



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 March 28, 2018

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 Monica Wilson

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 4 of this agenda.

4. **Chair's Report:** Chair Monica Wilson

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 February 28, 2018
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

Lamar Thorpe
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 2017-18

** Vice-chair: FY 2017-18

**Board of Directors Meeting Agenda
Wednesday March 28, 2018**

7. ACTION AND DISCUSSION ITEMS

- a. ACTION ITEM:** Pittsburg Seafood Festival Shuttle
(see attachment: tab #3)

Requested Action: Provide direction to staff regarding the operation of a shuttle to the 2018 Pittsburg Seafood Festival.

- b. ACTION ITEM:** Connexionz Service Agreement
(see attachment: tab #4)

Requested Action: Authorize the CEO to enter into a three-year hardware and software support agreement with Connexionz for ECCTA's Automatic Vehicle Location system for an amount not to exceed \$110,352 annually.

8. 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.

9. Adjourn

Next Meeting: April 25, 2018 at 4:00pm, 801 Wilbur Avenue, Antioch, CA 94509

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-MSC 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 March 28, 2018

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

February 28, 2018

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

ROLL CALL / CALL TO ORDER

PRESENT: Nancy Parent, Alternate for Federal Glover (Contra Costa County); Ken Gray (Member-at-Large); Barbara Guise (Brentwood); Doug Hardcastle (Oakley); Kevin Romick** (Oakley); Robert Taylor (Brentwood); Lamar Thorpe* (Antioch); Michael Daugelli, Alternate for Diane Burgis* (Contra Costa County/Vice Chair); and Monica Wilson (Antioch/Chair)

*Arrived after Roll Call

** Left at 5:05 P.M.

ABSENT: Merl Craft (Pittsburg); and Pete Longmire (Pittsburg)

STAFF: Jeanne Krieg, Chief Executive Officer (CEO)
Steve Ponte, Chief Operating Officer (COO)
Ann Hutcheson, Director of Administrative Services
Joe Chappelle, Executive Assistant
Ben Stock, Legal Counsel

OTHERS

PRESENT: Ian Griffiths, BART
Joel Keller, BART
Susan Hinson, First Transit
Gary Mitchell, First Transit
Hosie Pintily, First Transit

PLEDGE OF ALLEGIANCE

Director Hardcastle led the Pledge of Allegiance.

PUBLIC COMMENT

There were no comments from the public.

CHAIR'S REPORT

Chair Wilson advised that Joel Keller, BART Board of Directors, wanted to present the status of the plans for the eBART opening.

Joel Keller, BART, read a congratulatory email to Director Barbara Guise on the occasion of her 90th birthday.

Mr. Keller presented the plans for the BART to Antioch opening in May 2018, with a diesel multiple unit (DMU) 10-mile extension in the State Route 4 median alignment with a transfer platform at the Pittsburg/Bay Point, Pittsburg Center Station at Railroad Avenue, and Hillcrest Station in Antioch. He presented renderings of the station, identified the art at the entryway, and showed views of the escalators that would be part of the project on opening day. He thanked the representatives from Pittsburg for the creation of a Pittsburg Center Station, reported that where possible American products had been used including the steel, and through a Project Stabilization Agreement or PLA, there was a goal for local hiring with a high degree of commitment and ability to satisfy that goal, potentially resulting in \$9 million in salaries remaining in the local zip codes.

Diane Burgis arrived at 4:07 P.M.

Mr. Keller showed photos of the trains and the interior and explained that the trains had been manufactured in Switzerland. He showed how transfers would be made at the transfer station and stated the goal was not to leave anyone on the transfer platform similar to how it was done elsewhere on the BART system.

Lamar Thorpe arrived at 4:09 P.M.

Mr. Keller referred to the Tri Delta Transit Center in Brentwood and noted that a transfer center at the Mokelumne Trail Bridge would be built. A cooperative agreement between the Contra Costa Transportation Authority (CCTA) and BART had already been approved to complete the final design of the Mokelumne Trail Highway 4 Overcrossing, with funding from SB1 to build the bridge

Mr. Keller explained that BART in Contra Costa County was the busiest route in the BART system where 26 percent of BART trips began or ended, and 32 percent of total BART trip miles were taken by Contra Costa County riders. He reported that there was a high fare box recovery ratio, and 75.67 percent of BART operating costs were paid for by customers.

