



# TRI DELTA TRANSIT

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

## **APPENDIX A**

# **Agenda Item 7A Title VI Service Equity Analysis for COVID-19 Temporary Service Changes**

**Board of Directors Meeting**

Wednesday February 23, 2022

# **Title VI Service Equity Analysis**

## ***COVID-19 Temporary Service Changes***

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## Agency Information

Eastern Contra Costa Transit Authority (ECCTA) was formed in 1976 as a Joint Powers Agency (JPA) consisting of the cities of Antioch, Brentwood, Pittsburg and the county of Contra Costa. Oakley incorporated as a city and joined in 1999. ECCTA is governed by an eleven-member board of directors composed of two appointed by each of the mayors of Antioch, Brentwood, Oakley, and Pittsburg, two appointed by the Contra Costa County Board of Supervisors, and one member at large. ECCTA operates fixed-route and demand response service under the name "Tri Delta Transit" and contracts with a private company, First Transit, for the operation of the buses.

ECCTA provides nearly 2 million trips each year to a population of approximately 315,000 residents in the 225 square miles of Eastern Contra Costa County. Tri Delta Transit operates 15 local bus routes weekdays, 5 local bus routes on weekends and holidays, on-demand weekday shuttle service, and door-to-door bus service for senior citizens and people with disabilities.



ECCTA Weekday System Map

## Background and Purpose

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d).

The Federal Transit Administration’s (FTA) Circular 4702.1B states that if “a temporary service addition or change lasts longer than twelve months, then FTA considers the service addition or change permanent and the transit

provider must conduct a service equity analysis if the service otherwise qualifies as a major service change” (Circular 4702.1B, Chapter IV-13).

Since ECCTA’s temporary service changes due to COVID-19 lasted longer than 12 months, to ensure compliance with federal and state civil rights regulations, including Title VI of the Civil Rights Act of 1964, ECCTA has performed this service equity analysis using FTA-approved methodology.

## **ECCTA Disparate Impact and Disproportionate Burden Policy**

The Disparate Impact and Disproportionate Burden Policy was developed pursuant to the FTA Title VI Circular 4702.1B, following a public participation process, and adopted by the ECCTA Board of Directors on April 22, 2015. The Disparate Impact and Disproportionate Burden Policy was re-affirmed by the ECCTA Board of Directors on February 26, 2020. The purpose of the Disparate Impact and Disproportionate Burden Policy is to define when impacts of a major service change or a fare change result in disparate impacts or disproportionate burdens on protected populations or passengers, defined as minority or low-income populations or passengers. A finding of disproportionate impacts would determine whether ECCTA may need to take additional steps to avoid, minimize or mitigate impacts.

The policy defines a disparate impact as a neutral policy or practice that disproportionately and adversely affects members of a group identified by race, color, or national origin. Further the policy defines a disproportionate burden as a neutral policy or practice that disproportionately and adversely affects low-income populations.

The service equity analysis will use the following policies and thresholds to assess the impacts of the COVID-19 temporary service changes. The major service changes across multiple routes will be evaluated cumulatively in determining if a disparate impact and/or disproportionate burden exists.

### *Threshold for Disparate Impact and Disproportionate Burden*

The policy provides a process and threshold for determining if a disparate impact or disproportionate burden has resulted from a service change or fare change. In assessing disparate impact and disproportionate burden, ECCTA determines adverse impact based on a threshold that compares benefits and adverse impacts. The following definitions apply to determine if a disparate impact or disproportionate burden may exist.

1. For adverse effects or service decreases, a disparate impact or disproportionate burden will occur when the protected population impacted by service decreases is greater than 10 percentage points above the percentage of the protected population system wide.
2. For benefits or service increases, a disparate impact or disproportionate burden will occur when the protected population impacted by service benefits is less than 10 percentage points below the percentage of the protected population system wide.

### *Major Service Change Policy*

The ECCTA Board of Directors approved the updated Major Service Change Policy on February 26, 2020. The following defines a major service change or fare change, with exceptions also noted.

1. A transit route is added or eliminated; or
2. A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one month period; or
3. A change in the routing of a bus route, when it is in service that alters 40 percent or more of the route's path.

Exceptions to the "major service change" include the following.

