



TRI DELTA TRANSIT

Eastern Contra Costa Transit Authority
801 Wilbur Avenue • Antioch, California 94509
Phone 925.754.6622 Fax 925.757.2530

Board of Directors Meeting Agenda

Wednesday February 22nd, 2017

4:00pm

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Available online: www.trideltatransit.com

Please see the last page of this agenda for:

- Public comment guidelines
- Agenda, staff report, and document availability
- Americans with Disabilities Act information
- Anticipated action by the Board of Directors

1. **Call to Order:** Chair Doug Hardcastle

a. **Roll Call**

2. **Pledge of Allegiance**

3. **Public Comment**

While public comments are encouraged and taken very seriously, State law prevents the Board of Directors from discussing items that are not on the meeting agenda. If appropriate, staff will follow up on public comments. Please see Public Comment Guidelines on Page 3 of this agenda.

4. **Chair's Report:** Chair Doug Hardcastle

5. **Consent Calendar (ACTION ITEM):** Minutes, Financial Report, and Marketing Activities Report (*see attachment: tab #1*)

- a. Minutes of the Board of Directors meeting of January 25th, 2017
- b. Financial Report
- c. Marketing Activities Report

Requested Action: Approve items 5a, 5b, and 5c

6. **CEO's Report:** Jeanne Krieg

- a. **Operations Report** (*see attachment: tab #2*)

Board of Directors:

City of Antioch

Mary Rocha**
Monica Wilson

City of Brentwood

Barbara Guise
Robert Taylor

City of Oakley

Doug Hardcastle*
Kevin Romick

City of Pittsburg

Merl Craft
Pete Longmire

Contra Costa County

Diane Burgis
Federal Glover

Member-at-Large

Ken Gray

* Chair: FY 2016-17

** Vice-chair: FY 2016-17

**Board of Directors Meeting Agenda
Wednesday February 22nd, 2017**

7. ACTION AND DISCUSSION ITEMS

a. DISCUSSION ITEM: Update on Fuel Hedging Program

(see attachment: tab #3)

Requested Action: None – Information only

b. ACTION ITEM: Elerts “See Something, Say Something” Mobile App

(see attachment: tab #4)

Requested Action: Authorize staff to contract for the use of the Elerts “See Something, Say Something” app for five years for a price not to exceed \$50,970.

c. ACTION ITEM: California Environmental Quality Act Project Approval

(see attachment: tab #5)

Requested Action: Adopt Resolution 170222 which approves the Antioch Park and Ride project and related CEQA documents.

d. ACTION ITEM: 2017 Summer Youth Pass

(see attachment: tab #6)

Requested Action: Authorize staff to market an unlimited-ride 2017 summer pass to passengers aged 5-17 for \$50.

8. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION (Government Code Section 54956.9)

NAME OF CASE: Megan Beach v. Sheena M. Glover, et al. (Contra Costa County Superior Court Case Number C17-00077)

9. RETURN TO OPEN SESSION: Report, if any

10. Board of Directors Comments

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

11. Adjourn

Next Meeting: March 22nd, 2017 – 4:00pm

Public Comment Guidelines:

- Persons requesting to address the ECCTA Board of Directors are requested to complete a Comment Request form and submit it to the clerk. If possible, please submit the form prior to the start of the meeting. At the appropriate time, the ECCTA chair will call on individuals to comment.
- During the public comment agenda item, the public is permitted to address the ECCTA Board of Directors on items that are on the consent calendar or items not on the agenda. Individuals may also make a request for future agenda items. No action or discussion may take place on any item not appearing on the posted agenda.
- If a person wishes to speak on a specific agenda item, the ECCTA chair will call on the individual when the agenda item is being discussed by the Board of Directors.
- Persons addressing the ECCTA Board of Directors are requested to limit their remarks to three (3) minutes unless an extension of time is granted by the chair, subject to approval of the ECCTA Board of Directors.

Agenda, staff report, and document availability:

Copies of all staff reports and documents subject to disclosure that relate to each item of business referred to on the agenda are available for public inspection the Friday before each regularly scheduled Board of Director's meeting at Tri Delta Transit's front desk located at 801 Wilbur Avenue, Antioch, California. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Board regarding any item on this agenda after the agenda has been distributed will also be made available for inspection at Tri Delta Transit's front desk at the above referenced address during regular business hours.

Americans with Disabilities Act Information:

In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available in the Tri Delta Transit parking lot. If you are a person with a disability and you need disability-related modifications or accommodations to participate in this meeting, please contact the CEO's Office at (925) 754-6622 or fax (925) 757-2530. Notification 48 hours prior to the meeting will enable Tri Delta Transit to make reasonable arrangements to ensure accessibility to this meeting. {28 CFR 35.102-35, 104 ADA Title II} Please help us accommodate individuals with EI-MSD and refrain from wearing scented products to this meeting. Please turn off any electronic paging device or cell phone.

Anticipated action by the Board of Directors:

The Board of Directors may take action on any item on the agenda, which action may consist of the recommended action, no action or a related action.

TAB 1

Agenda Item 5a,b,c

Consent Calendar (ACTION ITEM): Minutes, Financial Report, and
Marketing Activities Report

Board of Directors Meeting

Wednesday February 22, 2017

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

EASTERN CONTRA COSTA TRANSIT AUTHORITY
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES

January 25, 2017

The Eastern Contra Costa Transit Authority (ECCTA) meeting was called to order in the ECCTA Board Room, 801 Wilbur Avenue, Antioch, California by Chair Doug Hardcastle at 4:00 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Diane Burgis (Contra Costa County); Merl Craft (Pittsburg); Nancy Parent, Alternate for Federal Glover ** (Contra Costa County); Ken Gray (Member-at-Large); Barbara Guise (Brentwood); Pete Longmire (Pittsburg); Kevin Romick (Oakley); Robert Taylor (Brentwood); Monica Wilson (Antioch); Mary Rocha* (Antioch/Vice Chair); and Doug Hardcastle (Oakley/Chair)

*Arrived after Roll Call

**Federal Glover arrived at 4:17 P.M.

ABSENT: None

STAFF: Jeanne Krieg, Chief Executive Officer (CEO)
Steve Ponte, Chief Operating Officer (COO)
Ben Stock, Legal Counsel

OTHERS

PRESENT: Richard Blair-Keeney, Antioch
Michael Daugelli, Antioch
Susan Hinson, First Transit
Gary Mitchell, First Transit
Hosie Pintily, First Transit

PLEDGE OF ALLEGIANCE

Director Gray led the Pledge of Allegiance.

PUBLIC COMMENT

Michael Daugelli, Antioch, referred to a recent trip to Las Vegas, initially using Tri Delta Transit paratransit services from his house to the Amtrak station in Martinez, and explained that Tri Delta Transit staff had facilitated his connections by faxing his information to Las Vegas to be able to use their paratransit system upon his arrival. He wanted to make sure everyone knew that could be done nationwide. He spoke to the paratransit and fixed route system in Las Vegas and thanked Tri Delta Transit staff for their help.

Richard Blair-Keeney, Antioch, described problems he had been having with Tri Delta Transit's paratransit services and his understanding his home was located outside Tri Delta Transit's boundaries, and asked the Board to extend the boundaries and to provide services earlier in the morning because he needed a 4:15 A.M. pickup to get to his job in Hayward on time.

Chair Hardcastle stated that staff would speak to Mr. Blair-Keeney with respect to his concerns.

CHAIR'S REPORT

Chair Hardcastle had no report.

CONSENT CALENDAR

On motion by Director Romick, seconded by Director Rocha, ECCTA Boardmembers adopted the Consent Calendar, as shown, which carried by the following vote:

- A. Minutes of the Board of Directors meeting of December 14, 2016
- B. Financial Report
- C. Marketing Activities Report

AYES: Burgis, Craft, Gray, Guise, Longmire, Parent, Romick, Taylor, Wilson,
Rocha, Hardcastle

NOES: None

ABSTAIN: None

ABSENT: None

CHIEF EXECUTIVE OFFICER'S REPORT

- A. Operations Report

Chief Executive Officer (CEO) Jeanne Krieg reported that those interested in attending this year's American Public Transportation Association (APTA) conference in Chicago July 22 to July 25, and the APTA Annual Conference and EXPO in Atlanta October 8 to 11, would have to identify their interest to be able to take advantage of early registration fees. She also advised that the latest version of policies associated with the Board of Directors' travel had been included in the Board packet.

Ms. Krieg advised that she had started to make the arrangements to participate in the Transit Study Mission to Asia that the Board had approved in December 2016, and she thanked the Board for the opportunity to participate in that mission.

Ms. Krieg explained that the paratransit passenger survey had been completed and had been provided in the Board packet. The results were good but identified some areas in need of improvement. Efforts were ongoing with First Transit partners to improve service. She noted that half of the passengers still paid in cash instead of tickets, and half of those buying tickets bought them in person instead of on line, through the mail, or over the phone.

Ms. Krieg reported that the Antioch Park & Ride project continued to progress and \$3.2 million would have to be found to build it; the new technology for the paratransit operators was now fully operational and operators worked with tablets, one of the technology upgrades included in the new operations contract; the City of Antioch had approved the facility solar project and a Request for Bid would probably be published next month; fixed route ridership was still sluggish; and paratransit ridership was down slightly but basically flat, although at 2.9 very close to her goal of 3 passengers per hour. She noted that other transit agencies had been experiencing the same sluggishness due to low gas prices, drivers' licenses available to undocumented immigrants, and given the use of informal jitney services.

Ms. Krieg explained that as earlier reported, some performance indicators were skewed because measuring on-time performance and customer complaints had changed. She also reported that at the half-way mark through the fiscal year the budget was on target to meet the full budget of \$21 million.

Ms. Krieg reported that 2016 had ended with zero workers' comp injuries and a celebration with staff was expected next month. In addition, the website had been updated, was much easier to navigate, and included features that members of the Board had suggested such as easier access to Board agendas.

Ms. Krieg also referred to a flyer in the packet to advise that APTA was accepting applications for the 2017 Youth Summit, an all-expense paid trip to Washington, DC for young people who would be a junior or senior in high school this fall.

ACTION AND DISCUSSION ITEMS

A. Electric Vehicle Charging Station Installation

Ms. Krieg explained that this was the next step in the electric bus procurement. The charging station would be used to charge the electric buses, and could also be used to charge personal vehicles. As a federally-funded project there would be some restrictions. She noted that seven firms had expressed interest but only two had submitted a bid for the project and both of those bids were good. Given that the lowest bidder did not have any Disadvantaged Business Enterprise (DBE) participation as required by the federal fund, she recommended that the electric vehicle charging installation be awarded to Long

Electric Company and she requested the approval of the resolution to that effect.

Director Glover clarified that the bus charging stations would be in the Tri Delta Transit bus lot and the car charging station that could charge four cars would be in the front of the facility.

Chief Operating Officer (COO) Steve Ponte advised that there were three ways to charge a bus; slow, fast or superfast, although there would be no ability to charge superfast with the proposed installation. Slow charging from zero could take 10 hours and the fast charge could be 4 to 6 hours. There would be sufficient ampage to expand the toll charging station from 4 to 14 vehicles. In response to questions from the Board, he explained that two of the buses could run a minimum of 259 miles to a maximum of 280 miles and travel from three hours to six hours on a single charge. The plan was to use the buses during peak period service in the morning and in the afternoon. After battery technology improved, there could be longer runs. With respect to fuel savings, he stated that would depend on how the drivers drove the vehicles, but there would be savings on the maintenance of the vehicles (changing from diesel to electric) with an anticipated \$.40 a mile savings. In addition, there would be zero emissions from the tail pipe. Special training for the operators of the electric vehicles would be required because electric vehicles were very different from diesel vehicles. PG&E charges were a different issue and had their own challenges.

On motion by Director Rocha, seconded by Director Guise, ECCTA Boardmembers adopted Resolution 170125a which authorizes the CEO to execute and deliver a contract with Long Electric Company for an amount not to exceed \$436,110 which includes a 10 percent contingency for the installation of six vehicle charging stations, carried by the following vote:

AYES: Burgis, Craft, Glover, Gray, Guise, Longmire, Romick, Taylor, Wilson,
Rocha, Hardcastle
NOES: None
ABSTAIN: None
ABSENT: None

B. Authorization to File an Application for FTA Formula Funds

Ms. Krieg requested authorization to file an application for Federal Transit Administration (FTA) Formula Funds under the Metropolitan Transportation Commission's (MTC's) Transit Capital Priorities program, intended to be used to replace buses, procure new Clipper® equipment, and provide operating assistance for Americans with Disabilities Act (ADA) services.

On motion by Director Glover, seconded by Director Romick, ECCTA Boardmembers

adopted Resolution 170125b which authorizes the CEO or her designee to file an application for FTA Formula program funding for ADA operating assistance, transit bus replacements, and Clipper® digital equipment as well as committing the necessary local match for the projects and stating the assurance of the Eastern Contra Costa Transit Authority to complete these projects, carried by the following vote:

AYES: Burgis, Craft, Glover, Gray, Guise, Longmire, Romick, Taylor, Wilson,
Rocha, Hardcastle
NOES: None
ABSTAIN: None
ABSENT: None

C. Appointment of CCTA Ex-Officio Alternate

Ms. Krieg advised of the need to appoint an ex-officio alternate to the Contra Costa Transportation Authority (CCTA) Board.

On motion by Director Craft, seconded by Director Romick, ECCTA Boardmembers appointed **Monica Wilson**, who is an elected official, to serve as the alternate ex-officio on the CCTA Board of Commissioners for the term of February 1, 2017 through January 31, 2018, carried by the following vote:

AYES: Burgis, Craft, Glover, Gray, Guise, Longmire, Romick, Taylor, Wilson,
Rocha, Hardcastle
NOES: None
ABSTAIN: None
ABSENT: None

D. 2017 ECCTA Board Meeting Dates

Ms. Krieg advised that the only change to the 2017 ECCTA Board Meeting dates would be the traditional combining of meeting dates for November and December given that the fourth Wednesday in November would be the day before Thanksgiving and the fourth Wednesday in December would be two days after Christmas. A combined meeting on December 13, 2017 was recommended.

On motion by Director Guise, seconded by Director Romick, ECCTA Boardmembers approved the proposed 2017 meeting schedule for the ECCTA Board of Directors which includes combining the November and December 2017 Board meeting to December 13, 2017, carried by the following vote:

AYES: Burgis, Craft, Glover, Gray, Guise, Longmire, Romick, Taylor, Wilson,
Rocha, Hardcastle
NOES: None
ABSTAIN: None

ABSENT: None

BOARD OF DIRECTORS COMMENTS

The Board welcomed the new members: Diane Burgis, Monica Wilson, Merl Craft, and Robert Taylor. It was noted that the 2017 ECCTA Board of Directors represented the largest turnover in 25 years.

Ms. Krieg also noted that Director Rocha would be replaced by Sean Wright in July 2017.

Director Longmire congratulated Ms. Krieg and staff for the good work and zero workers' comp injuries in 2016, along with achieving a 2.9 rate for paratransit ridership per hour.

ADJOURNMENT

Chair Hardcastle adjourned the meeting of the Eastern Contra Costa Transit Authority at 4:45 P.M. to February 22, 2017 at 4:00 P.M. in the ECCTA Administration Facility, 801 Wilbur Avenue, Antioch, California.