Mr. Keller reported that a Fix it First Bond (Measure RR) had been passed in November 2016 by Alameda, Contra Costa and San Francisco counties to repair and replace critical safety infrastructure, relieve crowding, reduce traffic congestion, and address access capacity. He presented an Investment Summary and advised that \$300 million in bonds had been sold and repairs were being made as required; identified a BART Bond Oversight Committee to ensure that the money would be used where the voters intended; and described the methods being considered to increase capacity and ridership given the housing growth in Contra Costa County and the need to continue to focus on public transportation.

Ian Griffiths, BART Stations Planner for BART stations in Contra Costa County, described the North Concord to Antioch BART Access Study, the goal of which was to anticipate the opening of eBART, which would change access at the North Concord/Martinez and Pittsburg/Bay Point Stations, and allow an opportunity to identify all access needs and potentially position the project for potential RR funding. Initiated in 2016, the final report had been posted on line in February 2018, and provided a brief overview of the type of projects identified for pedestrian safety and Americans with Disabilities Act (ADA) accessibility; bicycle safety and access; transit connections; parking, traffic, and passenger loading.

Mr. Griffiths identified the stakeholders involved in Contra Costa County, noted the projects that had been proposed as part of the process, identified top priority projects based on BART's Access Policy, and identified the next steps to partner with local municipalities and transit agencies on grant applications, parking management, and pilot programs.

Mr. Keller responded to comments and explained that riders were getting savvier and BART and other transit providers had to be able to accommodate the savvy rider. The City of Pittsburg had worked hard for a station and had put together a financing plan (Mello Roos) to make the Pittsburg Center station a possibility after it had been eliminated from the initial proposal, and money had been bundled from enough sources to create a fully funded project. While no other extension had received similar contributions from other cities, the East Dublin station, an infill station, had been developed with some contributions.

In response to other comments, Mr. Keller explained that the transfer platform would be covered; and while there would be no station agent at the Pittsburg Center or Antioch (Hillcrest) stations, there would always be someone in the station who had familiarity with the system, phones to contact the maintenance facilities, and staff after hours, and if the model was not workable it would be revisited. The station would be a Clipper® station only, vending machines would be available to add value to the Clipper® card and the customers involved would generally be regular riders with someone available to assist the casual rider.

With respect to parking, Mr. Keller stated there was a serious shortage of parking at the Pittsburg/Bay Point Station and the 2,000 parking spaces filled out by 6:20 AM, and about a third of the riders at the North Concord Station were from East County. The station at Antioch had 1,000 spaces; there was a monthly permit of \$105; and there were 780 people on the wait list, and the station had yet to open. Once the station was open, there would likely be a migration from the Pittsburg/Bay Point Station to Antioch and those from North Concord/Martinez would migrate to the Pittsburg/Bay Point Station. If parking continued to be a problem after the station was opened, there could be opportunities for shared parking. BART was working with the private sector for shared parking with a shuttle service.

Mr. Keller responded to the frequent question of when citizens in East County had started paying for BART after the District had been formed in 1969, and noted that while there had been a bond measure from 1969 to 1999; a seismic retrofit in 2004, which currently appeared on tax bills; and the 2016 bond, the only other tax was the half cent sales tax. From the beginning the intent of the money was to offset the expense of running the system.

There had never been a fund to expand the system. Every extension had been paid for with money other than BART operational funds. The overwhelming majority of funding for the current project was all local money. The evolution of the eBART proposal different from classic BART was also described, and the resulting discussion of members of the Board emphasized that eBART had cost much less than classic BART would have cost and was therefore able to be developed sooner than classic BART.

The Board thanked Mr. Keller for the report.

Chair Wilson took this opportunity to honor Barbara Guise for her 90th birthday. A recess was taken at 4:57 P.M. to wish Barbara Guise a Happy 90th Birthday and to celebrate with a cake. The meeting reconvened at 5:04 P.M.

