Regional Funding Measure

Operator-provided estimates (with varied assumptions) total \$2.7 billion over the next five years, or \$1.1 billion through 2026.

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Shortfall Total
SFMTA	\$0	\$119	\$231	\$247	\$270	\$867
BART	\$0	\$93	\$322	\$298	\$342	\$1,054
AC Transit	\$1	\$4	\$50	\$54	\$24	\$133
Caltrain	\$0	\$0	\$33	\$58	\$57	\$149
Golden Gate Transit	\$0	\$83	\$94	\$98	\$106	\$381
Small/Medium Operators	\$22	\$22	\$20	\$21	\$25	\$110
Bay Area Total	\$23	\$320	\$750	\$776	\$825	\$2,693

Note: Shortfall amounts as reported to transit agency boards, as of Summer 2023. Amounts are reported in millions.

Regional Funding Measure Options

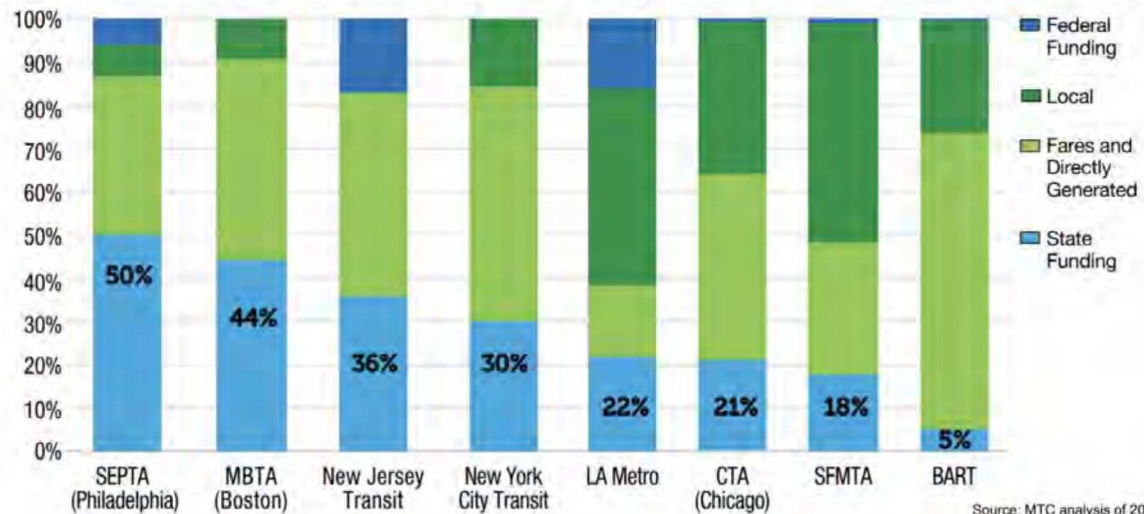


State funding opportunity

California especially under-invests in its largest systems relative to other states.

Share of Operating Expenses by Fund Source (2019)

Many states provide higher levels of operating assistance for large transit systems than is the practice in California



Source: MTC analysis of 2019 NTD Reports



First step toward improvement: cost assessment

Problem: In order to provide accessible transportation for people with disabilities and seniors, it is essential to have a cost assessment. Currently the cost to maintain and improve the system is unknown.

Background: SB 1121 (Gonzalez, 2022) requires the state to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. The bill requires completing a needs assessment by 2025, and every 5 years thereafter.

However, the first initial SB 1221 assessment in 2025 will not include analysis of the cost to operate and maintain accessible transportation systems (unlike other parts of the transportation system which do have costs assessed). Accessible transportation is included in the outline of the report, but the report does not contain a funding assessment for accessible transportation.

First step toward improvement: cost assessment

“Accessible transportation systems” includes but is not necessarily limited to:

- municipal dial-a-ride,
- ADA mandated public paratransit
- volunteer driver programs
- non-profit, community-based, and programs specific transportation
- mobility management programs
- travel training
- accessible wayfinding/public rights of way

Bill proposal: accessible transportation cost assessment

Requires the State to prepare a needs assessment of the cost to operate and maintain the state and local accessible transportation systems, to offset the legacy of underinvestment through capacity building, and provide for the necessary future growth of the state and local transportation systems.