- Standard seasonal variations in service.
- Experimental or emergency fare changes may be instituted for six months or less without an equity analysis being completed; Experimental or emergency service changes may be instituted for twelve months or less without an equity analysis being completed.
- Changes to a route with productivity that is fifty (50) percent or below 18 passengers per revenue hour (Tri Delta Transit productivity standard) in a typical service day are not considered "major," unless service on that route is eliminated completely on any such day. Productivity refers to the number of passengers carried per revenue hour or per trip.
- Restoration of service previously eliminated due to budget constraints, provided the service runs on the same route as it had prior to its elimination, subject to minor deviations that do not exceed the requirements of (1), (2), or (3) above.

ECCTA will assess whether the COVID-19 temporary service changes create a disparate impact on minority riders and/or a disproportionate burden on low-income riders using ECCTA's Disparate Impact and Disproportionate Burden Policy.

## **ECCTA and its Response to the COVID-19 Pandemic**

On March 17, 2020 the Health Officer of Contra Costa County ordered all individuals living in the county to shelter at their place of residence, except to leave to provide or to receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services, effective 12:01am on March 17, 2020 until 11:59pm on April 7, 2020 due to the COVID-19 pandemic. The shelter in place was then extended until 11:59pm on May 3, 2020 and extended again until 11:59pm on May 31, 2020. Contra Costa County continued to experience a significant increase in community transmission and illness from COVID-19 and the Health Officer of Contra Costa County continued to impose additional restrictions on certain businesses and activities that were previously cleared for operation on July 11, 2020.

On April 19, 2020 ECCTA implemented changes to service in response to changing travel patterns and significantly reduced staffing levels due to the COVID-19 pandemic. Since April 19, 2020, ECCTA brought back service when resources allowed and temporarily restored full service on July 4, 2021. With emergency related temporary transit service changes still in effect twelve months after service reductions were introduced in April 2020, ECCTA conducted

a service equity analysis of its COVID-19 temporary service changes as of April 2021 to be responsive to the FTA's requirement that changes in effect longer than twelve months be subject to such an analysis.

ECCTA made service adjustments to respond to the COVID-19 State of Emergency to account for significant constraints on resources, specifically staff availability. ECCTA was unable to meet its pre-pandemic service demands and standards with a shortage of operators. When resources have allowed, ECCTA temporarily restored service to pre-pandemic service. However, the COVID-19 pandemic continues to affect staff availability which prohibits ECCTA from meeting pre-pandemic service levels.

Below is an overview of the COVID-19 related temporary service changes that were implemented between April 2020 and April 2021.

- **April 19, 2020-** In response to a steep drop in ridership and staff availability due to the COVID-19 State of Emergency, service adjustments were made.
- **November 8, 2020-** The majority of ECCTA's bus routes feed into the Bay Area Rapid Transit (BART) system. In response to BART adjusting service due to the COVID-19 State of Emergency, ECCTA made service adjustments to better meet BART trains.
- **March 21, 2021-** In response to BART adjusting service again due to the COVID-19 State of Emergency, ECCTA made service adjustments to better meet BART trains.

## Analysis Methodology

To respond to the requirement stated in FTA Circular 4702.1B (Title VI) that service changes in effect longer than twelve months are subject to a service equity analysis, the analysis included herein compares ECCTA service at the following two time points:

- **April 2020** – COVID-19 temporary service reductions began in April 2020. ECCTA will use service in effect before the initial COVID-19 service reductions began in April 2020, using the most recent pre-pandemic service adjustments which went into effect on February 10, 2019.
- **April 2021** – ECCTA will use service in effect twelve months from the initial COVID-19 temporary service reductions, using the latest service adjustments that went into effect on March 21, 2021.

The analysis involves first determining which, if any, of the service changes that have been implemented meet the criteria in ECCTA's Major Service Change Policy described above. Then each route that meets criteria in the Major Service Change policy is grouped by the categories of the major service change criteria that are met – route-added or eliminated, reduction or increase of 25 percent or more in total vehicle revenue miles in service on any given route over a one month period, and/or a change in the routing of a bus route, when it is in service that alters 40 percent or more of the route's path. A route is included in multiple categories of major service changes if the changes along the route meet multiple criteria of the Major Service Change Policy. Once the service changes are grouped by category, the ridership that is impacted by each category of major service changes is then determined.