CONSENT CALENDAR

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

- A. Minutes of the Board of Directors meeting of January 24, 2018
- B. Financial Report
- C. Marketing Activities Report

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

CHIEF EXECUTIVE OFFICER'S REPORT

- A. Operations Report

Chief Executive Officer (CEO) Jeanne Krieg noted that last month the Mobility on Demand program had been initiated with a small group of paratransit customers who were given the option of using Uber, Lyft, and United Taxi as well as Tri Delta Transit's standard paratransit service. Given a positive test, an invitation had been sent to all 2,300 individuals in Tri Delta Transit's paratransit system to participate in the Mobility on Demand program. So far, 300 had signed up and the comments had been very positive, and even though customers might have to pay a little more to use the service they appreciated the option. A new option for customers without a smart phone was being considered, the first step in Tri Delta Transit's efforts to become a mobility manager for East County residents as opposed to just running buses. She thanked Tri Delta Transit staff for taking the Mobility on Demand project on and for assisting customers in getting signed up for Uber, Lyft, or United Taxi. With respect to the Microtransit Demonstration Project approved by the Board in December, she stated it showed great potential and should be ready for introduction soon, to focus on veterans first in the underserved communities in Discovery Bay and Bethel Island.

Ms. Krieg explained that Tri Delta Transit had received the preliminary results for the triennial State Transportation Development Act (TDA) audit to ensure the efficient use of TDA funds. She described the requirements involved, stated this had been the best audit ever, commended Tri Delta Transit staff for the overall success of the agency, and reported full compliance with all requirements. Statistics had shown that even though ridership had declined, Tri Delta Transit had managed to keep costs under control. The next audit would be the triennial Federal Transit Administration (FTA) audit.

Ms. Krieg advised that the satellite dish for Tri Delta Transit's mobile emergency operations center had been delivered this date, the interior was slowly being built as funds allowed, and the next part of the project would be to install heating and air conditioning systems. She also reported that the car charging stations in front of the building were now operational as were the bus charging stations, the electric buses should be delivered soon, the five Gillig buses would be built at the new Livermore factory this summer and a tour of the factory could be arranged for those interested. The first of the 30 new paratransit vehicles would start arriving in the next week or so and the retired buses would be auctioned in August.

Ms. Krieg explained that BART staff had forwarded the new schedules for eBART so bus schedules had been written to meet as many trains as possible. Plans were for BART service to begin on May 29, which would be when Tri Delta Transit's new bus routes and schedules would be implemented.

Ms. Krieg also reported that staff was working with the vendor for the See Something Say Something mobile app to add a human trafficking component to allow customers to anonymously alert staff if there was something suspect related to human trafficking along with other safety and security related events. The demonstration project for the mobile ticketing app was nearly ready for introduction to customers, expected to occur next month. Fixed route ridership continued to be below last year but the efficiencies looked good. All financial performance parameters were as expected.

ACTION AND DISCUSSION ITEMS

A. State of Good Repair Funding

Ms. Krieg reported that a resolution was required to apply for funds available through MTC for bus shelters and other bus stop amenities.

On motion by Director Hardcastle, seconded by Director Thorpe, ECCTA Boardmembers adopted Resolution 180228a authorizing the execution of the certifications and assurances for the State of California State of Good Repair Program, carried by the following vote:

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

B. Local Hazard Mitigation Annex Plan

Ms. Krieg reported on the continuation of participation in the Local Hazard Mitigation Annex Plan through Contra Costa County to be eligible for FEMA funding.

On motion by Director Guise, seconded by Director Gray, ECCTA Boardmembers adopted Resolution 180228b authorizing staff to execute and deliver ECCTA's Local Hazard Mitigation Annex Plan to Contra Costa County for incorporation into the Contra Costa County Hazard Mitigation Plan, carried by the following vote:

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

C. 2018 Summer Youth Pass

Ms. Krieg stated this was also an annual event for a wristband pass for those aged 15 to 17 for \$50 for an overall ride every summer. She reported that Contra Costa 511 would continue to participate this year although she was uncertain whether Supervisor Federal Glover's Youth Summit would occur this year.