Respectfully submitted,

Anita L. Tucci-Smith

TRI DELTA TRANSIT
Income Statement - Comparison to Annual Budget
 As of January 31, 2017
(unaudited)

| | YTD Actual | | | YTD Budget | | | YTD Variance favorable/(unfavorable) | | | FY17 Full Year Budget | | | YTD % of Fiscal Year Budget | | | |
|--------------------------------------|----------------|----------------|--------------|---------------|--------------|--------------|---|----------------|--------------|-----------------------|---------------|--------------|--------------------------------|---------|----------|--|
| | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | |
| | | | | | | | | | | | | | | | | |
| OPERATING REVENUES | | | | | | | | | | | | | | | | |
| Passenger Fares | \$ 1,779,318 | \$ 1,534,238 | \$ 245,080 | \$ 1,816,477 | \$ 1,541,890 | \$ 274,587 | \$ (37,159) | \$ (7,652) | \$ (29,507) | \$ 3,067,000 | \$ 2,592,000 | \$ 475,000 | \$ 58% | \$ 59% | \$ 52% | |
| Other Income | \$ 170,353 | \$ 85,000 | \$ 85,353 | \$ 190,000 | \$ 85,000 | \$ 105,000 | \$ (19,647) | \$ - | \$ (19,647) | \$ 265,000 | \$ 85,000 | \$ 180,000 | \$ 64% | \$ 100% | \$ 47% | |
| Total Operating Revenues: | \$ 1,949,671 | \$ 1,619,238 | \$ 330,433 | \$ 2,006,477 | \$ 1,626,890 | \$ 379,587 | \$ (56,809) | \$ (7,652) | \$ (49,154) | \$ 3,332,000 | \$ 2,677,000 | \$ 655,000 | \$ 59% | \$ 60% | \$ 50% | |
| OPERATING EXPENSES | | | | | | | | | | | | | | | | |
| Purchased Transportation | \$ 6,693,633 | \$ 5,164,373 | \$ 1,529,260 | \$ 6,751,748 | \$ 4,833,211 | \$ 1,918,537 | \$ 58,115 | \$ (331,162) | \$ 389,277 | \$ 11,616,473 | \$ 8,310,413 | \$ 3,306,060 | \$ 58% | \$ 62% | \$ 46% | |
| Materials and Supplies | \$ 1,583,990 | \$ 1,318,305 | \$ 265,685 | \$ 1,710,112 | \$ 1,364,131 | \$ 345,981 | \$ 126,122 | \$ 45,825 | \$ 80,297 | \$ 2,940,000 | \$ 2,342,100 | \$ 597,900 | \$ 54% | \$ 56% | \$ 44% | |
| Salaries & Benefits | \$ 2,233,674 | \$ 1,969,039 | \$ 264,635 | \$ 2,469,950 | \$ 2,222,650 | \$ 247,300 | \$ 236,276 | \$ 253,811 | \$ (17,535) | \$ 4,234,000 | \$ 3,810,600 | \$ 423,400 | \$ 53% | \$ 52% | \$ 63% | |
| Services | \$ 484,373 | \$ 390,275 | \$ 94,097 | \$ 483,585 | \$ 397,835 | \$ 85,750 | \$ (788) | \$ 7,569 | \$ (8,347) | \$ 829,000 | \$ 682,000 | \$ 147,000 | \$ 58% | \$ 57% | \$ 64% | |
| Other | \$ 243,280 | \$ 226,842 | \$ 14,438 | \$ 234,600 | \$ 217,985 | \$ 17,615 | \$ (8,680) | \$ (11,347) | \$ 2,667 | \$ 405,000 | \$ 375,450 | \$ 29,550 | \$ 60% | \$ 61% | \$ 49% | |
| Casualty and liability insurance | \$ 319,602 | \$ 297,860 | \$ 21,722 | \$ 331,208 | \$ 239,460 | \$ 94,748 | \$ 11,606 | \$ (61,420) | \$ 73,026 | \$ 539,877 | \$ 382,389 | \$ 157,288 | \$ 59% | \$ 79% | \$ 14% | |
| Utilities | \$ 185,936 | \$ 175,968 | \$ 9,968 | \$ 149,000 | \$ 141,000 | \$ 8,000 | \$ (36,936) | \$ (34,968) | \$ (1,968) | \$ 254,000 | \$ 241,000 | \$ 13,000 | \$ 73% | \$ 79% | \$ 77% | |
| Taxes | \$ 16,519 | \$ 13,075 | \$ 3,444 | \$ 13,500 | \$ 9,450 | \$ 4,050 | \$ (3,019) | \$ (3,625) | \$ 606 | \$ 20,000 | \$ 14,000 | \$ 6,000 | \$ 83% | \$ 93% | \$ 57% | |
| Total Operating Expenses: | \$ 11,761,007 | \$ 9,557,759 | \$ 2,203,248 | \$ 12,143,703 | \$ 9,422,432 | \$ 2,721,271 | \$ 382,666 | \$ (135,327) | \$ 518,023 | \$ 20,833,150 | \$ 16,157,662 | \$ 4,680,198 | \$ 56% | \$ 59% | \$ 47% | |
| NON-OPERATING REV | | | | | | | | | | | | | | | | |
| Federal Funds | \$ - | \$ - | \$ - | \$ 266,285 | \$ - | \$ - | \$ (266,285) | \$ - | \$ - | \$ 532,570 | \$ - | \$ 532,570 | \$ - | \$ - | \$ - | |
| State Funds | \$ 6,295,286 | \$ 4,565,459 | \$ 1,729,827 | \$ 7,696,905 | \$ 6,026,226 | \$ 1,680,679 | \$ (1,361,619) | \$ (1,460,767) | \$ 69,148 | \$ 12,568,491 | \$ 9,900,420 | \$ 2,668,071 | \$ 50% | \$ 46% | \$ 65% | |
| Local Funds | \$ 1,018,596 | \$ 567,294 | \$ 451,302 | \$ 916,851 | \$ 502,288 | \$ 414,573 | \$ 101,735 | \$ 65,006 | \$ 36,729 | \$ 1,821,977 | \$ 997,270 | \$ 824,307 | \$ 56% | \$ 57% | \$ 55% | |
| Inter-Operator Agreements | \$ 1,053,546 | \$ 1,053,546 | \$ - | \$ 1,264,256 | \$ 1,264,256 | \$ - | \$ (210,710) | \$ (210,710) | \$ - | \$ 2,528,512 | \$ 2,528,512 | \$ - | \$ 42% | \$ 42% | \$ - | |
| Interest & Other Misc Income | \$ 7,691 | \$ 3,526 | \$ 4,165 | \$ 2,919 | \$ 2,772 | \$ 147 | \$ 4,772 | \$ 764 | \$ 4,018 | \$ 55,000 | \$ 54,750 | \$ 250 | \$ 14% | \$ 6% | \$ 1666% | |
| Total Non-Operating Revenues: | \$ 8,375,119 | \$ 6,189,625 | \$ 2,185,284 | \$ 10,137,226 | \$ 7,795,542 | \$ 2,341,684 | \$ (1,762,107) | \$ (1,605,717) | \$ (156,390) | \$ 17,506,150 | \$ 13,480,952 | \$ 4,025,198 | \$ 48% | \$ 46% | \$ 54% | |
| EXCESS REV/(EXP) | \$ (1,436,217) | \$ (1,748,696) | \$ 312,479 | \$ - | \$ - | \$ - | \$ (1,436,217) | \$ (1,748,696) | \$ 312,479 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

Agenda Item #5b
 Eastern Contra Costa Transit Authority
 Board of Directors Meeting
 February 22, 2017

TRI DELTA TRANSIT
Income Statement - Comparison to Prior Year
 As of January 31, 2017
(unaudited)

| | January 2017 YTD Actual | | | January 2016 YTD Actual | | | FY17 vs FY16 - YTD | | | % Change from Previous Year | | |
|--------------------------------------|-------------------------|-----------------------|---------------------|-------------------------|---------------------|---------------------|-----------------------|---------------------|-----------------------|-----------------------------|---------------|----------------|
| | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR |
| OPERATING REVENUES | | | | | | | | | | | | |
| Passenger Fares | \$ 1,779,318 | \$ 1,534,238 | \$ 245,080 | \$ 1,858,976 | \$ 1,596,792 | \$ 272,184 | \$ (79,658) | \$ (52,554) | \$ (27,104) | \$ -4% | \$ -3% | \$ -10% |
| Other Income | \$ 170,353 | \$ 85,000 | \$ 85,353 | \$ 193,843 | \$ 82,000 | \$ 111,843 | \$ (23,490) | \$ 3,000 | \$ (26,490) | \$ 0% | \$ 0% | \$ 0% |
| Total Operating Revenues: | \$ 1,949,671 | \$ 1,619,238 | \$ 330,433 | \$ 2,052,819 | \$ 1,668,792 | \$ 384,027 | \$ (103,148) | \$ (49,554) | \$ (53,594) | \$ -5% | \$ -3% | \$ -14% |
| OPERATING EXPENSES | | | | | | | | | | | | |
| Purchased Transportation | \$ 6,693,633 | \$ 5,164,373 | \$ 1,529,260 | \$ 6,688,718 | \$ 4,693,041 | \$ 1,995,677 | \$ (4,915) | \$ (471,332) | \$ 466,417 | \$ 0% | \$ -10% | \$ 23% |
| Materials and Supplies | \$ 1,583,990 | \$ 1,318,306 | \$ 265,684 | \$ 1,554,205 | \$ 1,267,570 | \$ 286,635 | \$ (29,785) | \$ (50,736) | \$ 20,951 | \$ -2% | \$ -4% | \$ 7% |
| Salaries & Benefits | \$ 2,233,674 | \$ 1,969,039 | \$ 264,635 | \$ 2,245,576 | \$ 2,025,081 | \$ 220,495 | \$ 11,902 | \$ 56,042 | \$ (44,140) | \$ 1% | \$ 3% | \$ -20% |
| Services | \$ 484,373 | \$ 390,276 | \$ 94,097 | \$ 468,566 | \$ 372,482 | \$ 96,084 | \$ (15,807) | \$ (17,794) | \$ 1,987 | \$ -3% | \$ -5% | \$ 2% |
| Other | \$ 243,280 | \$ 228,842 | \$ 14,438 | \$ 200,399 | \$ 190,510 | \$ 9,889 | \$ (42,881) | \$ (38,332) | \$ (4,549) | \$ -21% | \$ -20% | \$ -46% |
| Casualty and liability insurance | \$ 319,602 | \$ 297,880 | \$ 21,722 | \$ 290,745 | \$ 244,591 | \$ 46,154 | \$ (28,857) | \$ (53,289) | \$ 24,432 | \$ -10% | \$ -22% | \$ 53% |
| Utilities | \$ 185,936 | \$ 175,968 | \$ 9,968 | \$ 147,861 | \$ 140,513 | \$ 7,348 | \$ (38,075) | \$ (35,455) | \$ (2,620) | \$ -26% | \$ -25% | \$ -36% |
| Taxes | \$ 16,519 | \$ 13,075 | \$ 3,444 | \$ 16,874 | \$ 13,162 | \$ 3,712 | \$ 355 | \$ 87 | \$ 268 | \$ 2% | \$ 1% | \$ 7% |
| Total Operating Expenses: | \$ 11,761,007 | \$ 9,557,759 | \$ 2,203,248 | \$ 11,612,944 | \$ 8,946,950 | \$ 2,665,994 | \$ (148,063) | \$ (610,809) | \$ 482,746 | \$ -1% | \$ -7% | \$ 17% |
| NON-OPERATING REV | | | | | | | | | | | | |
| Federal Funds | \$ - | \$ - | \$ - | \$ 1,383,895 | \$ 330,898 | \$ 1,052,997 | \$ (1,383,895) | \$ (330,898) | \$ (1,052,997) | \$ 0% | \$ 0% | \$ 0% |
| State Funds | \$ 6,295,286 | \$ 4,565,459 | \$ 1,729,827 | \$ 7,090,161 | \$ 5,521,680 | \$ 1,568,481 | \$ (794,875) | \$ (956,221) | \$ 161,346 | \$ 0% | \$ 0% | \$ 0% |
| Local Funds | \$ 1,018,596 | \$ 567,294 | \$ 451,302 | \$ 1,251,884 | \$ 650,616 | \$ 601,268 | \$ (233,288) | \$ (83,322) | \$ (149,966) | \$ 0% | \$ 0% | \$ 0% |
| Inter-Operator Agreements | \$ 1,053,546 | \$ 1,053,546 | \$ - | \$ - | \$ - | \$ - | \$ 1,053,546 | \$ 1,053,546 | \$ - | \$ 0% | \$ 0% | \$ 0% |
| Interest & Other Misc Income | \$ 7,691 | \$ 3,526 | \$ 4,165 | \$ 3,218 | \$ 3,068 | \$ 150 | \$ 4,473 | \$ 458 | \$ 4,015 | \$ 139% | \$ 15% | \$ 2677% |
| Total Non-operating Revenues: | \$ 8,375,119 | \$ 6,189,625 | \$ 2,185,294 | \$ 9,729,158 | \$ 6,506,262 | \$ 3,222,996 | \$ (1,354,039) | \$ (316,437) | \$ (1,037,602) | \$ -14% | \$ -5% | \$ -32% |
| EXCESS REV/(EXP) | \$ (1,436,217) | \$ (1,748,696) | \$ 312,479 | \$ 169,033 | \$ (771,896) | \$ 940,929 | \$ (1,605,250) | \$ (976,800) | \$ (828,450) | | | |

OPERATING REVENUES

Passenger Fares
 Other Income
Total Operating Revenues:

OPERATING EXPENSES

Purchased Transportation
 Materials and Supplies
 Salaries & Benefits
 Services
 Other
 Casualty and liability insurance
 Utilities
 Taxes
Total Operating Expenses:

NON-OPERATING REV

Federal Funds
 State Funds
 Local Funds
 Inter-Operator Agreements
 Interest & Other Misc Income
Total Non-operating Revenues:

EXCESS REV/(EXP)

Agenda Item #5b
 Eastern Contra Costa Transit Authority
 Board of Directors Meeting
 February 22, 2017

Staff Report to ECCTA Board of Directors

Meeting Date: February 22, 2017

Agenda Item: Marketing/Communications Activities – Agenda Item #5c

Lead Staff: Mike Furnary, Director of Marketing

Approved: Jeanne Krieg, Chief Executive Officer



I. Completed & Planned Marketing Activities - January 2017

1. Try Transit Challenge New Rider Promotion

Coordinated alternative commute promotion for spring 2017 offering free introductory bus passes for East Contra Costa County residents to encourage the use of buses for commuting. Program goals:

- 7,000 Rides
- \$7,500 Revenue

2. Customer Education Campaign – Magnetic Ticket Use

An on-board customer education campaign was launched to address misuse of magnetic tickets resulting in damaged and lost tickets. Campaign elements include:

- Fare Box Decals
- Information Signs/Car Cards
- Outgoing mail flyers/inserts
- Social media
- Driver Support Materials

3. Customer Communication Survey

A comprehensive customer survey was prepared and distributed to current customers to evaluate marketing communication efforts. Survey results are due mid-April and will be evaluated in April/May.

4. Clipper Card Promotion

An online and social media promotion to increase distribution and use of Clipper cards on Tri Delta Transit was launched offering free Clipper cards on Tuesdays and Thursdays during the month of February.

5. Schedule Revision Completion/Distribution

Printing and distribution of new schedules to various community outlets was completed. All buses have been supplied with new schedules and online schedules have been updated.

8. Ongoing marketing programs

- Welcome Pack mailing
- 2 for 1 tickets on Route 300 (subsidized by 511 Contra Costa)
- Take One on-board newsletter
- Gatekeeper quarterly newsletter

II. Planned Marketing/Communications Activities

1. "My Trips" replacement direct mailer
2. LMC table event (Spring 2017)
3. Bike to Work Day participation
4. Employer new employee welcome pack project
5. Summer Youth Pass 2017

TAB 2

Agenda Item 6a
CEO's REPORT: Operations Report

Board of Directors Meeting

Wednesday February 22, 2017

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Chief Executive Officer's Report

February 2017



TRI DELTA TRANSIT

ECCTA Executive Team

Jeanne Krieg
Chief Executive Officer

Steve Ponte
Chief Operating Officer

Tom Harais
Chief Financial Officer

Ann Hutcheson
*Director of
Administrative Services*

Kevin Moody
*Director of
Maintenance*

Mike Furnary
Director of Marketing

Susan Hinson
*First Transit
Director of Operations*

Highlights:

- A bus schedule change was made on February 19th to address changing travel patterns.
- In an attempt to move customers to Clipper, BART is no longer selling paper tickets at outlets throughout the Bay Area – including at Tri Delta Transit.
- Staff attended the pro-construction meeting for the Proterra electric buses.
- A facility auction is being conducted. Final bids are due March 16th
- Seven firms attended the facility solar project pre-bid meeting. Bids are due March 13th and will be presented to the Board of Directors at the March 22nd meeting.
- Staff is investigating the possibility of using propane-powered paratransit vehicles.
- Plans are being made for 2017 APTA conferences.
- The Clipper small operators subgroup, which includes all small operators in the nine county Bay Area, continues to meet on a regular basis.
- The advisory team for the Contra Costa Mobility Management project continues to meet.
- The UC Berkeley PATH Integrated Dynamic Transit Operations system demonstration project that will use Tri Delta Transit as the subject continued. CCTA is overseeing the Caltrans-funded project that will demonstrate Transit Connect, Dynamic Dispatch, and Dynamic Rideshare in east county.
- Work is nearly complete on the Contra Costa County Express Bus Plan.
- Arrangements have been made for the Transit Study Mission to Asia approved by the Board of Directors in December.