This bill would require an interim needs assessment to be submitted to the legislature before 2027, and a completed needs assessment July 1, 2027, and thereafter on the same schedule as the funding needs assessment mandated by SB 1121.

Responsible agencies: California Transportation Commission (CTC), in consultation with the Health and Human Services Agency, Transportation Agency, and the Transportation department.

Broad Public Support for Seamless Transit

Seamless Transit Principles

- Run all Bay Area transit as one easy-to-use system**
- Put riders first**
- Make public transit equitable and accessible to all**
- Align transit prices to be simple, fair, and affordable**
- Connect effortlessly with other sustainable transportation**
- Plan communities and transportation together**
- Prioritize reforms to create a seamless network**

22 Cities/Counties/Cities' Associations



- San Francisco County Transportation Authority
- Alameda County, Santa Clara County
- Cities of San Mateo, Redwood City, Pacifica, Half Moo Bay, San Jose, Mountain View, Berkeley, El Cerrito, Fremont, Richmond

82 Non-Profit Groups & Businesses



4 Transit Agencies

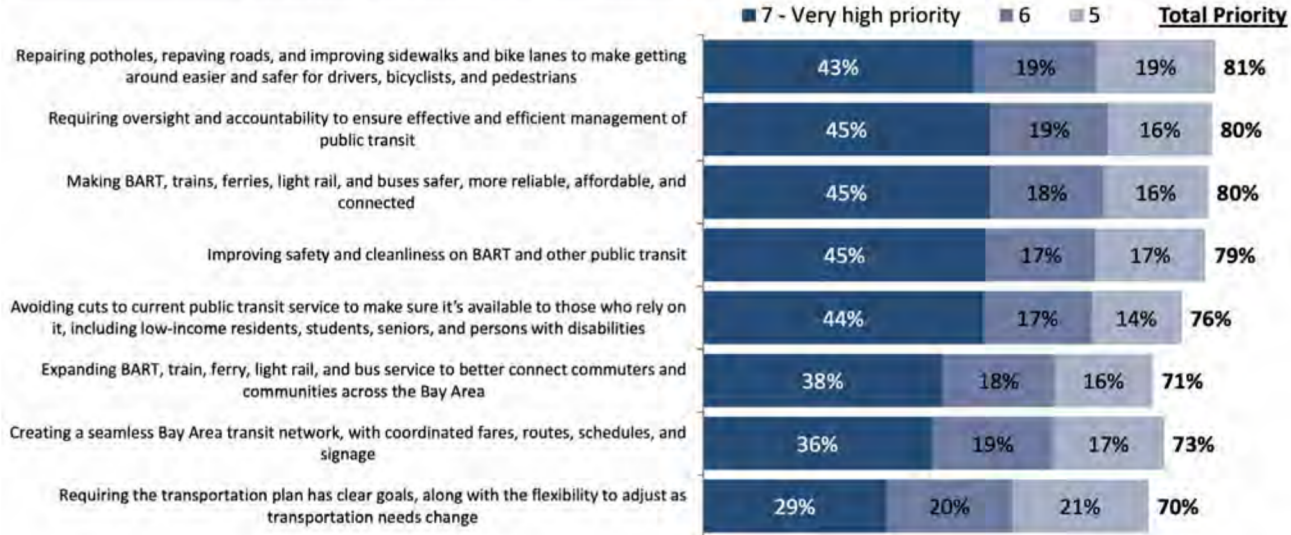


- 2,200+ members of public signed petition
- www.seamlesstransitprinciples.org

Voters consistently want to make transit better

Top Measure Priorities (70%+) (MTC Poll Oct 2023)

I'm going to read you a list of potential items that could be included in the proposed Bay Area transportation measure. After each one, please rate how much of a priority that item is to you.



SB 125 State Transit Transformation Task Force

Strategies and policies to grow ridership to achieve state goals

- Operations funding
- Transit priority
- Fare/schedule coordination
- Workforce development
- Transit-oriented Development