On motion by Director Burgis, seconded by Director Taylor, ECCTA Boardmembers authorized staff to market an unlimited-ride 2018 summer pass to passengers aged 15-17 for \$50, carried by the following vote:

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

D. 2018 Title VI Program

Joe Chappelle, Executive Assistant and Title VI Officer, stated that every three years a program was required to ensure compliance with Title VI, required of every agency the recipient of federal assistance. He referred to the appendices related to service equity analyses required every time there was a service change or a change in price, and reported that CDMSmith, which had been tasked with the equity analysis, had found no disparate impacts or disproportionate burdens on minorities or minority populations.

On motion by Director Gray, seconded by Director Parent, ECCTA Boardmembers adopted Resolution 180228c, adopting ECCTA's 2018 Title VI Program, carried by the following vote:

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

E. DISCUSSION ITEM: Route Review

Ms. Krieg noted that at the last meeting Director Thorpe had asked for a review of Tri Delta Transit's bus routes.

Chief Operating Officer (COO) Steve Ponte explained that in 2014, Tri Delta Transit had received a state grant to review the system, and after two years of public hearings, had come up with a plan that had been approved in 2016. He presented an old schedule that had been included in the Board packet and identified where there had been changes or a time shift to accommodate expected BART connections. He explained that the public had asked for shorter routes to BART stations and getting into the neighborhoods versus more frequent corridor service. He identified each of the routes, the stops, and the route schedule, reported that the routes were all on the website, and stated that signs and the bus finders would all be changed to make sure that Tri Delta Transit would be ready for the eBART opening on May 29, 2018.

Directors commented that the new 381 Route was doing very well, although there was concern that there was no direct access from southeast Antioch to Los Medanos College (LMC), and a route between the two campuses was recommended given that some had limited transportation.

BOARD OF DIRECTORS COMMENTS

It was noted that the Tri Delta Transit Ad Hoc Committee scheduled to meet after the Board meeting would instead meet after the Board meeting scheduled for March 28.

Michael Daugelli affirmed that the 381 Route was receiving a favorable review. With respect to the Title VI Program, he asked how gay, lesbian, and transgender individuals were addressed under that program.

ADJOURNMENT

Chair Wilson adjourned the meeting of the Eastern Contra Costa Transit Authority at 5:33 P.M. to March 28, 2018 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 February 28, 2018
(unaudited)