ECCTA relies on Remix demographic data for service change analyses. The demographic data is then combined with the corresponding data for all of the routes in the major service change category to determine the proportion of the impacted ridership who identified as a minority or a person living in a low-income household. The identified proportions for the impacted ridership are then compared to the corresponding proportions for ECCTA's overall ridership. This comparison is used to determine if the service changes in each major service change category are

found to result in a disparate impact on ECCTA's minority riders or a disproportionate burden on ECCTA's low-income riders.

## Data Sources

To ensure compliance with Title VI regulations, the service equity analysis used available information from Remix to assess whether the COVID-19 temporary service changes create a disparate impact on minority riders and/or a disproportionate burden on low-income riders using ECCTA's Disparate Impact and Disproportionate Burden Policy.

Remix is a GIS mapping software platform that allows ECCTA to evaluate transportation data. Each ECCTA bus route is mapped within Remix. Remix uses census data from the American Community Survey 5-Year Estimates to provide detailed population demographics. ECCTA is able to gather detailed demographic data for each bus route and the system-wide service area.

Minority definition- For the purposes of this analysis, minority is defined as people who are non-White or of Hispanic/Latino origin.

Low-income definition- ECCTA defines the low-income populations as those who are at or below 200 percent of the poverty level established for households by the US Department of Health and Human Services (HHS) poverty guidelines. ECCTA's definition is more inclusive of low-income populations than the HHS guidelines to account for the higher living costs in the Bay Area compared to most of the rest of the United States. This definition takes into account both the household size and household income of survey respondents. The combinations of household size and income that are defined as "low-income" are shown in Table 1.

**Table 1: 2021 Federal\* Poverty Guidelines**

2021 Federal* Poverty Guidelines		
Household Size	Poverty Guideline (Federal)	200%
1	\$12,880	\$25,760
2	\$17,420	\$34,840
3	\$21,960	\$43,920
4	\$26,500	\$53,000
5	\$31,040	\$62,080
6	\$35,580	\$71,160
7	\$40,120	\$80,240
8	\$44,660	\$89,320

\*For the 48 Contiguous States and the District of Columbia

Source: US Department of Health & Human Services



## Ridership Demographics

Using data from Remix, the demographic characteristics of ECCTA's service area were calculated.

Table 2 summarizes ECCTA's system wide ridership demographics using Remix.

**Table 2: ECCTA System Wide Ridership Demographics**

	Percent Minority		Percent Low-Income
All Riders System Wide	75%		37%

As the table above shows, data indicates that ECCTA's overall ridership is 75% minority.

Data also indicates that ECCTA's overall ridership is 37% low-income.

**Table 3: Summary of Net Service Changes Between April 2020 and April 2021 and Determinations if Changes Meet Major Service Change Criteria**

Route	Net Service Change between April 2020 and April 2021		Meets Major Service Change Criteria		
	Route Change	Frequency Change	Route Added (+) or Eliminated (-)	Total Vehicle Revenue Miles Reduction (-) or Increase (+) of 25% or more	Route Change that alters 40% or more of route's path
200	No	No	No	No	No
201	No	Yes	No	-28.26%	No
300	No	Yes	No	-54.49%	No
379	No	No	No	No	No
380	No	Yes	No	-39.73%	No
381	No	Yes	No	-61.76%	No
383	No	No	No	No	No
384	No	No	No	No	No
385	No	No	No	No	No
387	No	Yes	No	-10.18%	No
388	No	Yes	No	-27.90%	No
389	No	No	No	No	No
390	No	Yes	No	-39.97%	No
391	No	Yes	No	-39.21%	No
709*	N/A	N/A	N/A	N/A	N/A
392	No	Yes	No	-1.58%	No
393	No	Yes	No	-15.26%	No
394	No	Yes	No	-5.99%	No
395	No	No	No	No	No
396	No	Yes	No	-16.19%	No

\*Route 709 is a Bay Area Rapid Transit (BART) bus route operated by ECCTA under BART's authority and direction and is therefore excluded in ECCTA's Major Service Change evaluation.