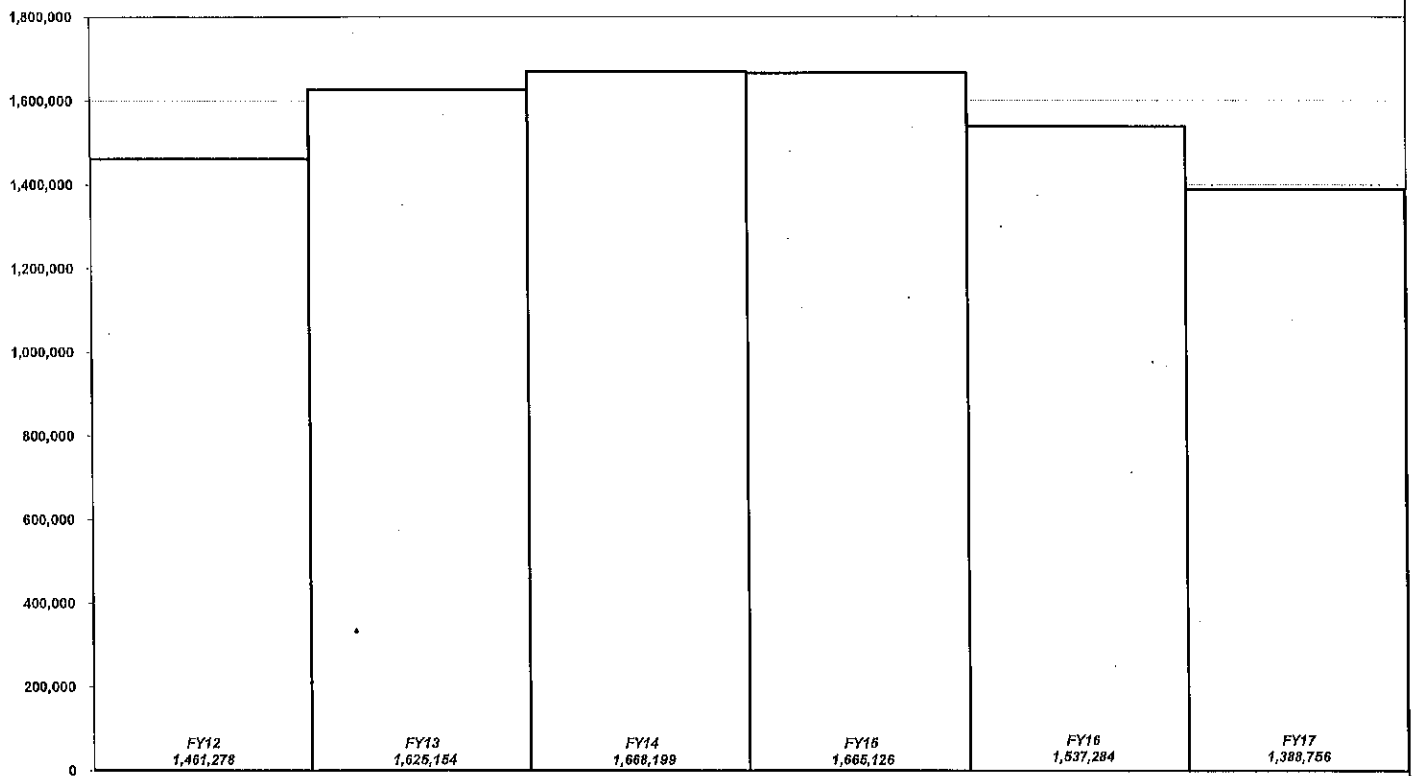
Pending:

- Facility Solar System
- PG&E electric extension
- Electric bus procurement
- Service to Brentwood LMC campus (August 2018)
- Next generation of Clipper (2019)
- Service to eBART stations in Pittsburg and Antioch (2017-18)
- FTA's Safety Program
- A&E: Antioch Park & Ride lot (in process)
- CCTA Express Bus Study (update to the 2001 study)
- Oakley Park & Ride lot construction
- BART Parking & Connectivity Committee
- Paratransit subcommittee
- Radio spectrum sale contract
- Federal grants

*Agenda Item #6a
Eastern Contra Costa Transit Authority
Board of Directors Meeting
February 22, 2017*

TRI DELTA TRANSIT

FIRST SEVEN MONTHS OF FISCAL YEAR FR RIDERSHIP



**EASTERN CONTRA COSTA TRANSIT AUTHORITY
KEY PERFORMANCE INDICATORS BY SERVICE**

| | Actual | | | | | | | 16/17B % ▲ | YTD COMPARISON | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------------|--------|---------------|----------------|--------|--|
| | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | Budget 16/17 | Actual | | % ▲ | | |
| | | | | | | | Jan-16 | | | Jan-17 | |
| DIAL-A-RIDE | | | | | | | | | | | |
| PASSENGERS | | | | | | | | | | | |
| Total DAR Trips Provided | 130,619 | 128,999 | 131,476 | 133,769 | 131,917 | 132,000 | 0% | 75,874 | 76,742 | 1% | |
| Average Weekday Ridership | 481 | 470 | 471 | 487 | 489 | 487 | 0% | 488 | 496 | 1% | |
| Average Sat Ridership | 106 | 140 | 180 | 153 | 118 | 124 | 5% | 122 | 105 | -14% | |
| Average Sun/Hol Ridership | 71 | 72 | 68 | 63 | 49 | 51 | 3% | 46 | 43 | -7% | |
| Average Passengers/Hour (wkdays DAR Only) | 2.1 | 2.1 | 2.3 | 2.4 | 2.5 | 2.5 | 2% | 2.5 | 2.9 | 16% | |
| CUSTOMER SERVICE | | | | | | | | | | | |
| Ride Refusals / Day | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% | 0.0 | 0.0 | 0% | |
| Customer Complaints | 0.183% | 0.097% | 0.071% | 0.103% | 0.114% | 0.109% | -5% | 0.098% | 0.318% | 226% | |
| On Time Performance | 85% | 87% | 89% | 87% | 85% | 90% | 6% | 86% | 84% | -2% | |
| MAINTENANCE | | | | | | | | | | | |
| Gallons of Fuel Consumed | 116,392 | 139,678 | 145,043 | 138,526 | 135,609 | 142,880 | 5% | 78,249 | 75,490 | -4% | |
| Miles Between Preventable Accidents | 898,467 | 328,002 | 244,390 | 182,293 | 159,143 | 200,000 | 26% | 109,981 | 534,970 | 386% | |
| Miles Between Road calls | 56,154 | 109,568 | 61,109 | 139,113 | 190,963 | 100,000 | 0% | 109,981 | 534,970 | 386% | |
| COST RATIOS | | | | | | | | | | | |
| Farebox Recovery Ratio | 11% | 11% | 10% | 10% | 10% | 10% | 0% | 10% | 11% | 9% | |
| \$/Gal Fuel | \$ 3.84 | \$ 3.81 | \$ 3.67 | \$ 3.09 | \$ 2.59 | \$ 2.75 | 6% | \$ 2.69 | \$ 2.44 | -9% | |
| Operating Cost/Passenger | \$ 30.58 | \$ 33.22 | \$ 35.25 | \$ 34.18 | \$ 34.41 | \$ 35.46 | 3% | \$ 35.14 | \$ 26.71 | -18% | |
| Operating Cost/Revenue Hour | \$ 64.34 | \$ 63.52 | \$ 68.75 | \$ 69.81 | \$ 72.26 | \$ 74.35 | 3% | \$ 73.59 | \$ 71.64 | -3% | |
| Operating Cost/Revenue Mile | \$ 5.22 | \$ 5.36 | \$ 5.76 | \$ 5.74 | \$ 5.85 | \$ 5.98 | 2% | \$ 5.90 | \$ 5.05 | -14% | |
| FIXED ROUTE | | | | | | | | | | | |
| PASSENGERS | | | | | | | | | | | |
| Total FR Trips Provided | 2,431,768 | 2,740,834 | 2,832,264 | 2,806,026 | 2,574,884 | 2,613,485 | 1% | 1,537,284 | 1,388,756 | -10% | |
| Average Weekday Ridership | 8,594 | 9,616 | 9,930 | 9,794 | 8,999 | 9,113 | 1% | 9,263 | 8,371 | -10% | |
| Average Sat Ridership | 2,753 | 3,232 | 3,464 | 3,498 | 3,061 | 3,144 | 3% | 3,240 | 2,812 | -13% | |
| Average Sun/Hol Ridership | 2,087 | 2,788 | 2,692 | 2,787 | 2,501 | 2,537 | 1% | 2,590 | 2,263 | -13% | |
| Average Passengers/Hour | 15.9 | 17.7 | 19.0 | 19.2 | 17.8 | 17.9 | 1% | 18.4 | 16.6 | -10% | |
| CUSTOMER SERVICE | | | | | | | | | | | |
| Customer Complaints | 0.023% | 0.012% | 0.009% | 0.009% | 0.009% | 0.009% | 0% | 0.009% | 0.028% | 193% | |
| On Time Performance | 86% | 86% | 92% | 92% | 92% | 90% | -2% | 91% | 80% | -12% | |
| MAINTENANCE | | | | | | | | | | | |
| Gallons of Fuel Consumed | 636,276 | 562,702 | 603,013 | 600,072 | 606,378 | 597,267 | -2% | 348,717 | 347,372 | 0% | |
| Miles Between Preventable Accidents | 120,644 | 65,392 | 110,754 | 98,086 | 97,469 | 100,000 | 3% | 127,372 | 102,203 | -20% | |
| Miles Between Road calls | 32,481 | 42,844 | 67,684 | 41,553 | 27,690 | 50,000 | 81% | 34,173 | 20,153 | -41% | |
| COST RATIOS | | | | | | | | | | | |
| Farebox Recovery Ratio | 16% | 18% | 18% | 18% | 18% | 16% | -10% | 18% | 16% | -9% | |
| \$/Gal Fuel | \$ 3.52 | \$ 3.95 | \$ 3.48 | \$ 2.77 | \$ 1.96 | \$ 2.00 | 2% | \$ 2.01 | \$ 2.00 | 0% | |
| Operating Cost/Passenger | \$ 6.80 | \$ 6.01 | \$ 5.58 | \$ 5.54 | \$ 5.98 | \$ 6.18 | 3% | \$ 5.82 | \$ 6.88 | 18% | |
| Operating Cost/Revenue Hour | \$ 105.05 | \$ 106.53 | \$ 105.76 | \$ 106.36 | \$ 106.33 | \$ 110.94 | 4% | \$ 107.32 | \$ 114.24 | 6% | |
| Operating Cost/Revenue Mile | \$ 7.46 | \$ 7.98 | \$ 7.71 | \$ 7.62 | \$ 7.49 | \$ 7.83 | 5% | \$ 7.56 | \$ 8.10 | 7% | |

**TRI DELTA TRANSIT
COMPARATIVE YTD FR RIDERSHIP BY ROUTE**

| TOTAL PASSENGER TRIPS | | | | | | | | | | | | YTD COMPARISON | | |
|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------------|--------------|-----|
| ROUTE | 11/12 | % Chg | 12/13 | % Chg | 13/14 | % Chg | 14/15 | % Chg | 15/16 | % Chg | Jan-16 | Jan-17 | % Chg | |
| | 200 | 37,682 | 4% | 55,322 | 47% | 55,914 | 1% | 54,167 | -3% | 48,866 | -10% | 28,333 | 26,239 | -7% |
| 201 | 110,660 | 5% | 119,977 | 8% | 124,289 | 4% | 112,116 | -10% | 116,301 | 4% | 65,236 | 67,562 | 4% | |
| 300 | 302,067 | 4% | 290,313 | -4% | 328,582 | 13% | 353,802 | 8% | 340,127 | -4% | 198,148 | 204,922 | 3% | |
| 379 | 10,235 | -16% | 15,232 | 49% | 6,759 | -56% | 3,223 | -52% | 3,659 | 14% | 2,383 | 1,209 | 0% | |
| 380 | 584,779 | 3% | 680,981 | 16% | 682,650 | 0% | 666,704 | -2% | 606,012 | -9% | 359,255 | 324,824 | -10% | |
| 383 | 34,210 | 263% | 35,031 | 2% | 32,073 | -8% | 30,200 | -6% | 25,830 | -14% | 15,184 | 12,851 | -15% | |
| 384 | 26,201 | 2% | 8,227 | -69% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 385 | 36,481 | -1% | 61,388 | 68% | 70,974 | 16% | 68,013 | -4% | 66,045 | -3% | 39,810 | 32,227 | -19% | |
| 386 | 3,042 | -35% | 2,172 | -29% | 1,902 | -12% | 1,583 | -17% | 1,507 | -5% | 860 | 665 | -23% | |
| 387 | 212,731 | 9% | 262,396 | 23% | 264,036 | 1% | 257,944 | -2% | 233,185 | -10% | 137,870 | 118,318 | -14% | |
| 388 | 320,981 | 3% | 368,041 | 14% | 400,190 | 9% | 370,128 | -8% | 327,585 | -11% | 198,387 | 170,445 | -14% | |
| 389 | 46,723 | -3% | 53,255 | 14% | 53,068 | 0% | 51,480 | -3% | 45,836 | -11% | 27,934 | 23,346 | -16% | |
| 390 | 52,650 | 7% | 68,564 | 30% | 72,054 | 5% | 71,211 | -1% | 70,022 | -2% | 41,005 | 41,488 | 1% | |
| 391 | 346,080 | 4% | 370,500 | 7% | 386,640 | 4% | 402,579 | 4% | 360,256 | -11% | 214,866 | 186,794 | -13% | |
| Dimes a Ride | 11,328 | -11% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Delta Express (Hac) | 11,831 | -36% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Shuttles | 9,446 | 3% | 4,941 | -48% | 3,370 | -32% | 5,375 | 59% | 13,410 | 149% | 4,637 | 2,956 | -36% | |
| 392 | 112,330 | 6% | 133,569 | 19% | 142,284 | 7% | 142,860 | 0% | 124,708 | -13% | 79,865 | 69,713 | -13% | |
| 393 | 111,697 | 7% | 135,181 | 21% | 133,078 | -2% | 141,281 | 6% | 126,653 | -10% | 81,573 | 71,060 | -13% | |
| 394 | 50,614 | 8% | 71,557 | 41% | 64,904 | -9% | 63,087 | -3% | 53,894 | -15% | 33,909 | 29,971 | -12% | |
| 395 | N/A | N/A | 6,187 | 100% | 9,497 | 100% | 10,485 | 100% | 10,968 | 100% | 8,029 | 4,166 | -48% | |
| Total Fixed Route | 2,431,768 | 3% | 2,740,834 | 13% | 2,832,264 | | 2,806,029 | -1% | 2,574,865 | -8% | 1,537,284 | 1,388,756 | -10% | |

| AVERAGE PASSENGERS PER REVENUE HOUR | | | | | | | | | | | | YTD COMPARISON | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------------|--------------|------|
| ROUTE | 11/12 | % Chg | 12/13 | % Chg | 13/14 | % Chg | 14/15 | % Chg | 15/16 | % Chg | Jan-16 | Jan-17 | % Chg | |
| | 200 | 10.3 | 3% | 12.6 | 22% | 12.5 | -1% | 12.6 | 1% | 11.5 | -9% | 11.7 | 10.5 | -10% |
| 201 | 19.7 | 3% | 17.8 | -10% | 17.9 | 1% | 17.0 | -5% | 16.1 | -5% | 17.3 | 14.2 | -18% | |
| 300 | 15.8 | 4% | 15.8 | 0% | 18.6 | 18% | 20.3 | 10% | 19.6 | -4% | 19.8 | 20.5 | 3% | |
| 379 | 9.8 | -26% | 10.7 | 9% | 16.8 | 57% | 26.5 | 57% | 30.6 | 15% | 35.1 | 18.2 | -48% | |
| 380 | 17.4 | 5% | 20.2 | 16% | 20.6 | 2% | 20.2 | -2% | 18.7 | -7% | 19.4 | 17.7 | -8% | |
| 383 | 9.7 | -13% | 10.2 | 5% | 12.6 | 23% | 13.0 | 3% | 11.6 | -11% | 11.8 | 10.3 | -13% | |
| 384 | 10.2 | 7% | 14.6 | 43% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 385 | 11.1 | -7% | 11.9 | 7% | 12.9 | 8% | 12.3 | -4% | 11.4 | -8% | 11.9 | 9.6 | -19% | |
| 386 | 3.9 | -36% | 3.6 | -7% | 6.3 | 74% | 6.3 | 1% | 6.6 | 5% | 6.5 | 5.1 | -21% | |
| 387 | 19.5 | 11% | 22.8 | 16% | 23.7 | 4% | 23.3 | -2% | 21.7 | -7% | 22.4 | 19.9 | -11% | |
| 388 | 15.5 | 3% | 17.1 | 10% | 18.2 | 7% | 17.4 | -5% | 16.2 | -7% | 17.1 | 14.7 | -14% | |
| 389 | 13.6 | -8% | 13.4 | -1% | 14.4 | 8% | 15.4 | 7% | 14.4 | -6% | 15.3 | 12.9 | -16% | |
| 390 | 10.7 | 9% | 18.6 | 73% | 20.8 | 12% | 21.5 | 3% | 21.4 | -1% | 21.8 | 22.8 | 5% | |
| 391 | 18.7 | 11% | 19.6 | 5% | 20.5 | 4% | 21.9 | 7% | 19.7 | -10% | 20.5 | 17.9 | -13% | |
| Dimes a Ride | 10.9 | 36% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Delta Express (Hac) | 8.1 | -10% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Shuttles | N/A | N/A | N/A | N/A | 6.4 | N/A | 30.7 | 383% | 23.6 | -25% | 24.5 | 16.4 | 0% | |
| 392 | 15.2 | 1% | 17.6 | 16% | 19.1 | 9% | 18.9 | -1% | 16.7 | -12% | 17.3 | 14.9 | -14% | |
| 393 | 16.4 | 5% | 17.5 | 7% | 17.5 | 0% | 18.7 | 7% | 16.8 | -10% | 17.5 | 15.5 | -11% | |
| 394 | 11.7 | 9% | 15.0 | 28% | 17.0 | 13% | 15.9 | -7% | 13.9 | -13% | 14.1 | 13.2 | -7% | |
| 395 | N/A | N/A | 12.0 | N/A | 16.2 | N/A | 16.4 | 1% | 17.1 | 5% | 20.3 | 10.7 | -47% | |
| Total Fixed Route | 15.9 | 5% | 17.7 | 12% | 19.0 | 7% | 19.2 | 1% | 17.8 | -7% | 18.4 | 16.6 | -10% | |