| | YTD Actual | | | YTD Budget | | | YTD Variance <i>favorable/(unfavorable)</i> | | | FY18 Full Year Budget | | | | | | YTD % of Fiscal Year Budget | | | |
|--------------------------------------|----------------|----------------|--------------|---------------|---------------|--------------|--|----------------|--------------|-----------------------|---------------|--------------|--------|---------|---------|-----------------------------|---------|---------|--|
| | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | |
| OPERATING REVENUES | | | | | | | | | | | | | | | | | | | |
| Passenger Fares | \$ 1,822,305 | \$ 1,559,978 | \$ 262,327 | \$ 1,991,833 | \$ 1,709,183 | \$ 282,650 | \$ (169,528) | \$ (149,205) | \$ (20,323) | \$ 3,022,000 | \$ 2,592,000 | \$ 430,000 | \$ 60% | \$ 60% | \$ 61% | \$ 60% | \$ 60% | \$ 61% | |
| Other Income | \$ 186,779 | \$ 88,000 | \$ 98,779 | \$ 185,000 | \$ 85,000 | \$ 100,000 | \$ 1,779 | \$ 3,000 | \$ (1,221) | \$ 235,000 | \$ 85,000 | \$ 150,000 | \$ 79% | \$ 104% | \$ 66% | \$ 79% | \$ 104% | \$ 66% | |
| Total Operating Revenues: | \$ 2,009,084 | \$ 1,647,978 | \$ 361,106 | \$ 2,176,833 | \$ 1,794,183 | \$ 382,650 | \$ (167,749) | \$ (146,205) | \$ (21,544) | \$ 3,257,000 | \$ 2,677,000 | \$ 580,000 | \$ 62% | \$ 62% | \$ 62% | \$ 62% | \$ 62% | \$ 62% | |
| OPERATING EXPENSES | | | | | | | | | | | | | | | | | | | |
| Purchased Transportation | \$ 7,805,680 | \$ 6,180,594 | \$ 1,625,086 | \$ 7,804,000 | \$ 5,629,900 | \$ 2,174,100 | \$ (1,680) | \$ (550,694) | \$ 549,014 | \$ 11,809,200 | \$ 8,515,900 | \$ 3,293,300 | \$ 66% | \$ 73% | \$ 49% | \$ 66% | \$ 73% | \$ 49% | |
| Materials and Supplies | \$ 1,887,467 | \$ 1,526,021 | \$ 361,446 | \$ 1,989,564 | \$ 1,628,664 | \$ 360,900 | \$ 102,097 | \$ 102,643 | \$ (546) | \$ 3,000,000 | \$ 2,454,900 | \$ 545,100 | \$ 63% | \$ 62% | \$ 66% | \$ 63% | \$ 62% | \$ 66% | |
| Salaries & Benefits | \$ 2,622,930 | \$ 2,192,826 | \$ 430,104 | \$ 2,800,000 | \$ 2,436,000 | \$ 364,000 | \$ 177,070 | \$ 243,174 | \$ (66,104) | \$ 4,200,000 | \$ 3,654,000 | \$ 546,000 | \$ 62% | \$ 60% | \$ 79% | \$ 62% | \$ 60% | \$ 79% | |
| Services | \$ 604,932 | \$ 470,800 | \$ 134,132 | \$ 553,332 | \$ 426,000 | \$ 127,332 | \$ (51,600) | \$ (44,800) | \$ (6,800) | \$ 830,000 | \$ 639,000 | \$ 191,000 | \$ 73% | \$ 74% | \$ 74% | \$ 73% | \$ 74% | \$ 70% | |
| Other | \$ 252,306 | \$ 237,978 | \$ 14,328 | \$ 256,100 | \$ 249,195 | \$ 8,905 | \$ 5,794 | \$ 11,217 | \$ (5,423) | \$ 402,000 | \$ 387,900 | \$ 14,100 | \$ 63% | \$ 61% | \$ 102% | \$ 63% | \$ 61% | \$ 102% | |