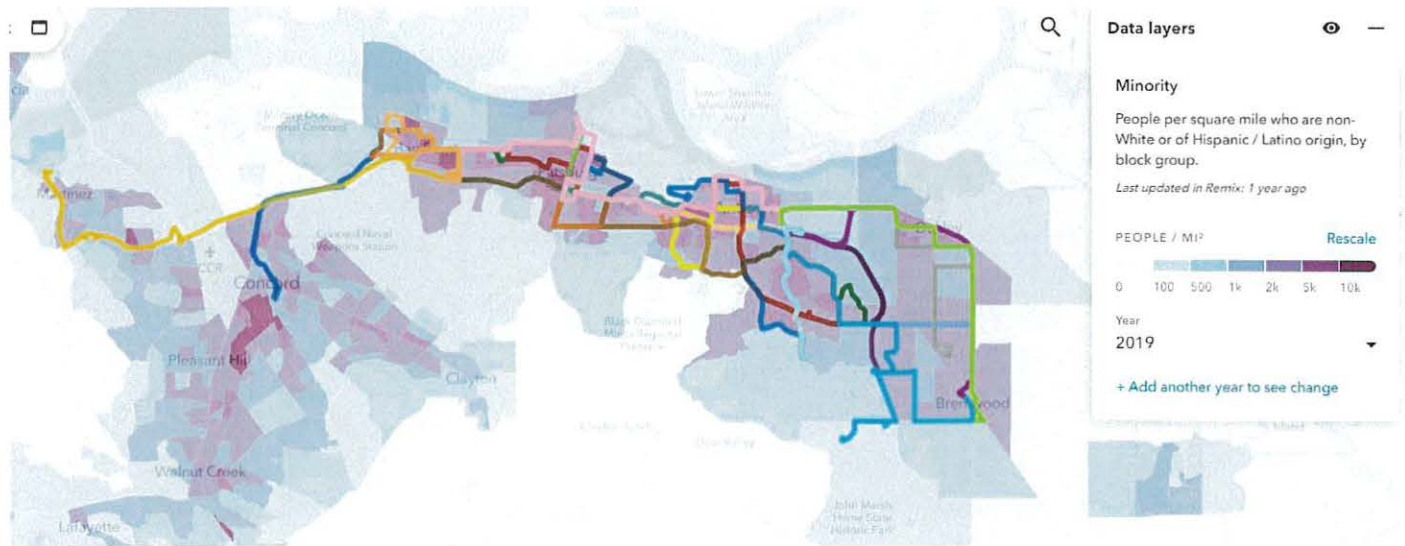
**Table 4: Major Service Changes in Effect April 2021**

Using data from Remix, the demographic characteristics of each affected bus route meeting the Major Service Change threshold were analyzed.

Route	Total Vehicle Revenue Miles % Change	Impacted % Minority Riders	Impacted % Low-Income Riders
201	-28.26%	84%	38%
300	-54.49%	63%	35%
380	-39.73%	76%	35%
381	-61.76%	83%	44%
388	-27.90%	78%	36%
390	-39.97%	74%	35%
391	-39.21%	68%	36%
<b>Total Impacted Riders</b>		75%	37%
<b>System wide Riders</b>		72%	34%
<b>Difference in Percentage Points</b>		+3%	+3%
<b>Disparate Impact?</b> (Difference of 10 or more percentage points for service decreases)		NO	N/A
<b>Disproportionate Burden?</b> (Difference of 10 or more percentage points for service decreases)		N/A	NO

### Figure 1: COVID-19 Temporary Service Changes- Major Service Changes in Effect April 2021 and Analysis of Impact on Minority Populations

Figure 1 data is from Remix. The area identified extends across ECCTA's affected service area and identifies people per square mile minority by block group.



### Figure 2: COVID-19 Temporary Service Changes- Major Service Changes in Effect April 2021 and Analysis of Impact on Low-Income Populations

Figure 2 data is from Remix. The area identified extends across ECCTA's affected service area and identifies people per square mile below 200% of the Nation-Wide Poverty Level by Block Group.



## Public Engagement

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, ECCTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of ECCTA's programs and activities for individuals regardless of race, color or national origin. Given the diversity of ECCTA's ridership, ECCTA is particularly committed to disseminating information that is accessible to individuals who may have a limited ability to read, write or speak English. Information was communicated in both English and in Spanish. Spanish is the identified Limited English Proficiency (LEP) language in ECCTA's service area.