TAB 3

Agenda Item 7a

DISCUSSION ITEM: Update on Fuel Hedging Program

Board of Directors Meeting

Wednesday February 22, 2017


ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: February 22, 2017

Agenda Item: Update on Fuel Hedging Program – Agenda Item 7a

Lead Staff: Tom Harais, Chief Financial Officer

Approved: Jeanne Krieg, Chief Executive Officer 

Background

At the December 12, 2016 ECCTA Board meeting, staff requested and received board approval to engage the services of Linwood Capital for the purposes of an agency fuel hedging program and for approval of a Statement of Policy & Strategy for Fuel Hedging. This is an update to the board on the status of that program.

Status

- A standard form, ECCTA Professional Services Agreement has been prepared for signatures from Linwood Capital and ECCTA. Both parties have expressed approval of the agreement as written, but signatures and finalized copies remain for finalization.
- The contract included the attached Scope of Work
- The Contract includes a copy of the Statement of Policy and Strategy for Fuel Hedging that was approved at the December Board meeting.
- Staff is in the process of opening and setting up a futures trading account for ECCTA to use in implementing this program.
- Staff will continue to provide regular updates on this project to the board including all activity that occurs between each board meeting.
- It is anticipated that an investment activity report will be added to the regular financial reports that are included in every regular board package.
- Staff will develop a set of benchmarks against which to measure the financial effect of fuel hedging activity as part of that report.

Action Requested None - Information Only

FUEL HEDGING PROGRAM

SCOPE OF WORK

SERVICES TO BE PROVIDED BY CONTRACTOR

1. Review current operational practices regarding fuel budgeting, procurement and supply practices, and contracts related to diesel fuel. Recommend any changes or additions to existing practices that would enhance the fuel-purchasing program.
2. Develop and recommend a fuel hedging policy and strategy to accomplish ECCTA's fuel hedging and risk management goals in compliance with ECCTA's Fuel Hedging Program Statement of Policy & Strategy
3. On an on-going basis, provide fuel market analysis and fuel hedging recommendations based on changing market conditions in the execution of the fuel hedging strategy according to the fuel hedging policy.
4. Provide general consulting advice relative to purchasing fuel and fuel hedging on an as needed basis.
5. Provide periodic program status reporting and month-end transaction/balance reporting. The status reports shall include (1) the ongoing status of realized and unrealized gains and losses, (2) current hedge position pricing, (3) an analysis of ECCTA's current position of risk, and (4) an analysis of future fuel cost expectations.
6. Be available for various internal and public presentations as may be requested by ECCTA.
7. Maintain registration as a Commodity Trading Advisor with the National Futures Association and the Commodity Futures Trading Commission, under the Commodity Exchange Act.
8. Evaluate, recommend and execute hedging transactions as may be requested by ECCTA.



TRI DELTA TRANSIT

Eastern Contra Costa Transit Authority
801 Wilbur Avenue • Antioch, California 94509
Phone 925.754.6622 Fax 925.757.2530

RESOLUTION #161214a

Resolution 161214a adopts a Statement of Policy & Strategy for Fuel Hedging and authorizes the CEO to begin engaging in fuel hedging for the purpose of stabilizing the cost of diesel fuel for the agency over time.

WHEREAS, Eastern Contra Costa Transit Authority wishes to engage in the purchase of forward fuel commodities contracts as a planning tool to stabilize fluctuating fuel prices; and

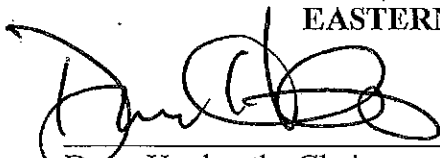
WHEREAS, sound policy for engaging in commodities contracts requires that ECCTA adopt a Strategy for Fuel Hedging and Statement of Policy; and,

WHEREAS, sound policy for engaging in commodities trading requires professional advice outside of the ECCTA;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt resolution #161214a approving the adoption of the Statement of Policy & Strategy for Fuel Hedging; authorizing the CEO to open a commodities trading account with a suitable broker for the purpose of buying and selling fuel contracts; and, authorizing the CEO or her designee to enter into an advisory contract with Linwood Capital, LLC to advise ECCTA on the timing and execution of such contracts.

PASSED AND ADOPTED THIS 14th day of December 2016, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY



Doug Hardcastle, Chair



Jeanne Krieg, CEO

| | |
|--------------|--------------------|
| AYES: | <u>10</u> |
| NOES: | <u>0</u> |
| ABSENT: | <u>1</u> <i>se</i> |
| ABSTENTIONS: | <u>0</u> |

TAB 4

Agenda Item 7b

ACTION ITEM: Elerts "See Something, Say Something" Mobile App

Board of Directors Meeting

Wednesday February 22, 2017

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors**Meeting Date:** February 22, 2017**Agenda Item:** Elerts "See Something, Say Something" Mobile App
Agenda Item 7b**Lead Staff:** Steve Ponte, Chief Operating Officer**Approved:** Jeanne Krieg, Chief Executive Officer**Background**

Many transit agencies, including BART, Santa Clara VTA, Sacramento Regional Transit, and others are using a "See Something Say Something" mobile phone app to engage their customers in reporting safety and security concerns. This app was crisis tested at the Boston Marathon bombing and allows customers to share real-time incidents with dispatch discreetly. Some of the features include:

- Flash disabled photos and video to not draw attention to a rider submitting a report
- Visually impaired accessible
- Cloud-based servers
- BOLO broadcast capabilities

After the free app is downloaded, it allows the passenger to:

- report a problem on video, a picture, or by text
- contact 911 directly to report an issue
- have two way communications with dispatch using text or phone, whichever the passenger prefers
- receive system-wide alerts

The cost of the app is \$22,900 for 1 year service, set up fees, and training. The annual maintenance fee is \$6,995 for the four subsequent years.

Staff Request

Authorize staff to contract for the use of the Elerts "See Something, Say Something" app for five years for a price not to exceed \$50,970.

TAB 5

Agenda Item 7c

ACTION ITEM: California Environmental Quality Act Project Approval

Resolution 170222

Board of Directors Meeting

Wednesday February 22, 2017

**ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509**

Staff Report to ECCTA Board of Directors**Meeting Date:** February 22, 2017**Agenda Item:** California Environmental Quality Act (CEQA)
ECCTA Board of Directors Approval
Agenda Item 7c**Lead Staff:** Steve Ponte, Chief Operating Officer**Approved:** Jeanne Krieg, Chief Executive Officer

Background

The project consultant for the future Antioch Park and Ride lot, at the corner of Auto Center Drive and 6th Street, determined that the project is an infill project under California law and therefore a Categorical Exemption (CE) is allowed under CEQA regulations. ECCTA took the responsibility of being the designated CEQA lead on this project so the ECCTA Board of Directors must approve the project as well as the required CEQA documents prior to them being filed with the county clerk for posting. The documents that are required include:

- Notice of Exemption
- Project Description
- Explanation for Categorical Exemption (CE)
- CEQA Checklist

Attached Documents for Review:

1. Memo from Geocon to Mark Thomas & Company, Inc. dated 1/19/17 re: proposal for preparation of soil management plan

2. CEQA documents that will be filed with the Contra Costa County Clerk:
 - Notice of Exemption
 - Project Description
 - Explanation for Categorical Exemption (CE)
 - CEQA Checklist
 - Memo to file referencing the acknowledgement there is contamination on the property and there will be a plan to mitigate the contamination

Staff Request

Adopt Resolution 170222 which approves the Antioch Park and Ride project and the related CEQA documents.



TRI DELTA TRANSIT

Eastern Contra Costa Transit Authority
801 Wilbur Avenue • Antioch, California 94509
Phone 925.754.6622 Fax 925.757.2530

RESOLUTION #170222

Approval of Antioch Park and Ride Project and related CEQA Documents

Resolution #160525 approves the Antioch Park and Ride project and the related CEQA documents

WHEREAS, ECCTA is planning to build a park and ride lot in the city of Antioch and the ECCTA Board of Directors is required to approve this project, and

WHEREAS, ECCTA has designated itself as the lead agency for the CEQA process, and

WHEREAS, the ECCTA Board of Directors has reviewed the CEQA documents, and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt resolution #170222 approving the Antioch park and ride project, approving ECCTA as the lead agency in the CEQA process, and approving the CEQA documents.

PASSED AND ADOPTED THIS 22nd day of February 2017, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Doug Hardcastle, Chair

Jeanne Krieg, CEO

AYES: _____
NOES: _____
ABSENT: _____
ABSTENTIONS: _____

Attachment #1

**Memo from
Geocon to Mark
Thomas &
Company, Inc**

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017



Proposal No. LE-17-011
January 19, 2017

Mark Thomas & Company, Inc.
3000 Oak Road, Suite 650
Walnut Creek, California 94597

Attention: Mr. Shawn O'Keefe

Subject: PARK-AND-RIDE LOT
SOUTHEAST CORNER OF 6TH STREET AND AUTO CENTER DRIVE
ANTIOCH, CALIFORNIA
PROPOSAL FOR PREPARATION OF SOIL MANAGEMENT PLAN

Dear Mr. O'Keefe:

As requested, we are submitting this proposal for the preparation of a Soil Management Plan (SMP) for the subject project. The SMP will provide guidelines for management of soil potentially impacted by hazardous substances and/or petroleum products (if any) that may be encountered during the upcoming site development for the subject project.

SCOPE OF SERVICES

We propose preparation of a SMP that will provide guidelines and specify actions to be implemented during construction activities on the Site – specifically those that will disturb soil including:

- Grading for new construction; and
- Excavation for infrastructure/utilities.

These are the construction activities that have the potential to encounter contamination in soil on the Site. In addition, if soil is generated by the project that is “surplus” and must be exported from the Site, the SMP will provide guidelines for characterization of that soil to determine if it is suitable for reuse elsewhere as fill or should be disposed of in a permitted disposal facility (landfill).

The SMP will summarize information with respect to the following:

- **Project Contact List and Notification Procedures:** The SMP will identify names and phone numbers of project contacts and will summarize emergency notification procedures. Project contacts may include Eastern Contra Costa Transit Authority (ECCTA) personnel, our project manager, the Contra Costa Health Services (CCHS), and ECCTA's construction contractors.
- **Environmental Regulatory Agencies and Permit Requirements:** The SMP will identify the CCHS as the local environmental oversight and permitting agency.
- **Contractor Health and Safety Plans:** The SMP will summarize the responsibilities of ECCTA's contractors and Geocon with respect to worker health and safety during project activities.

- **Soil Management:** The SMP will describe soil management procedures to be implemented during general excavation and grading activities, including (but not limited to) the following:
 - If necessary, remedial soil excavation and segregation of contaminated soil and non-impacted soil during excavation and grading activities.
 - Soil stockpiling procedures and use of plastic sheeting and stormwater best management practices to control dust and stormwater runoff.
 - Onsite reuse of excavated soil (e.g., for utility trench backfill or building pad foundations).
 - Excavation and soil stockpile confirmation sampling procedures (e.g., sample containers, quantities and locations of samples, sampling methodologies, sample preservation and transportation, etc.).
 - Identification of offsite soil disposal facilities, including location and contact names and phone numbers.
 - Requirements for soil handling and transportation (e.g., OSHA-trained personnel, trucks covered with tarps, water spraying, etc).
- **Laboratory Analyses:** The SMP will identify a laboratory to be used for analytical testing and will summarize information regarding the test methods for various chemicals of potential concern, sample holding times, sample preservation requirements, chain-of-custody procedures, laboratory turnaround times, laboratory detection limits, and laboratory quality control procedures.
- **Project Documentation:** The SMP will describe the documentation required to support project activities including copies of any required permits, field notes and photographs, site plans with sample locations, laboratory reports, waste transportation manifests and/or bills of lading, disposal facility waste acceptance certifications, periodic project summary memos and/or reports, and a completion report.
- **Agency Consultation:** If evidence of hazardous substance or petroleum impacts or subsurface equipment that could contain these items (e.g., an underground storage tank) are encountered that would warrant regulatory agency oversight/permitting/approval, we will coordinate these activities with the CCHS.

PROPOSED FEE

We propose to perform the scope of services as described herein for a lump sum fee of \$3,000. If unforeseen conditions are encountered, or if we experience delays or circumstances beyond our control, we will notify you immediately to discuss modifications to the scope of services and/or project fees.

LIMITATIONS

Geocon will perform its services in a manner consistent with the standards of care and skill ordinarily exercised by members of the profession practicing under similar conditions in the geographic vicinity and at the time the services will be performed. No warranty or guarantee, express or implied, is provided as part of the services offered by this proposal.

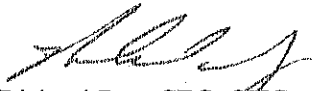
AUTHORIZATION

We will perform our services in accordance with the agreement between Mark Thomas & Company, Inc (MTCO) and Geocon for MTCO project CC-13114. Please provide written authorization to proceed if you are in agreement.

We appreciate the opportunity to continue our professional services on this project. Please contact us if you have any questions regarding this proposal or if we may be of further service.

Sincerely,

GEOCON CONSULTANTS, INC.



Richard Day, CEG, CHG
Principal / Senior Geologist

(1/e-mail) Addressee

Attachment #2

CEQA Documents

- 1. Notice of Exemption**
- 2. Project Description**
- 3. Explanation for Categorical Exemption**
- 4. CEQA Checklist**
- 5. Memo to file (referencing the acknowledgement there is contamination on the property and there will be a plan to mitigate the contamination)**

Notice of Exemption

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017

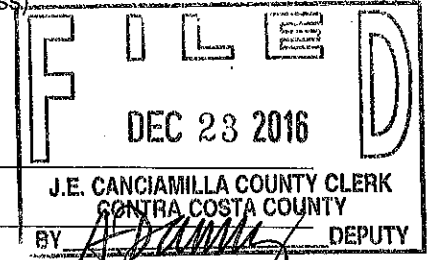
Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Contra Costa
555 Escobar Street
Martinez, CA 94553

From: (Public Agency): Tri Delta Transit
801 Wilbur Avenue
Antioch, CA 94509

(Address)



Project Title: Antioch Park and Ride

Project Applicant: Tri Delta Transit

Project Location - Specific: The project site is located on the southeasterly quadrant of the intersection of West 6th Street and Auto Center Drive in the City of Antioch, CA.