| Casualty and liability insurance | \$ 370,370 | \$ 345,302 | \$ 25,068 | \$ 366,500 | \$ 342,298 | \$ 24,202 | \$ (3,870) | \$ (3,004) | \$ (866) | \$ 534,000 | \$ 499,600 | \$ 34,400 | \$ 69% | \$ 69% | \$ 73% | \$ 69% | \$ 69% | \$ 73% | |
| Utilities | \$ 100,410 | \$ 94,632 | \$ 5,778 | \$ 184,800 | \$ 173,712 | \$ 11,088 | \$ 84,390 | \$ 79,080 | \$ 5,310 | \$ 240,000 | \$ 225,600 | \$ 14,400 | \$ 42% | \$ 42% | \$ 42% | \$ 42% | \$ 42% | \$ 40% | |
| Taxes | \$ 16,329 | \$ 13,237 | \$ 3,092 | \$ 17,000 | \$ 14,500 | \$ 2,500 | \$ 671 | \$ 1,263 | \$ (592) | \$ 23,000 | \$ 19,600 | \$ 3,400 | \$ 71% | \$ 68% | \$ 91% | \$ 71% | \$ 68% | \$ 91% | |
| Total Operating Expenses: | \$ 13,660,424 | \$ 11,061,390 | \$ 2,599,034 | \$ 13,973,296 | \$ 10,900,269 | \$ 3,073,027 | \$ 312,872 | \$ (161,121) | \$ 473,993 | \$ 21,038,200 | \$ 16,396,500 | \$ 4,641,700 | \$ 65% | \$ 67% | \$ 56% | \$ 65% | \$ 67% | \$ 56% | |
| NON-OPERATING REV | | | | | | | | | | | | | | | | | | | |
| Federal Funds | \$ - | \$ - | \$ - | \$ 745,349 | \$ 204,325 | \$ 541,024 | \$ (745,349) | \$ (204,325) | \$ (541,024) | \$ 949,673 | \$ 408,649 | \$ 541,024 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| State Funds | \$ 6,895,432 | \$ 5,118,266 | \$ 1,777,166 | \$ 8,797,578 | \$ 7,080,957 | \$ 1,716,621 | \$ (1,902,146) | \$ (1,962,691) | \$ 60,545 | \$ 12,326,127 | \$ 9,670,829 | \$ 2,655,298 | \$ 56% | \$ 53% | \$ 67% | \$ 56% | \$ 53% | \$ 67% | |
| Local Funds | \$ 1,040,221 | \$ 194,651 | \$ 845,570 | \$ 937,902 | \$ 505,338 | \$ 432,564 | \$ 102,319 | \$ (310,687) | \$ 413,006 | \$ 1,875,804 | \$ 1,010,676 | \$ 865,128 | \$ 55% | \$ 19% | \$ 98% | \$ 55% | \$ 19% | \$ 98% | |
| Inter-Operator Agreements | \$ 1,312,298 | \$ 1,312,298 | \$ - | \$ 1,312,298 | \$ 1,312,298 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,624,596 | \$ - | \$ 50% | \$ 50% | \$ - | \$ 50% | \$ 50% | \$ - | |
| Interest & Other Misc Income | \$ 4,288 | \$ 4,149 | \$ 139 | \$ 3,336 | \$ 3,168 | \$ 168 | \$ 952 | \$ 981 | \$ (29) | \$ 5,000 | \$ 4,750 | \$ 250 | \$ 86% | \$ 87% | \$ 56% | \$ 86% | \$ 87% | \$ 56% | |
| Total Non-operating Revenues: | \$ 9,252,239 | \$ 6,629,364 | \$ 2,622,875 | \$ 11,796,463 | \$ 9,106,088 | \$ 2,690,377 | \$ (2,544,224) | \$ (2,476,722) | \$ (67,502) | \$ 17,781,200 | \$ 13,719,500 | \$ 4,061,700 | \$ 52% | \$ 48% | \$ 87% | \$ 52% | \$ 48% | \$ 87% | |
| EXCESS REV/(EXP) | \$ (2,399,101) | \$ (2,784,048) | \$ 384,947 | \$ - | \$ - | \$ - | \$ (2,399,101) | \$ (2,784,048) | \$ 384,947 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