Given the rapidly changing environment and the need to implement changes quickly, ECCTA employed a range of communication methods to provide accessible, updated customer information to the extent possible. The public engagement activities related to the COVID-19 temporary service changes are detailed below. The outreach provided an opportunity to both educate and to collect input from the community and riders on the COVID-19 temporary service changes, including minority and low-income populations.

ECCTA engaged the public through the following activities:

- Website- [www.TriDeltaTransit.com](http://www.TriDeltaTransit.com) communicated information about the COVID-19 temporary service changes. A dedicated banner, web page, and a news notification provided detailed information. The news notification was also sent by text message and email to customers and Community Based Organizations.
- Social Media- ECCTA's Twitter and Facebook account were used to communicate information about the COVID-19 temporary service changes.
- A press release communicated information to the community about the COVID-19 temporary service changes.
- On-board poster- Information about the COVID-19 temporary service changes was placed on-board all ECCTA fixed route and Tri MyRide buses.
- Announcements on ECCTA's fixed route buses.
- Bus stop poster- Information about the COVID-19 temporary service changes was placed at bus stops with the highest number of passenger boardings.
- Public hearing- Adhering to ECCTA's Title VI Program, notice of the public hearing discussing and accepting ECCTA's Title VI Service Equity Analysis for COVID-19 Temporary Service Changes was placed on ECCTA's website. It was also distributed by news notification to customers and Community Based Organizations and posted on social media.

## Public Input

Throughout the pandemic, ECCTA welcomed feedback regarding the temporary service changes. ECCTA staff followed up with each individual as requested. Comments were collected online, by email, telephone, fax, mail or in-person. The following comments were related to the schedule change between April 2020 and April 2021:

- Customer called upset says this bus never is timed with the BART train. She said she always has to wait 1 hour for the 388WB when she arrives at Antioch BART. She says this has been happening since November 2020. Would like this to be fixed.
- I'm pretty sure this was the 392 eastbound. The bus sat at the Kaiser stop for about half an hour. Despite being scheduled to arrive at Antioch station at 9:09am in literally every place I could find, we got there at

9:32am. The bus driver insisted that it was an updated schedule, but the timetables don't show that. Please update your schedules and announce changes so people don't end up an hour late for work.

- Bus # 388 Customer Comment: This is the most inconsistent bus schedule I have ever experienced. On 12/8/2020, the bus came at the time stated (10:57am) on both Google & Apple's Map App and the Transit App. Today, 12/11/2020, the bus stated on the schedule and all three apps that it would arrive at 10:57am, however, after around 10:47am, the time changed on the Transit app to twenty or so minutes. I am wondering if the schedule is different on Friday's and none of the apps used are informed or if this is just a constant inconvenience. This is not the first time this schedule change has happened to me out of complete nowhere. It is a great convenience for someone who works a ways away and needs to catch a certain train at a specific time. I would like more notice if there's going to be schedule changes at the very last minute. Thank you.
- Customer says since the schedule change and this new operator the bus is coming through this stop early. She said the operator is coming through about 6:42a. She says it isn't supposed to come through until about 6:50a. Wants to know why this has been happening all week. She knows there is a new schedule.
- Customer was waiting 1hr2min at Railroad & Center Dr for 381 and vehicle never came by. The 391 passing by later did not run as well, eventually a 2nd 381 arrived running 17 minutes behind schedule. Customer states that she understands that the new schedule just came out. She states the driver told her that they sent her to the wrong starting point.
- The customer stated that the 383 EB bus was 20 minutes late to bus stop #810019 Wilbur & Cavallo. She said she doesn't understand how the bus can be late when the bus yard is right around the corner and she is the first stop. She also said with COVID-19 and people losing their jobs and our routes being cut she doesn't understand how buses can still be running late.
- The customer reported that the 381 EB bus was supposed to be at bus stop 816596 near the Marina at 2:30 pm but it just got there at 2:51 pm. He also stated that we should not be charging fare if we cannot operate our full schedule again.
- Customer was upset that she had to wait so long for a bus. She said the bus was supposed to arrive about 3:04p. She finally had a bus come at 3:44p. Wants to know why there is such a long time between buses. It is really hard for seniors and disabled to wait that long.
- The customer left a voicemail message stating that she had no clue we were changing the bus schedule. She said she rides the bus every day so she would have no need to check our website for changes. She said there is usually a displayed message across the digital banner that shows the next bus stop. She also stated that the only signs on the bus are in small print and in an area that is inaccessible to passengers due to the COVID-19 social distancing rules.
- The customer left a voicemail saying that we are being inconsiderate to essential workers commuting on BART because we've cut our late evening buses at Pittsburg/ Bay Point BART. She said her BART train arrives at 9:30 pm but the last buses are at 8:55pm and 9:04pm.