Project Location - City: Antioch Project Location - County: Contra Costa

Description of Nature, Purpose and Beneficiaries of Project: Tri Delta Transit proposes to construct a new Park and Ride Lot on a 3.5 acre property at the intersection of West 6th Street and Auto Center Drive in the City of Antioch. See Attachment A for a full description of the project.

Name of Public Agency Approving Project: Tri Delta Transit

Name of Person or Agency Carrying Out Project: Tri Delta Transit

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: In-Fill Development Projects, 15332
Statutory Exemptions. State code number:

Reasons why project is exempt: Attachment B detail the reasons for a Categorical Exemption and why exceptions do not apply to the project. Attachment C substantiates that the project would not result in any significant impact, in the form of a CEQA Checklist.

Lead Agency Contact Person: Steve Ponte Area Code/Telephone/Extension: 925-754-6622

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? [] Yes [] No

Signature: [Signature] Date: 12-22-16 Title: COO

[] Signed by Lead Agency [] Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Project Description

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017

Figure 3, Grading Plan, shows how the parking lot would be constructed at a higher elevation than the transit area to allow parked vehicles to be above the established base flood elevations. A set of stairs is located near the south side of the transit platform to provide access from the parking lot. A concrete ADA pedestrian path is also required to maintain accessibility from the parking lot to the transit platform. The passenger drop-off area is located within the parking lot and is adjacent to both the ADA pedestrian path and the stairs.

The total new and reworked impervious surface for the proposed improvements is approximately 115,000 square feet. The project would include stormwater related site improvements that will not increase the amount of stormwater flowing off the site, while also improving stormwater quality. As shown on **Figure 4, Landscaping Plan,** and **Figure 5, Utility Plan,** bioswales and bioretention areas are provided throughout the Park and Ride Lot. The Landscaping Plan was developed with City requirements in mind; the plant palette consists primarily of native and/or drought-tolerant plants.

The proposed Park and Ride Lot will ultimately serve two Tri Delta Transit routes taking riders to various locations in east Contra Costa County: Routes 387 (to be renamed Route 87) and 388 (to be renamed Route 88). Route 388 currently utilizes Auto Center Drive/West 4th Street. Under the proposed project, Route 388 would be slightly diverted into the West 6th Street Park and Ride bus loop, and then return to its existing route along Auto Center Drive/West 4th Street. Route 387 would be rerouted from its current alignment along L Street, between West 10th Street and West 4th Street. The proposed Route 387 would turn off of its current L Street alignment at West 10th Street, travel along West 10th Street until Auto Center Drive/West 4th Street, and divert into the West 6th Street bus loop entrance before continuing along West 4th Street and returning to its existing route at the 4th Street/L Street intersection. The realignment of Route 388 would account for 43 daily trips to Park and Ride Lot. Route 387 would contribute another 30 daily trips.

The project site is regularly disked, is dominated by non-native grasses and invasive plant species, and is in a highly disturbed condition. However, suitable habitat for burrowing owl (*Athene cunicularia*), a special-status species, occurs between disking cycles. Prior to the commencement of construction, surveys will be conducted in order to avoid any inadvertent effects to burrowing owls. The pre-construction surveys will be conducted in accordance with the current California Department of Fish and Wildlife (CDFW) burrowing owl survey protocol. The first step of the survey process will include a habitat assessment, as this assists the surveyor in determining whether or not occupancy surveys are needed. If suitable habitat is not present within 14 days of construction activities, then no further surveys are required. If suitable habitat is present, then take avoidance (pre-construction) surveys will be conducted. If a nesting burrowing owl is observed on the project site, then work will be postponed until the conclusion of the breeding season (i.e., August 31) or until a qualified biologist determines that nesting is complete. If non-

nesting burrowing owls are found, then burrow exclusion will be conducted prior to construction in accordance with the CDFW (2012) requirements; CDFW approval of the burrowing owl exclusion plan will be required.

Additionally, the project site provides potential nesting habitat for white-tailed kite (*Elanus Leucurus*), a California Fully Protected Species, in a willow tree and another large tree onsite. If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

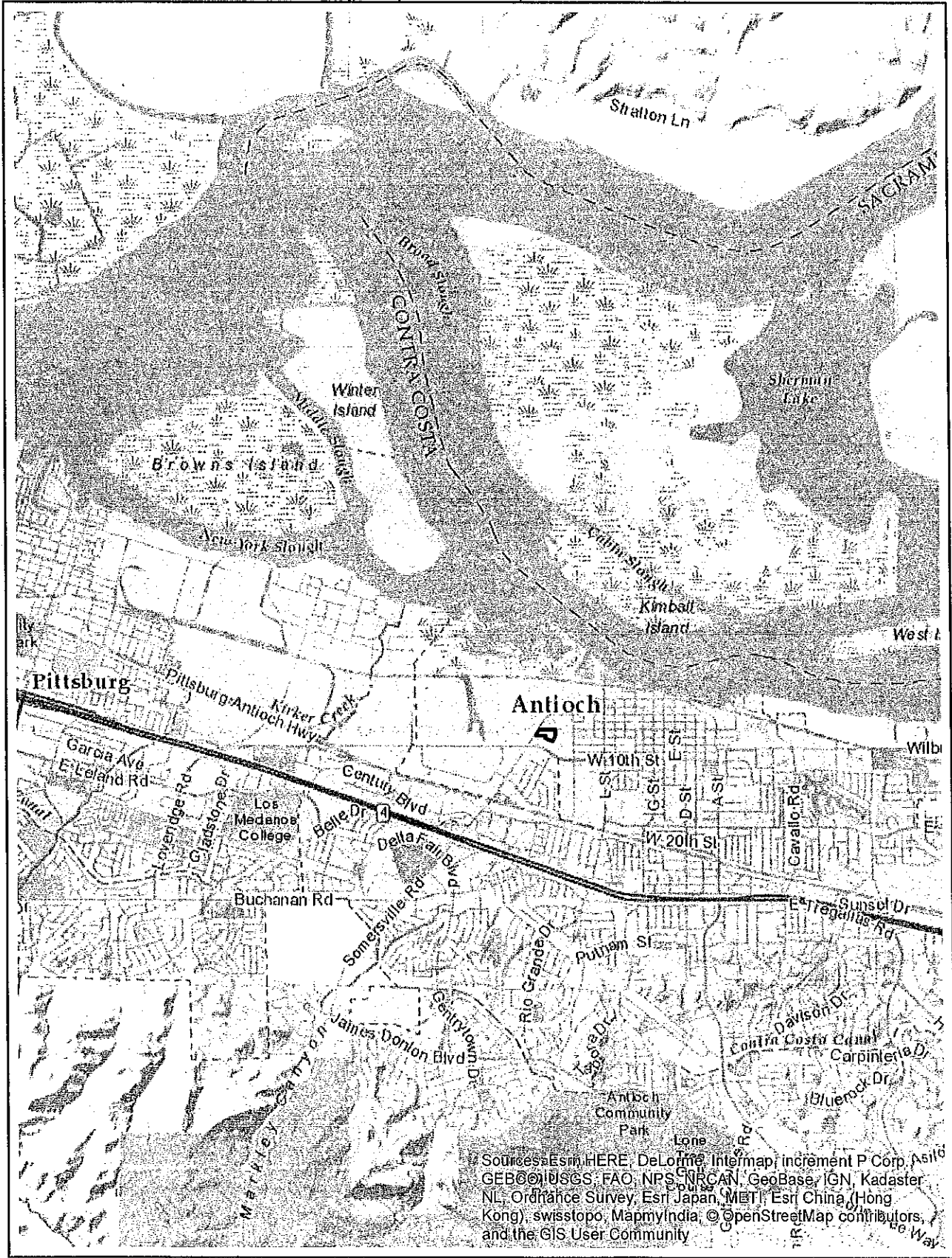
If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged.

Construction

The overall construction period for this project will last approximately 6-9 months. Construction activities would consist of minor grading, paving, utility relocation, and landscaping. Construction of storm drain facilities and an elevated pedestrian platform would involve maximum excavation depths up to 4 feet below ground surface. Minor grading, landscaping, and construction of a fence would occur around the southern and eastern boundaries of the project site.

Anticipated construction equipment to perform the proposed activities includes water trucks and street sweepers for dust control, graders, compact rollers, backhoes, backfill tamping rollers, cement mix trucks, asphalt paving machines (pavers), asphalt rollers, and pavement striping equipment. All construction staging could be accommodated within the project site, and no temporary construction easements would be required.

FIGURE 1: REGIONAL LOCATION
Antioch Transit Hub Project, Antioch, California

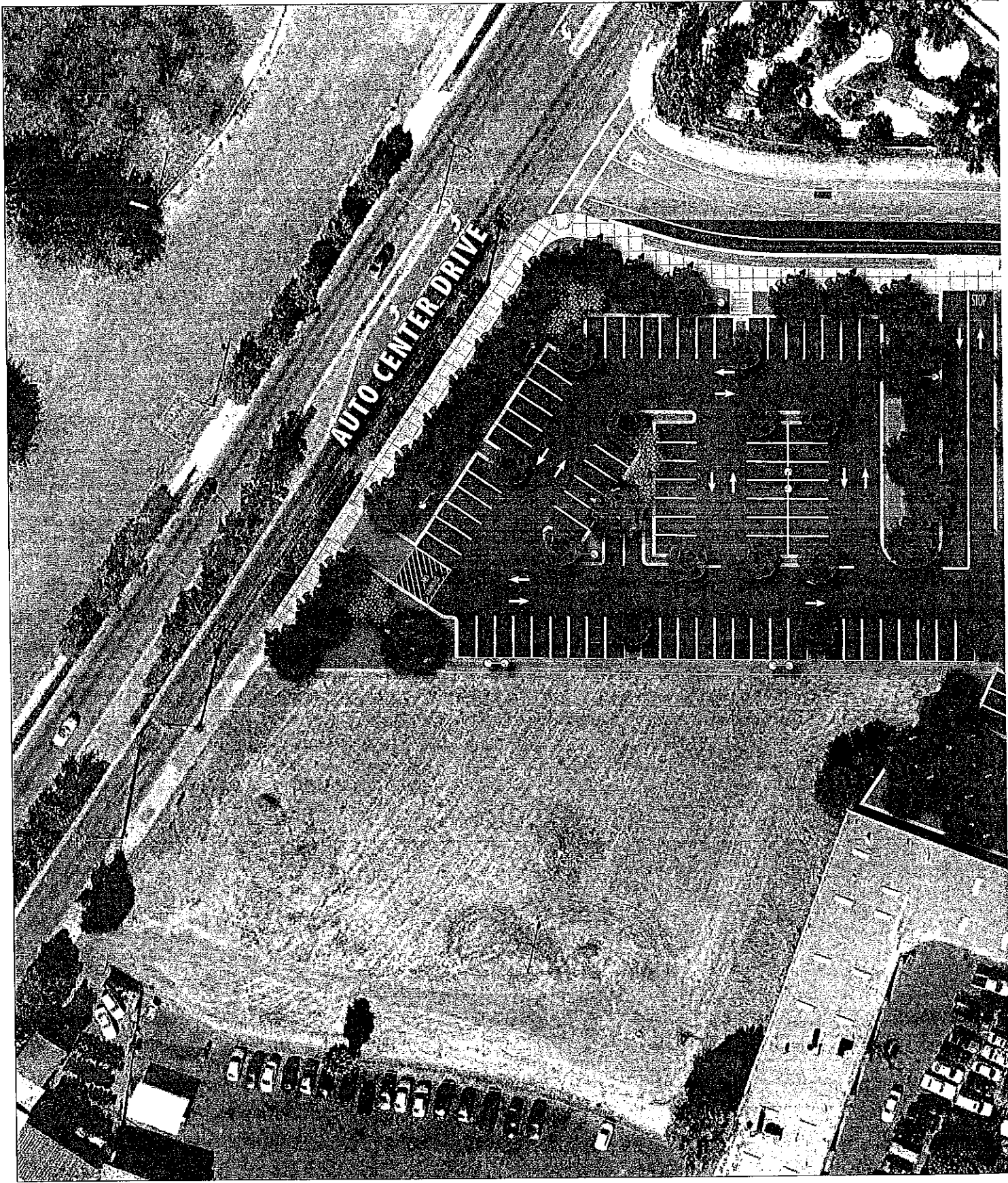


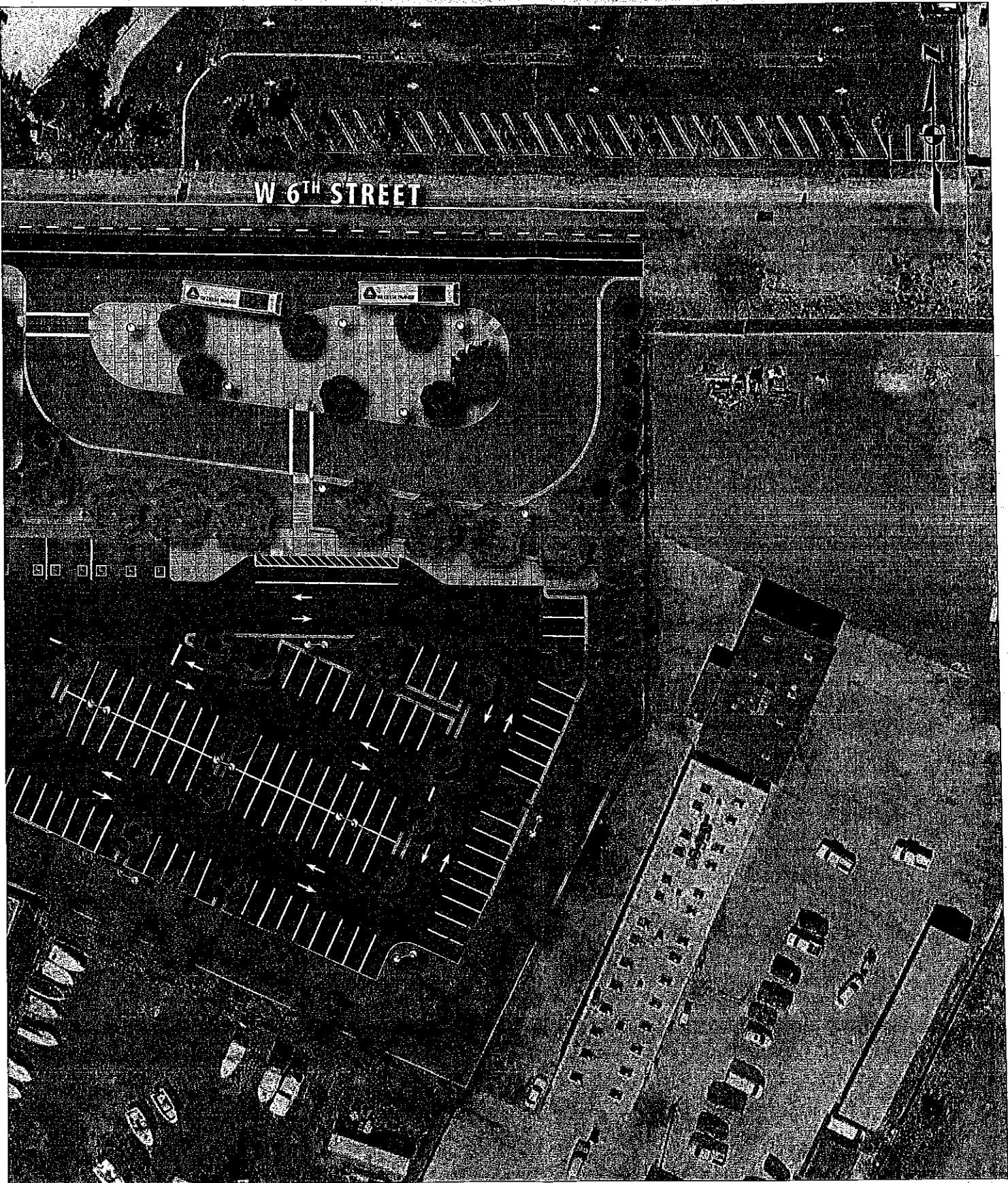
Project Boundary (approximate)

0 0.75 1.5 3 Miles



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., Swisstopo, GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community









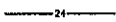
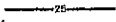
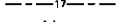