Agenda Item #5b
 Eastern Contra Costa Transit Authority
 Board of Directors Meeting
 March 28, 2018

TRI DELTA TRANSIT
Income Statement - Comparison to Prior Year
As of February 28, 2018
(unaudited)

| | February 2018 YTD Actual | | February 2017 YTD Actual | | FY18 vs FY17 - YTD | | | | % Change from Previous Year | | | | | | |
|--------------------------------------|--------------------------|----------------|--------------------------|----------------|--------------------|--------------|--------------|--------------|-----------------------------|---------|---------|---------|---------|---------|---------|
| | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR |
| OPERATING REVENUES | | | | | | | | | | | | | | | |
| Passenger Fares | \$ 1,822,305 | \$ 1,559,978 | \$ 262,327 | \$ 2,001,770 | \$ 1,727,109 | \$ 274,661 | \$ (179,465) | \$ (167,131) | \$ (12,334) | \$ -9% | \$ -10% | \$ -4% | \$ -9% | \$ -10% | \$ -4% |
| Other Income | \$ 186,779 | \$ 88,000 | \$ 98,779 | \$ 179,595 | \$ 85,000 | \$ 94,595 | \$ 7,184 | \$ 3,000 | \$ 4,184 | \$ 0% | \$ 0% | \$ 0% | \$ 0% | \$ 0% | \$ 0% |
| <i>Total Operating Revenues:</i> | \$ 2,009,084 | \$ 1,647,978 | \$ 361,106 | \$ 2,181,365 | \$ 1,812,109 | \$ 369,256 | \$ (172,281) | \$ (164,131) | \$ (8,150) | \$ -8% | \$ -9% | \$ -2% | \$ -8% | \$ -9% | \$ -2% |
| OPERATING EXPENSES | | | | | | | | | | | | | | | |
| Purchased Transportation | \$ 7,805,680 | \$ 6,180,594 | \$ 1,625,086 | \$ 7,592,706 | \$ 5,857,110 | \$ 1,735,596 | \$ (212,974) | \$ (323,484) | \$ 110,510 | \$ -3% | \$ -6% | \$ 6% | \$ -3% | \$ -6% | \$ 6% |
| Materials and Supplies | \$ 1,887,467 | \$ 1,526,021 | \$ 361,446 | \$ 1,816,212 | \$ 1,510,038 | \$ 306,174 | \$ (71,255) | \$ (15,983) | \$ (55,272) | \$ -4% | \$ -1% | \$ -18% | \$ -4% | \$ -1% | \$ -18% |
| Salaries & Benefits | \$ 2,622,930 | \$ 2,192,826 | \$ 430,104 | \$ 2,567,347 | \$ 2,253,015 | \$ 314,332 | \$ (55,583) | \$ 60,189 | \$ (115,772) | \$ -2% | \$ 3% | \$ -37% | \$ -2% | \$ 3% | \$ -37% |
| Services | \$ 604,932 | \$ 470,800 | \$ 134,132 | \$ 515,946 | \$ 415,057 | \$ 100,889 | \$ (88,986) | \$ (55,743) | \$ (33,243) | \$ -17% | \$ -13% | \$ -33% | \$ -17% | \$ -13% | \$ -33% |
| Other | \$ 252,306 | \$ 237,978 | \$ 14,328 | \$ 290,830 | \$ 275,055 | \$ 15,775 | \$ 38,524 | \$ 37,077 | \$ 1,447 | \$ 13% | \$ 13% | \$ 9% | \$ 13% | \$ 13% | \$ 9% |
| Casualty and liability insurance | \$ 370,370 | \$ 345,302 | \$ 25,068 | \$ 358,777 | \$ 334,704 | \$ 24,073 | \$ (11,593) | \$ (10,598) | \$ (995) | \$ -3% | \$ -3% | \$ -4% | \$ -3% | \$ -3% | \$ -4% |
| Utilities | \$ 100,410 | \$ 94,632 | \$ 5,778 | \$ 200,572 | \$ 189,686 | \$ 10,886 | \$ 100,162 | \$ 95,054 | \$ 5,108 | \$ 50% | \$ 50% | \$ 47% | \$ 50% | \$ 50% | \$ 47% |
| Taxes | \$ 16,329 | \$ 13,237 | \$ 3,092 | \$ 16,519 | \$ 13,075 | \$ 3,444 | \$ 190 | \$ (162) | \$ 352 | \$ 1% | \$ -1% | \$ 10% | \$ 1% | \$ -1% | \$ 10% |
| <i>Total Operating Expenses:</i> | \$ 13,660,424 | \$ 11,061,390 | \$ 2,599,034 | \$ 13,358,909 | \$ 10,847,740 | \$ 2,511,169 | \$ (301,515) | \$ (213,650) | \$ (87,865) | \$ -2% | \$ -2% | \$ -3% | \$ -2% | \$ -2% | \$ -3% |
| NON-OPERATING REV | | | | | | | | | | | | | | | |
| Federal Funds | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Funds | \$ 6,895,432 | \$ 5,118,266 | \$ 1,777,166 | \$ 7,048,049 | \$ 5,124,027 | \$ 1,924,022 | \$ (152,617) | \$ (5,761) | \$ (146,856) | \$ -2% | \$ 0% | \$ -8% | \$ -2% | \$ 0% | \$ -8% |
| Local Funds | \$ 1,040,221 | \$ 194,651 | \$ 845,570 | \$ 1,018,596 | \$ 567,294 | \$ 451,302 | \$ 21,625 | \$ (372,643) | \$ 394,268 | \$ 2% | \$ -66% | \$ 87% | \$ 2% | \$ -66% | \$ 87% |
| Inter-Operator Agreements | \$ 1,312,298 | \$ 1,312,298 | \$ - | \$ 1,053,546 | \$ 1,053,546 | \$ - | \$ 258,752 | \$ 258,752 | \$ - | \$ 25% | \$ 25% | \$ -97% | \$ 25% | \$ 25% | \$ -97% |
| Interest & Other Misc Income | \$ 4,288 | \$ 4,149 | \$ 139 | \$ 8,415 | \$ 4,065 | \$ 4,350 | \$ (4,127) | \$ 84 | \$ (4,211) | \$ -49% | \$ 2% | \$ -97% | \$ -49% | \$ 2% | \$ -97% |
| <i>Total Non-operating Revenues:</i> | \$ 9,252,239 | \$ 6,629,364 | \$ 2,622,875 | \$ 9,128,606 | \$ 6,748,932 | \$ 2,379,674 | \$ 123,633 | \$ (119,568) | \$ 243,201 | \$ 1% | \$ -2% | \$ 10% | \$ 1% | \$ -2% | \$ 10% |
| EXCESS REV/(EXP) | | | | | | | | | | | | | | | |
| | \$ (2,399,101) | \$ (2,784,048) | \$ 384,947 | \$ (2,048,938) | \$ (2,286,699) | \$ 237,761 | \$ (350,163) | \$ (497,349) | \$ 147,186 | | | | | | |