## Conclusion

Based on the Title VI Service Equity Analysis conducted, the transit service changes that comprise the COVID-19 Temporary Service Changes that were in place in April 2021 are not found to disparately impact minority riders or disproportionately burden low-income riders when compared to transit service in effect in April 2020.

# Appendix

## ECCTA Board Approval of Major Service Change Policy and Disparate Impact and Disproportionate Burden Policy



# TRI DELTA TRANSIT

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

### RESOLUTION #200226A

Title VI Major Service Change Policy/Disparate Impact and Disproportionate Burden Policy

**Resolution #200226A adopts ECCTA's Title VI Major Service Change Policy and Disparate Impact and Disproportionate Burden Policy, in compliance with FTA Circular 4702.1B.**

**WHEREAS**, the Federal Transit Administration requires Eastern Contra Costa Transit Authority (ECCTA) to conform to Title VI of the Civil Rights Act of 1964, its amendments, and related statutes and Executive Orders, including Environmental Justice and Limited English Proficiency; and

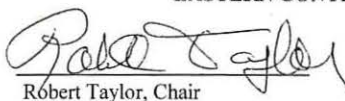
**WHEREAS**, ECCTA is required to comply with FTA Circular 4702.1B;

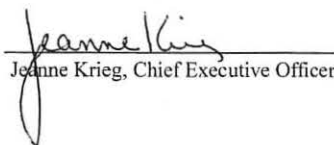
**WHEREAS**, ECCTA has established a Major Service Change Policy and Disparate Impact and Disproportionate Burden Policy complying with FTA Circular 4702.1B;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #200226A approving ECCTA's Title VI Major Service Change Policy and Disparate Impact and Disproportionate Burden Policy.

PASSED AND ADOPTED THIS 26<sup>th</sup> day of February 2020, by the following votes:

#### EASTERN CONTRA COSTA TRANSIT AUTHORITY

  
Robert Taylor, Chair

  
Jeanne Krieg, Chief Executive Officer

AYES:             11    
NOES:               0      
ABSENT:           0      
ABSTENTIONS:     0



Social Media



# NEW SCHEDULE

NUEVO HORARIO

## Effective March 21, 2021

Efectivo el 21 de Marzo del 2021

### UPDATE

**Timetables have been adjusted and will be in effect on 3/21/2021 until further notice.**

### AVISO

**Los horarios han sido ajustados temporalmente. Este horario actualizado es efectivo comenzando el 21 de Marzo del 2021 hasta nuevo aviso.**

#### FOR SCHEDULE INFORMATION:

- Print & View schedule  
 TriDeltaTransit.com
- Download the app Transit
- Call 925-754-4040

#### PARA INFORMACIÓN DEL HORARIO:

- Imprimir y ver el horario  
 TriDeltaTransit.com
- Descarga la aplicación Transit
- Llama al 925-754-4040

Press Release

## Preparing for a Post Pandemic Future, Tri Delta Transit Makes Modifications to Benefit Passengers

*From slight route adjustments to increased COVID protections, Tri Delta Transit is ready for passengers*

**Antioch, Calif., (March 3, 2021)** – As vaccinations continue occurring throughout Contra Costa County, Tri Delta Transit has been working throughout the pandemic to better serve their passengers by making adjustments that will allow for the transit agency to continue operating in the best interests of the community.

On the COVID-19 front, Tri Delta Transit has implemented changes that will allow customers to take public transit in a manner that will limit their exposure, as much as possible. From an increase in personal protection equipment on all buses to contactless payment options, the transit agency made adjustments that, when passengers are ready to use public transit, will help to create a safe environment.