TIOCH PARK AND RIDE

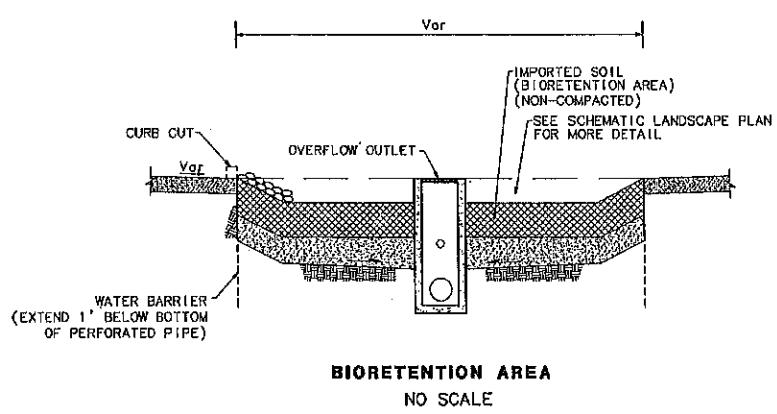
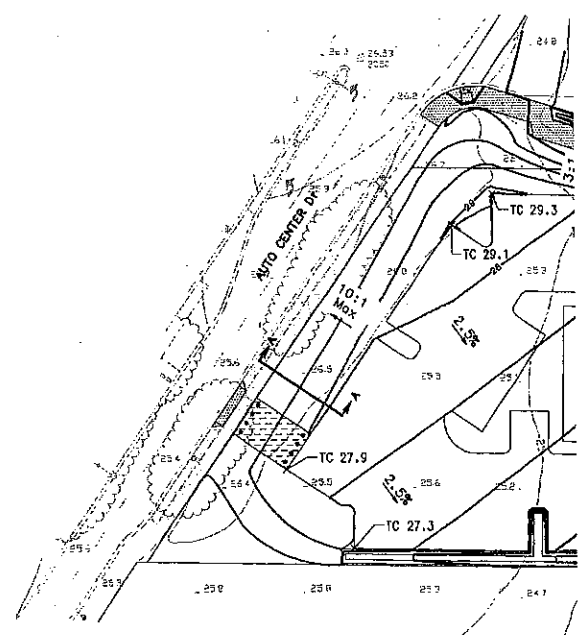
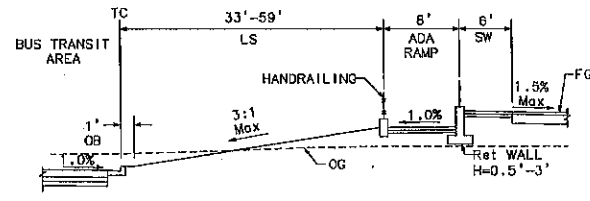
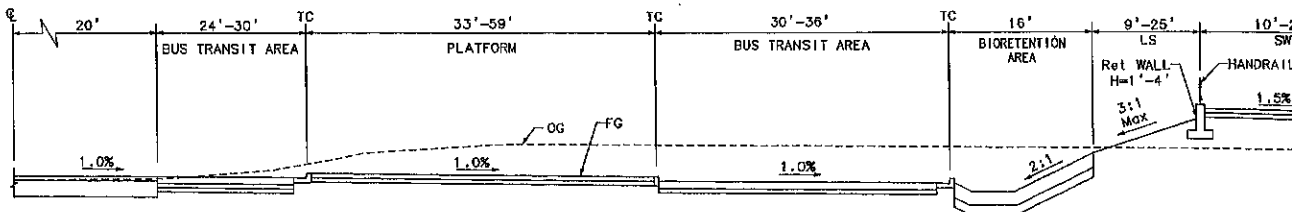
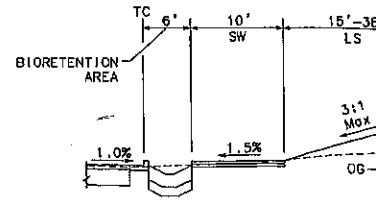
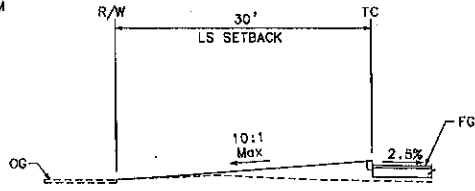
SITE PLAN



Figure 2

LEGEND:

-  CONCRETE SIDEWALK/PLATFORM
-  CONCRETE PAVEMENT
-  DRIVABLE GRASS
-  EXISTING SIDEWALK
-  PROPOSED MINOR CONTOUR
-  PROPOSED MAJOR CONTOUR
-  BASE FLOOD ELEVATION
-  PAVEMENT SPOT ELEVATION
-  DRAINAGE INLET



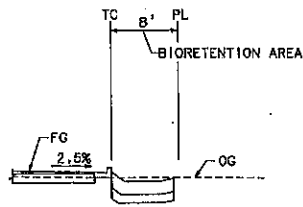
EARTHWORK SUMMARY

| VOLUME (CY) | | | |
|-------------|------------|--------|-----|
| EXCAVATION | EMBANKMENT | EXPORT | NET |
| 9200 | 5700 | 3500 | 0 |

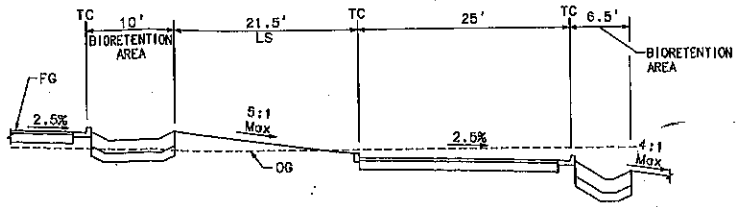
SCALE: 1" = 40'
 DATE: DEC 2014
 FILE: CC-13114

Figure 3

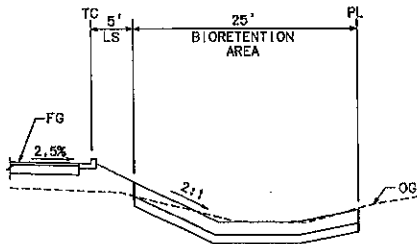
TRI DELTA TRANSIT - ANTIOCH PARK A GRADING PLAN



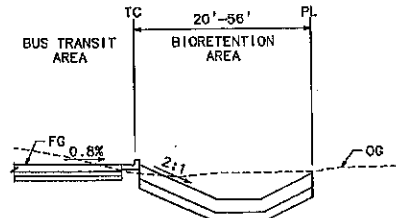
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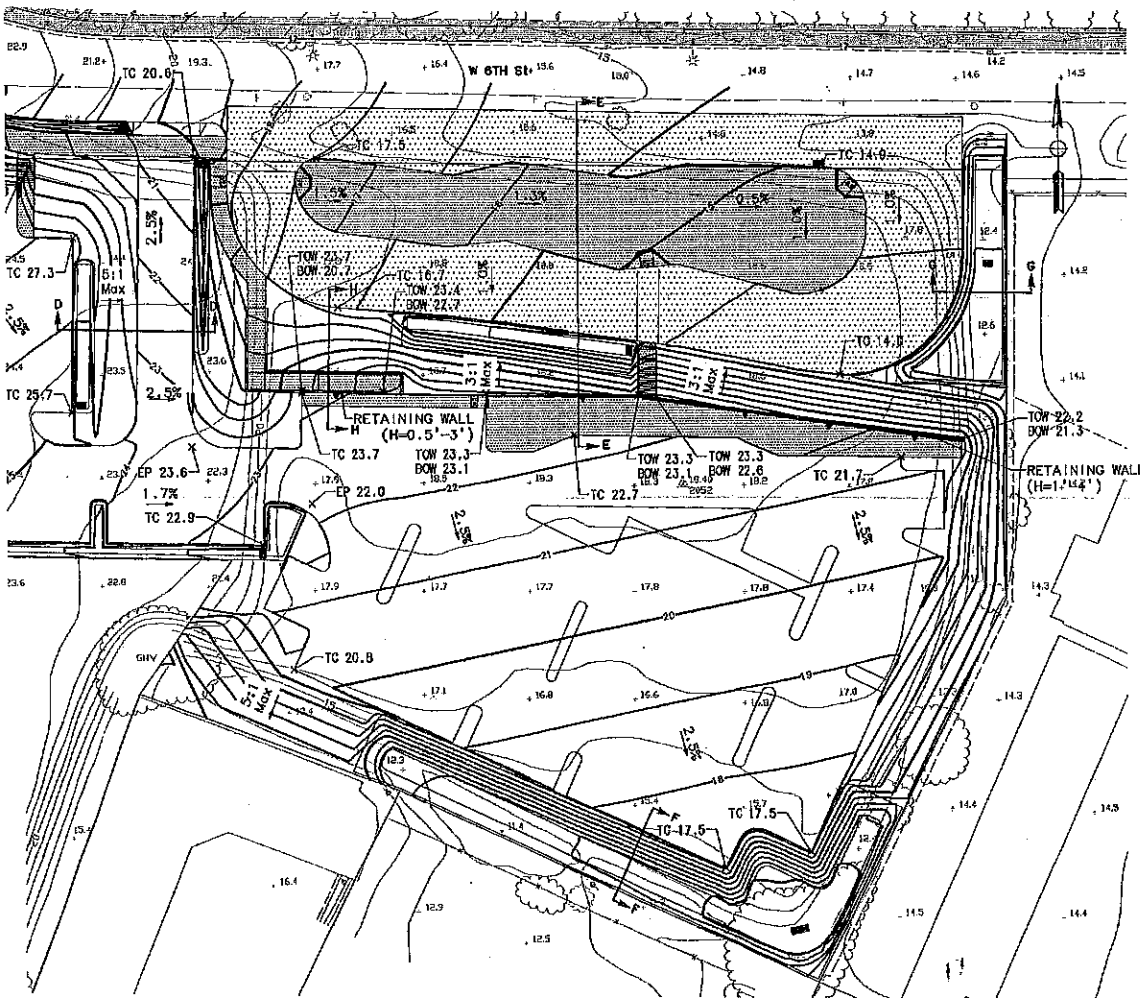
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SECTION F-F
NO SCALE



SECTION G-G
NO SCALE



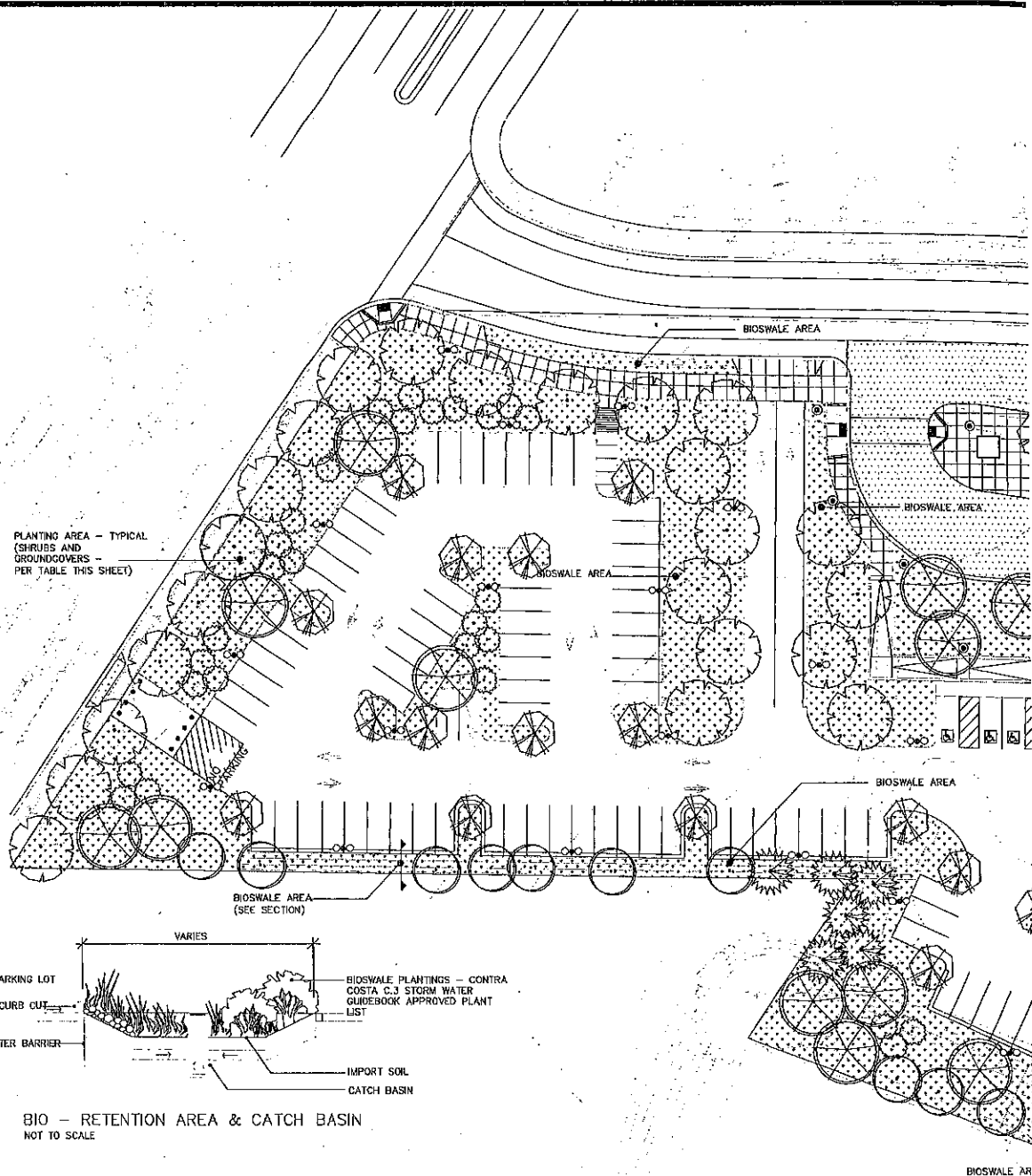
RIDE LOT



TRI DELTA TRANSIT
801 WILBUR AVE
ANTIOCH, CA 94509

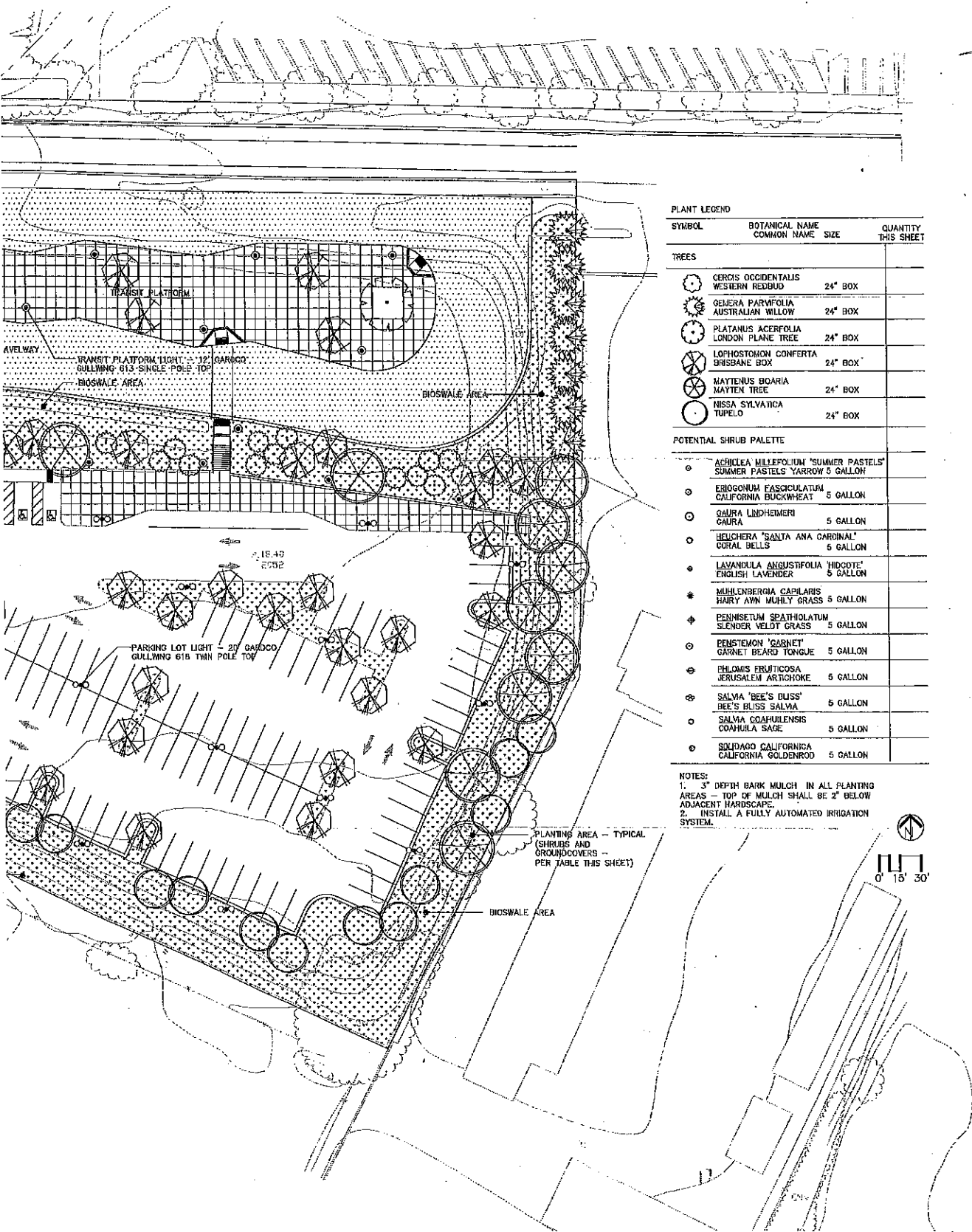


MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services
3000 OAK ROAD, SUITE 650
WALNUT CREEK, CA 94597
TEL: (925) 938-0363 FAX: (925) 938-0369