“The current pandemic created an opportunity for Tri Delta Transit to re-examine how we are going to provide our service into the future,” said Jeanne Krieg, Chief Executive Officer, Tri Delta Transit. “By further investing into safety measures, we are making it clear that we will always operate with the best interests of our passengers in mind because being there for them will always be our goal.”

Additionally, to more seamlessly connect Tri Delta Transit riders with the rest of the Bay Area, the transit agency made minor scheduling changes. In doing so, Tri Delta Transit is seeking to alleviate missed connections with other Tri Delta Transit buses, and other transit agencies.

“Through these schedule adjustments, Tri Delta Transit is seeking to make timetable improvements that will allow for our passengers to reach their destinations seamlessly,” said Maria Arce, Chief Communications Officer, Tri Delta Transit. “As a transit agency, we are proud that we were able to make these schedule adjustments without cutting any routes, or the frequency of trips.”

In order to stay up to date with schedule changes and Tri Delta Transit’s COVID-19 response, passengers are urged to do one of the following:

- Visit <https://trideltatransit.com/schedule-new/default.aspx>
- Use the trip-planning app Transit
- Call Route Information (925) 754-4040

**ABOUT TRI DELTA TRANSIT:** Tri Delta Transit provides over 2 million trips each year to a population of over 315,000 residents in the 225 square miles of Eastern Contra Costa County. They currently operate 15 local bus routes Monday – Friday, 5 local bus routes on weekends, door-to-door bus service for senior citizens and people with disabilities, on demand rideshare services and shuttle services to community events. To learn more, visit: [TriDeltaTransit.com](http://TriDeltaTransit.com).

###

On-Board Posters



**Tri Delta Transit**  
Service Alert

**NEW SCHEDULE**  
NUEVO HORARIO

**Effective March 21, 2021**  
Efectivo el 21 de Marzo del 2021

<p><b>FOR SCHEDULE INFORMATION:</b></p> <ul style="list-style-type: none"> <li>-Print &amp; View schedule</li> <li> <a href="http://TriDeltaTransit.com">TriDeltaTransit.com</a></li> <li>-Download the app</li> <li> Transit</li> <li>-Call</li> <li> 925-754-4040</li> </ul>	<p><b>PARA INFORMACIÓN DEL HORARIO:</b></p> <ul style="list-style-type: none"> <li>-Imprimir y ver el horario</li> <li> <a href="http://TriDeltaTransit.com">TriDeltaTransit.com</a></li> <li>-Descarga la aplicación</li> <li> Transit</li> <li>-Llama al</li> <li> 925-754-4040</li> </ul>
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**Tri Delta Transit**  
Service Alert  
Aviso de Alerta



**NEW SCHEDULE**

NUEVO HORARIO


**Effective March 21, 2021**

Efectivo el 21 de Marzo del 2021

**FOR SCHEDULE INFORMATION:**  
**PARA INFORMACIÓN DEL HORARIO:**

- Print & View schedule
-  [TriDeltaTransit.com](http://TriDeltaTransit.com)
- Download the app  Transit
- Call  925-754-4040

## Bus Stop Poster



**NEW SCHEDULE**  
**NUEVO HORARIO**

**Reminder:** Face coverings must be worn at all times when waiting for and when riding the bus.

**Aviso:** Debe usar cubrebocas en todo momento, desde que espera abordar el autobús, así como durante el trayecto de su viaje.

**Effective**  
**March 21, 2021**

A partir del 21 de Marzo, del 2021




**UPDATE**

**Timetables have been adjusted  
 and will be in effect 03/21/2021  
 until further notice.**

**AVISO**

**Los horarios han sido modificados y estarán en  
 efecto Marzo 21, 2021 hasta nuevo aviso.**

**FOR SCHEDULE INFORMATION:**

- Print & View schedule  
 [TriDeltaTransit.com](http://TriDeltaTransit.com)
- Download the app  Transit
- Call  925-754-4040

**PARA INFORMACIÓN DEL HORARIO:**

- Imprimir y ver el horario  
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- Descarga la aplicación  Transit
- Llama al  925-754-4040