SCALE: 1" = 30'
 DATE: DEC 2014
 FILE: CC-13114

Figure 4 TRI DELTA TRANSIT - ANTIOCH PARK A
 LANDSCAPE PLAN



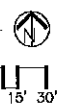
PLANT LEGEND

| SYMBOL | BOTANICAL NAME COMMON NAME | SIZE | QUANTITY THIS SHEET |
|--------------|---|---------|------------------------|
| TREES | | | |
| | CERCIS OCCIDENTALIS WESTERN REDBUD | 24" BOX | |
| | GENERA PARVIFOLIA AUSTRALIAN WILLOW | 24" BOX | |
| | PLATANUS ACERFOLIA LONDON PLANE TREE | 24" BOX | |
| | LOPHOSTOMON CONFERTA BRISBANE BOX | 24" BOX | |
| | MAYTENUS BOARIA MAYTEN TREE | 24" BOX | |
| | NISSA SYLVATICA TUPELO | 24" BOX | |

POTENTIAL SHRUB PALETTE

| | | |
|--|---|--|
| | ACHILLEA MILLEFOLIUM "SUMMER PASTELS" SUMMER PASTELS "YARROW" 5 GALLON | |
| | ERIOGONUM FASCICULATUM CALIFORNIA BUCKWHEAT 5 GALLON | |
| | GAURA LINDHEIMERI GAURA 5 GALLON | |
| | HEUCHERA "SALTA ANA CARDINAL" CORAL BELLS 5 GALLON | |
| | LAVANDULA ANGUSTIFOLIA "HIDCOTE" ENGLISH LAVENDER 5 GALLON | |
| | MUHLENBERGIA CAPILLARIS HARY AYN MUHLY GRASS 5 GALLON | |
| | PENNISETUM SPATHOLATUM SLENDER VELOT GRASS 5 GALLON | |
| | PENSTEMON "GARNET" GARNET BEARD TONGUE 5 GALLON | |
| | PHLOXIS FRUTICOSA JERUSALEM ARTICHOKE 5 GALLON | |
| | SALVIA "BEE'S BLISS" BEE'S BLISS SALVIA 5 GALLON | |
| | SALVIA COAHUILIENSIS COAHUILA SAGE 5 GALLON | |
| | SOLIDAGO CALIFORNICA CALIFORNIA GOLDENROD 5 GALLON | |

NOTES:
 1. 3" DEPTH BARK MULCH IN ALL PLANTING AREAS - TOP OF MULCH SHALL BE 2" BELOW ADJACENT HARDSCAPE.
 2. INSTALL A FULLY AUTOMATED IRRIGATION SYSTEM.



RIDE LOT










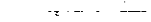
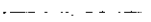
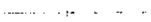

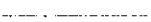
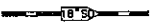


TRI DELTA TRANSIT
 801 WILBUR AVE
 ANTIOCH, CA 94509

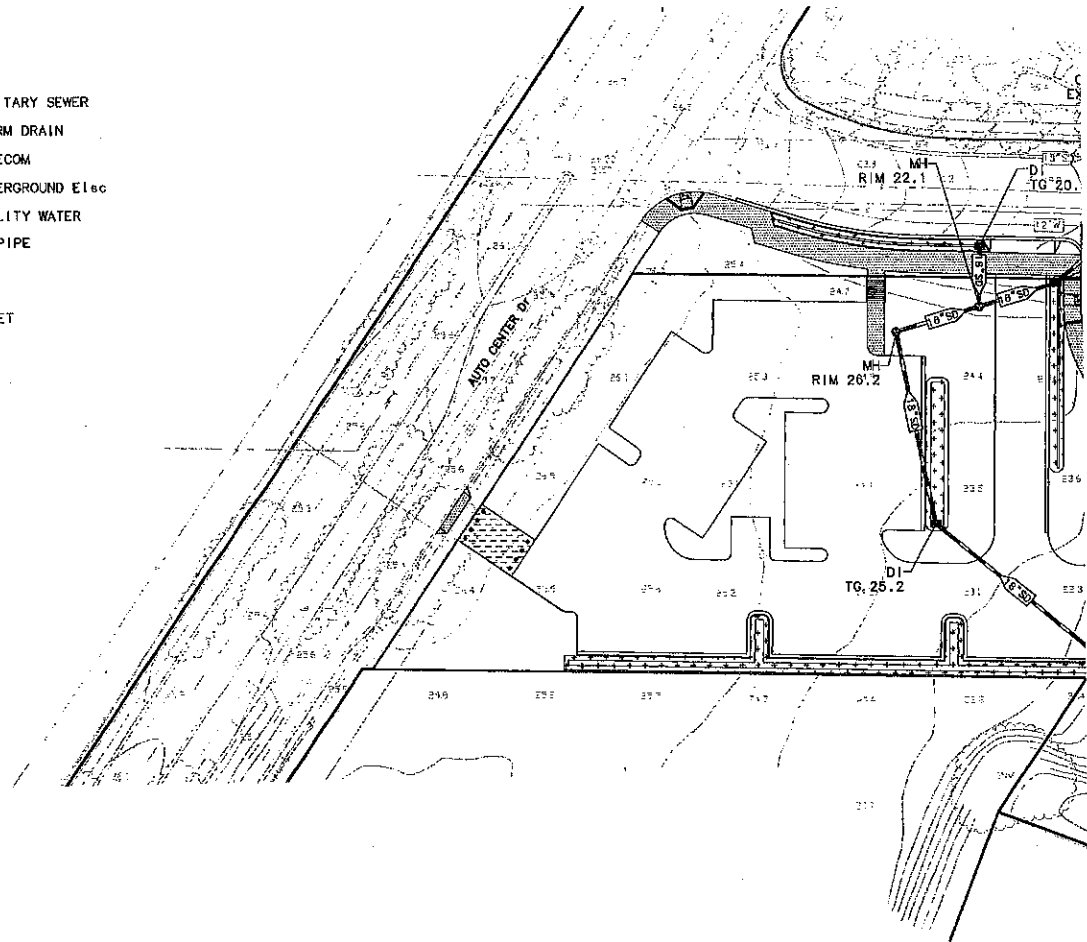
Merrill
 Landscape Architects & Planners

249 Front Street
 San Francisco, CA
 94111
 P. 415.291.8960
 F. 415.291.9463
 www.merrill-morris.com

SHEET
 7 OF 7

LEGEND:

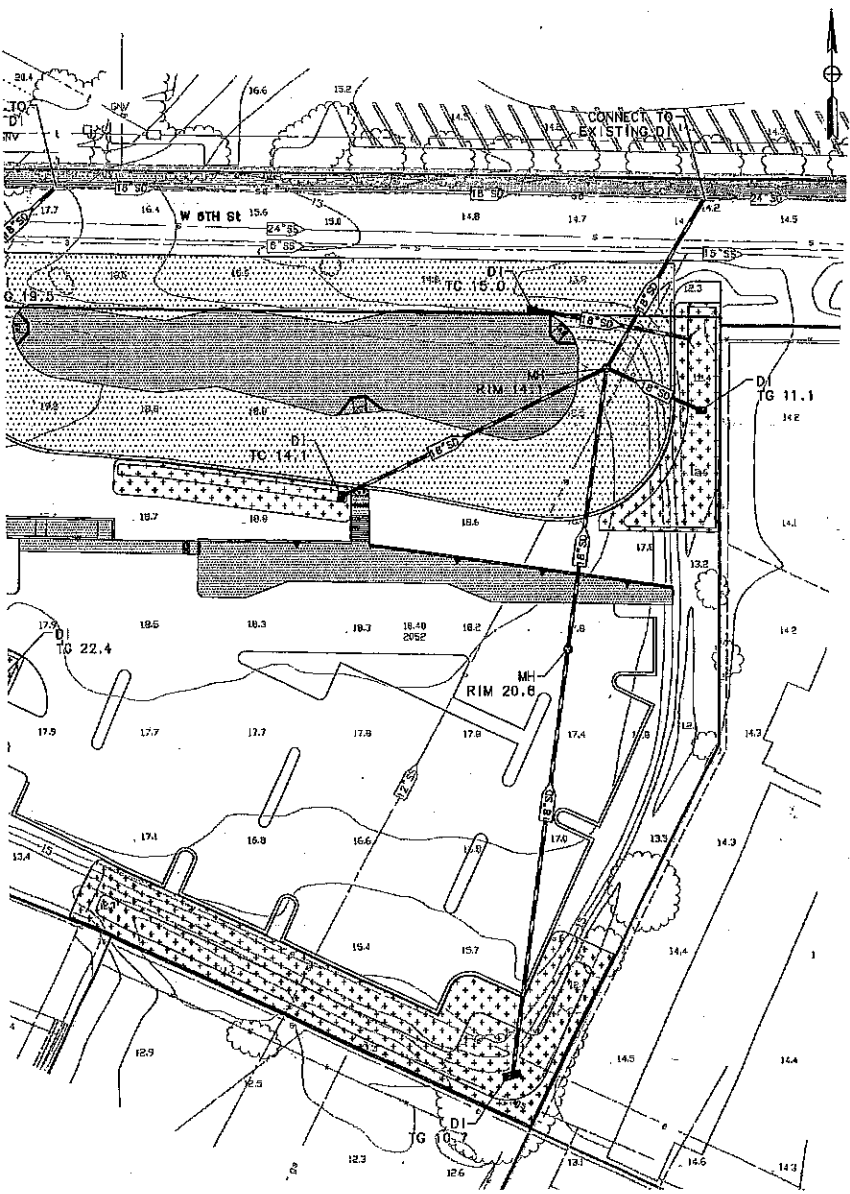
-  CONCRETE SIDEWALK/PLATFORM
-  CONCRETE PAVEMENT
-  DRIVABLE GRASS
-  EXISTING SIDEWALK
-  BIORETENTION AREA
-  ADA RAMP
-  EXISTING GAS
-  EXISTING SANITARY SEWER
-  EXISTING STORM DRAIN
-  EXISTING TELECOM
-  EXISTING UNDERGROUND Elec
-  EXISTING UTILITY WATER
-  STORM DRAIN PIPE
-  MANHOLE
-  DRAINAGE INLET



SCALE: 1" = 40'
 DATE: DEC 2014
 FILE: CC-13114

Figure 5

**TRI DELTA TRANSIT - ANTIOCH PARK A
 UTILITY PLAN**



RIDE LOT



TRI DELTA TRANSIT
 801 WILBUR AVE
 ANTIOCH, CA 94509



MARK THOMAS & COMPANY, INC.
 Providing Engineering, Surveying and Planning Services
 3000 OAK ROAD, SUITE 650
 WALNUT CREEK, CA 94597
 TEL: (925) 938-0383 FAX: (925) 938-0389

SHEET
5 OF 7

Explanation for Categorical Exemption (CE)

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017

TRI DELTA TRANSIT ANTIOCH PARK AND RIDE- CEQA CATEGORICAL EXEMPTION

Tri Delta Transit proposes to construct a new Park and Ride lot on a 3.5 acre property at the intersection of West 6th Street and Auto Center Drive in the City of Antioch. After a detailed review of the potential environmental effects of the proposed Park and Ride lot (the project), Tri Delta Transit has determined that the project qualifies as exempt from the provisions of CEQA under Section 15332, Class 32. An explanation of how the project conforms to Class 32 of categorical exemption follows.

Class 32

Section 15332 of the CEQA guidelines defines a categorical exemption for in-fill development as projects that meet the following five criteria:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value as habitat for endangered, rare or threatened species.
4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5. The site can be adequately served by all required utilities and public services.

Criterion 1

The Antioch General Plan map indicates that the project site is zoned C-2 Industrial, and is surrounded by similar commercial/industrial land use designations. The proposed park and ride lot is consistent with local land uses designation and the applicable City of Antioch zoning ordinance. Therefore, the project meets Criterion 1.

Criterion 2

The project site is located within the incorporated boundaries of City of Antioch on a site that is entirely surrounded by urbanized/commercial land uses. Therefore, the project meets Criterion 2.

Criterion 3

A habitat assessment was prepared for the project in October 2016¹. Given the highly developed and urban setting of the project site, the project would not result in significant biological. The urban setting surrounding the project site, as well as annual disking of the site itself, is indicative

¹ Pacific Biology. 2016. Biological Habitat Evaluation.

of disturbed and low quality habitat. However, potentially suitable habitat for the white-tailed kite (*Elanus leurus*), a Fully Protected Species by the California Department of Fish and Wildlife (CDFW), may occur onsite in the form of two large trees. The white tailed kite is a species that nests in trees such as the large Arroyo Willow located on the property. Although the project site contains potentially suitable habitat for the kite, the habitat consisting of two trees does not substantiate valuable habitat as the species does not critically depend on it for its wellbeing or survival. Furthermore, these trees are not anticipated to be removed as part of the project. Pre-construction surveys will be conducted in order to preclude any potential environmental effects to white-tailed kite that might be nesting in these trees during project construction. These the pre-construction surveys are incorporated into the project scope to ensure that the white-tailed kite would not be harmed. Therefore, the project meets Criterion 3.

Criterion 4

A traffic assessment was prepared for the project in November 2016². Under the future traffic scenarios investigated (existing plus project conditions; future traffic plus project conditions) all study intersections including West 10th Street/Auto Center Drive, West 6th Street/Auto Center Drive and L Street/West 4th Street would continue to operate within the acceptable Level of Service (LOS) standards of the City of Antioch (LOS D or better) during the a.m. and p.m. peak hours. The project would not result in significant impacts to traffic operations.

A noise analysis was prepared for the project in November 2016³. Given the relative distance to the project site, and intervening industrial and commercial buildings, construction and operational noise generated by the project would attenuate to less than significant levels at the closest noise sensitive land uses. Groundborne vibration effects from project construction would not result in significant effects at the surrounding commercial and residential properties. Therefore, there would be no significant noise impacts.

An air quality and greenhouse gas assessment was prepared for the project⁴. The project would result in a reduction of vehicle miles traveled (VMT), affectively reducing greenhouse gas emissions in the project area. Furthermore, the project would be compliant with the City of Antioch General Plan Policy 10.6.2a, which requires development projects to minimize the generation of particulate emissions during construction through implementation of the dust abatement actions outlined in the CEQA Handbook of the Bay Area Air Quality Management District (BAAQMD). These measures are defined in the air quality and greenhouse gas assessment. The construction and operation of the project would therefore not adversely affect air quality, and would potentially reduce greenhouse gas emissions.

² TJKM. 2016. Traffic Impact Study: Tri Delta Transit Hub.

³ Illingworth & Rodkin. 2016. Noise Study Report.

⁴ Illingworth & Rodkin. 2016. Air Quality and Greenhouse Gas Assessment.

The Contra Costa County Watershed Program's (CWP) Municipal Regional Permit (MRP) under the National Pollutant Discharge Elimination System (NPDES) Program was enacted by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) in December 2009. The MRP governs stormwater and non-stormwater discharges from areas owned and operated by Contra Costa County. The permit requires implementation of Stormwater Management Plans with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). Additionally, the City of Antioch's Ordinance for Stormwater establishes requirements on allowed discharges to the stormwater system through enforcement and citation. The proposed project would ensure compliance with both County and City level regulation and would not result in an adverse or significant impact to water quality.

Given all of the above, the project meets Criterion 4.

Criterion 5

The project site is located in a developed urban area that is currently served by existing utilities and public services. The proposed improvements would be connected to existing utility infrastructure, and would not require the expansion of new utility infrastructure. The project is not proposing new residential development or a large employment center that would generate large populations of people, and is not anticipated to increase demands for public services, such as police and fire protection. Therefore, the project meets Criterion 5.

Exceptions to Exemptions

Categorical exemptions are applicable when a given project meets particular conditions/criteria, as described above, and does not involve the following exceptions listed under Section 15300.2 of the CEQA guidelines:

- a) Item (a) pertains to location criteria for certain classes of categorical exemptions; however, Tri Delta Transit is not proposing to use any categorical exemptions pursuant to item (a) for this project. Therefore, exception (a) is not applicable.
- b) Item (b) precludes the use of categorical exemptions where cumulative impacts may occur. Tri Delta Transit's analysis of the project has not indicated any reasonable possibility of a significant effect on the environment. Moreover, Tri Delta Transit is unaware of any other projects proposed for the regional area that could combine with the proposed project to result in a significant cumulative impact.
- c) Item (c) states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. No unusual construction techniques or practices are needed to construct or operate the project. No unusual environmental constraints exist on the project site. Therefore, the proposed project does not entail any unusual circumstances.
- d) Item (d) states that a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock

outcroppings, or similar resources, within a highway officially designated as a state scenic highway. There are no scenic resources on or surrounding the project site. The project is not located within or along a scenic highway.

- e) Item (e) precludes the use of a categorical exemption for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. This list is commonly known as the "Cortese List" and it represents sites with extensive contamination of soils and/or groundwater. The project site is not listed on the Cortese List.
- f) Item (f) states that a categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. There are no known historic resources on or surrounding the project site.

CEQA Checklist

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017

Appendix G

Environmental Checklist Form

NOTE: The following is a sample form and may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. Project title: Antioch Park and Ride Lot

2. Lead agency name and address:
Tri Delta Transit, 801 Wilbur Avenue, Antioch, CA 94509

3. Contact person and phone number: Steve Ponte, 925-754-6622

4. Project location: Intersection of West 6th St. and Auto Center Dr. in the City of Antioch, CA

5. Project sponsor's name and address:
Tri Delta Transit, 801 Wilbur Avenue, Antioch, CA 94509

6. General plan designation: Focus Area 7. Zoning: C-2

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
Tri Delta Transit proposes to construct a new Park and Ride Lot on a 3.5 acre property at the intersection of West 6th Street and Auto Center Drive in the City of Antioch.
The site would be developed with parking for approximately 186 cars and other transit-related amenities. Improvements to West 6th Street would also include a transit area with 2 bus

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
The project site is bordered by commercial and commercial/industrial land uses to the south, residential uses to the east and recreational uses across Auto Center Drive to the west. Businesses in proximity to the project site include Hertz Rent a Car, an auto collision and repair center, a Valero Gas Station, and an auto body shop.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
City of Antioch

CEQA Checklist

I. Aesthetics

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The 3.5 acre property is currently vacant and surrounded by neighboring industrial land uses. There are no scenic vistas and or visual resources in proximity to the project site. As such, no scenic resources would be affected by the implementation of the project.

Furthermore, the proposed park and ride lot would be visually consistent with surrounding industrial land uses, and does not include the construction of large structures.

II. Agriculture and Forestry Resources

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use of conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

There are no farmlands or forest lands located on or immediately surrounding the project site.

III. Air Quality

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

An air quality and greenhouse gas assessment was prepared for the project in 2016.¹ The proposed park and ride lot would reduce vehicle miles traveled (VMT) and therein, improves air quality. In addition, the project would be consistent with the applicable Clean Air Plan by promoting bus ridership. Furthermore, the project would be compliant with the City of Antioch General Plan Policy 10.6.2a, which requires development projects to minimize the generation of particulate emissions during construction through implementation of the dust abatement actions outlined in the CEQA Handbook of the

¹ Illingworth & Rodkin. 2016. Air Quality and Greenhouse Gas Assessment.

Bay Area Air Quality Management District (BAAQMD). The construction and operation of the project would therefore not adversely affect air quality.

IV. Biological Resources

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

A biological habitat evaluation was prepared for the project in 2016². The project site is regularly disked, is dominated by non-native grasses and invasive plant species, and is in a highly disturbed condition. No wetlands or riparian habitat exist on site. However, suitable habitat for burrowing owl (*Athene cunicularia*), a special-status species, occurs between disking cycles. Prior to the commencement of construction, surveys will be conducted in order to avoid any inadvertent effects to burrowing owls. The pre-

² Pacific Biology. 2016. Biological Habitat Evaluation.

construction surveys will be conducted in accordance with the current California Department of Fish and Wildlife (CDFW) burrowing owl survey protocol. The first step of the survey process will include a habitat assessment, as this assists the surveyor in determining whether or not occupancy surveys are needed. If suitable habitat is not present within 14 days of construction activities, then no further surveys are required. If suitable habitat is present, then take avoidance (pre-construction) surveys will be conducted. If a nesting burrowing owl is observed on the project site, then work will be postponed until the conclusion of the breeding season (i.e., August 31) or until a qualified biologist determines that nesting is complete. If non-nesting burrowing owls are found, then burrow exclusion will be conducted prior to construction in accordance with the CDFW (2012) requirements; CDFW approval of the burrowing owl exclusion plan will be required.

Additionally, the project site provides potential nesting habitat for white-tailed kite (*Elanus Leucurus*), a Fully Protected Species, according to the California Department of Fish and Wildlife, in a willow tree and another large tree onsite. If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged.

The project site is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The City of Antioch defines landmark and/or heritage trees as having a trunk diameter of 48 inches and/or in excess of 40 feet above natural grade in height. The City of Antioch states that landmark and/or heritage trees are protected trees, and any activities related to these trees must be approved by the City's Tree Committee. Project plans indicate that the two large trees onsite, which are potentially heritage trees, would not be removed with the construction of the project.

V. Cultural Resources

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Given the vacant nature of the property, no historical resources in the form of buildings are located on the project site. According to the Historic Property Data File, the closest historic resource consists of the Antioch Historical Society, former Riverview Union High School Building, approximately 800 feet north of the project site. This resource lies well beyond the project footprint and will not be impacted.

The construction of the park-and-ride lot will not entail excavations at depths deeper than 4 feet below ground surface. Excavations up to 4 feet would occur to construct the groundwater detention basins. Given the regularly disked nature of the premises, there is a low perceived probability of identifying archeological resources and/or human remains during construction. The project would comply with the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric (California Health and Safety Code 7050.5). In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

VI. Geology and Soils

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as it may be revised), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The closest fault line to the project site is the Davis Fault, located approximately 2.7 miles east. Although the fault is located over 2 miles away, the project site could experience strong ground shaking related to an earthquake. The proposed project will be constructed in conformance with all applicable buildings codes and plan review process through the City of Antioch, which would ensure that all improvements meet standards related to local seismic/soil conditions. No septic tanks or alternative wastewater systems are proposed.

VII. Greenhouse Gas Emissions

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An air quality and greenhouse gas assessment was prepared for the project in 2016.³ The proposed park and ride lot would encourage transit ridership and result in a reduction of overall vehicle miles travelled (VMT). Reduced VMT results in reduced greenhouse gas emissions. Therefore, the project would not result in any impacts related to greenhouse gas emissions, and would likely be beneficial in this regard.

VIII. Hazards and Hazardous Materials

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

³ Illingworth & Rodkin. 2016. Air Quality and Greenhouse Gas Assessment.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Historic aerial imagery dating back to 1938 shows the project site as undeveloped. According to the State Water Resources Control Board GeoTracker tool, no hazardous materials releases have been identified on site. The project is not listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5. Additionally, the project would not interfere with evacuation routes in the event of an emergency, nor would the project expose people to wildland fires.

IX. Hydrology and Water Quality

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- b) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation of seiche, tsunami, or mudflow?

Project implementation will result in approximately 115,000 square feet of new and reworked impervious surfaces. The project would incorporate various stormwater facilities including bioswale and bioretention features. The implementation of additional stormwater infrastructure would ensure that increased runoff produced would be contained and treated. No run off would flow off site as the flows would be directed to the natural bioretention features in order to facilitate groundwater recharge. Additionally, the project would be consistent will all applicable stormwater regulations and standards such that no impact to water quality would occur.

X. Land Use and Planning

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is zoned as C-2 Industrial and is bordered by commercial/industrial land uses. The proposed park and ride lot is consistent with local zoning ordinances and land use designations. The project would not displace any residents or businesses; and would not physically divide an established community. The project site is not located within a habitat conservation plan or natural community plan.

XI. Mineral Resources

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

According to the City of Antioch General Plan EIR, the project site does not contain mineral resources of valuable to the region or residents of the state.

XII. Noise and Vibration

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|-------------------------------------|-------------------------------------|
| a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

A noise study report was prepared for the project in 2016.⁴ Noise sensitive receptors are those locations or areas where dwelling units or other fixed, developed sites of frequent human use occur. Noise sensitive land uses include residences, schools, hospitals, and parks, or facilities that require quiet environments. No noise sensitive land uses are present on or immediately adjacent to the project site. The closest residential properties appear to be approximately 500 feet south of the project site. Given the relative distance to the project site, and intervening industrial and commercial buildings, construction and operational noise generated by the project would attenuate to less than significant levels at the closest noise sensitive land uses. Groundborne vibration effects from project construction would not result in significant effects at the surrounding commercial and residential properties.

XIII. Population and Housing

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project would not construct any new residences or businesses, nor would it expand any roads. No displacement of housing or businesses would occur as a result of the project.

⁴ Illingworth & Rodkin. 2016. Noise Study Report.

XIV. Public Services

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is located in a developed urban area that is currently served by existing public utilities and public services. The project is not proposing new residential development or a large employment center that would generate large populations of people, and is not anticipated to increase demands for public services.

XV. Parks and Recreation

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project is not proposing new residential development or a large employment center that would generate large populations of people, and is not anticipated to increase demands for parks and recreational facilities.

XVI. Transportation / Traffic

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

A Traffic Impact Study (TIS) was prepared for the project in 2016⁵. The project is expected to generate 837 daily trips in total, including 132 trips (104 inbound and 28 outbound) during the a.m. peak hour and 115 trips (29 inbound and 86 outbound) during the p.m. peak hour. Distribution of daily trips was modeled at the intersections of West 10th Street/Auto Center Drive, West 6th Street/Auto Center Drive, and L Street/West 4th Street. The modeling indicates that all study intersections would continue to operate within the acceptable Level of Service (LOS) standards of the City of Antioch (LOS D or better) during the a.m. and p.m. peak hours.

Access to the park and ride lot has been incorporated into the project design in accordance with the City of Antioch building and fire code, to allow for adequate emergency access.

⁵ TJKM. 2016. Traffic Impact Study: Tri Delta Transit Hub.

XVII. Utilities and Service Systems

| <i>Would the project</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|---|---|---|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Bioretention and bioswale features would be incorporated in project design; these features would treat all stormwater onsite. Therefore, no additional or expanded systems would be required (See Section IX Hydrology and Water Quality). The project does not propose improvements that would increase water or wastewater demands. The project does not propose land uses that would increase solid waste generation.

XVIII. Mandatory Findings of Significance

| <i>Would the project:</i> | Significant or Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less than Significant | No Impact |
|--|---|---|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Memo to file

(referencing the acknowledgement there is contamination on the property and there will be a plan to mitigate the contamination)

Agenda Item #7c
Eastern Contra Costa Transit Authority
Board of Directors
Meeting: February 22, 2017



January 17, 2017

Shawn O'Keefe
Mark Thomas & Company, Inc.
3000 Oak Road, Suite 650
Walnut Creek, CA 94597

Subject: *Memo to File - Environmental Site Assessment (ESA) Tri Delta Transit Antioch Park and Ride*

On December 23, 2016, a Notice of Exemption (NOE) under the California Environmental Quality Act (CEQA) was filed at the Contra Costa County Clerk-Recorder's Office for the Tri Delta Transit Antioch Park and Ride project (project). The documentation included information supporting the determination that the project qualifies as exempt from the provisions of CEQA under Section 15332, Class 32. Subsequent to the completion of the NOE, a Phase I Environmental Site Assessment (ESA) and Soil Quality Evaluation (2010) was provided to Circlepoint, which identifies known soil contamination on the project site.¹ Based on our review of the Phase I ESA, the identification of contamination on site does not disqualify the project from the previously-filed NOE.

Documented Hazardous Releases

The Phase I ESA identifies three documented hazardous material releases within 350 feet of the project site. None of the listed releases are identified as a risk to the soil and/or groundwater at the project site.

The project site is not identified on any list compiled pursuant to Section 65962.5 of the Government Code. This list is commonly known as the "Cortese List" and it represents sites with extensive contamination of soils and/or groundwater. The project site is not listed on the Cortese List.

Soil Sample Analysis

Because there is a large amount of undocumented fill present on site, Antioch TDT conducted a soils quality evaluation in 2010. Eight soil samples were collected from the project site and were analyzed for total petroleum hydrocarbons, heavy metals, polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs), and other commonly found hazardous compounds. The analytical results were compared to residential California Human Health Screening Levels (CHHSLs) developed by the California Environmental Protection Agency (CalEPA). Selected results were also compared to Total Threshold Limit Concentration (TTL) values established by the State of California (Title 22, California Code of Regulations) for hazardous waste designation. Additional screening levels were used to evaluate potential soil impacts for chemicals detected but for which CHHSLs are not available. These screening levels include Regional Screening Levels (RSLs) and Environmental Screening Levels (ESLs) established by the U.S. EPA Region 9 and San Francisco Bay Regional Water Quality Control Board, respectively. ESLs were used in the event that both CHHSLs and RSLs are not established.

Metals concentrations on site were generally consistent with typical background levels of the region, with the exception of arsenic detected in two of the soil samples. Three of the eight soil samples collected exceeded residential (unrestricted use) CHHSLs for pesticides and petroleum hydrocarbons, but were not at levels that would pose a health risk to patrons of the planned park-and-ride lot.

¹ Cornerstone Earth Group, 2010. *Phase I Environmental Site Assessment and Soil Quality Evaluation: SE Corner W. 6th Street and Auto Center Drive, Antioch, California.*



Given the low levels of contaminants detected in 2010, a Construction Risk Management Plan (RMP) will be prepared prior to commencement of construction on site, to protect the health and safety of construction workers. Implementation of the RMP would ensure that potentially impacted soil and/or groundwater are evaluated to allow for permanent development of the park and ride lot, and would minimize the chance of exposing construction workers to hazardous contaminants.

Conclusion

Given the low levels of contamination in the on-site soils, the proposed park and ride land use, and the development of appropriate protective measures for construction workers as part of the project approval process, the findings presented in the previously filed NOE for this project remain unchanged. The project qualifies as exempt from the provisions of CEQA under Section 15332, Class 32.

The Circlepoint team thanks you for your time. Please do not hesitate to contact me at (510) 285-6733 with any questions regarding this memo.

Sincerely,

Jennifer Gallerani Marquez

Sr. Project Manager

TAB 6

Agenda Item 7d


ACTION ITEM: 2017 Summer Youth Pass

Board of Directors Meeting

Wednesday February 22, 2017

**ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509**

Staff Report to ECCTA Board of Directors

Meeting Date: February 22, 2017
Agenda Item: 2017 Summer Youth Pass – Agenda Item #7d
Lead Staff: Mike Furnary, Director of Marketing
Approved: Jeanne Krieg, Chief Executive Officer 

BACKGROUND

Unlimited-ride Tri Delta Transit summer youth passes have been sold every summer since 2008. In 2014, to unify the summer youth pass into a county-wide program, Tri Delta Transit's staff worked with Contra Costa 511, WestCat, and County Connection. While County Connection opted to not participate, WestCat agreed to join with Tri Delta Transit to offer an unlimited-ride summer youth pass to passengers 5-17 for \$50 in 2014, 2015, and 2016. Approximately 300 passes have been sold the past several years.

PROPOSAL

The successful program is being proposed for both systems in 2017. The passes will be valid June 1 through August 31.

Negotiations are underway with Contra Costa 511. It is anticipated that they will, once again, participate in the program and agree to:

- subsidize the full cost of the wristbands for 250 student attendees of Supervisor Glover's youth summit.
- subsidize the cost of each pass sold by Tri Delta Transit and by WestCAT. The level of that subsidy for 2016 was \$10 per pass so Tri Delta Transit received \$60 for each pass sold.

REQUESTED ACTION

Authorize staff to market an unlimited-ride 2017 summer pass to passengers aged 5-17 for \$50.