Agenda Item #5b
Eastern Contra Costa Transit Authority
Board of Directors Meeting
March 28, 2018

Staff Report to ECCTA Board of Directors

Meeting Date: March 28, 2018

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

Lead Staff: Mike Furnary, Marketing Director

Approved: Jeanne Krieg, Chief Executive Officer 

Mobility on Demand Program Launch

In the ongoing efforts to develop an on-demand ride sharing program in support of paratransit, approximately 400 current paratransit customers have been registered. Initial response to the program is overwhelmingly positive and supportive.

Summer Youth Pass

A subsidy agreement of \$10 per youth pass was reached with 511 Contra Costa allowing passes to be promoted and sold for \$50. Tri Delta Transit will receive a maximum subsidy of \$3,000. A cross-promotion agreement was extended for 2018 with Pittsburg Parks and Recreation to include Tri Delta Transit in their recreation guide. The guide will be distributed to 30,000 homes in Pittsburg and will include promotion for the summer youth pass.

APTA Marketing Communications Conference

Marketing staff attended the annual workshop which focused on media relations, customer service, social media, ridership initiatives, and best practices.

System Redesign Communication

Efforts to update all printed materials to reflect upcoming system changes when BART opens in Antioch and Pittsburg continued. The schedule redesign is complete.

Ongoing Marketing Programs

- Welcome Pack mailing
- Social Media posting and communications
- 2-for-1 tickets on Route 300 (subsidized by 511 Contra Costa)

- *Take One* on board newsletter
- Gatekeeper quarterly newsletter

Planned Marketing/Communications Activities

- Electric bus roll out
- High density housing direct mail
- Possible ridership focus groups
- ELERTS instructional/tutorial video
- Collateral review addressing system changes

TAB 2

Agenda Item 6a
CEO's REPORT: Operations Report

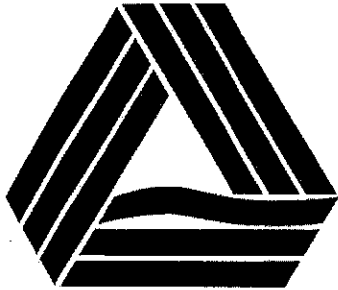
Board of Directors Meeting

Wednesday March 28, 2018

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Chief Executive Officer's Report

March 2018



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:

- Staff continued to meet with BART staff to discuss service to the Antioch and Pittsburg eBART stations.
- A mechanic was hired and began training.
- Tri Delta Transit's new program, *Mobility on Demand*, continues to be very successful. Nearly 400 have signed up to participate. Customer comments have been positive.
- The BYD electric buses are nearly complete and ready for delivery.
- The satellite dish was installed on the mobile emergency operations center.
- Work is complete on the facility solar project.
- Work is complete on the electric bus and car charging stations.
- The See Something – Say Something Mobile App is available to all members of the public. It now includes an option to report suspected human trafficking situations.
- Promotion of the 2018 Summer Youth Pass began.
- Implementation of the new scheduling software is progressing as planned.
- Paratransit applications are now available on the Tri Delta Transit website.
- The fuel hedging process continued.
- 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.

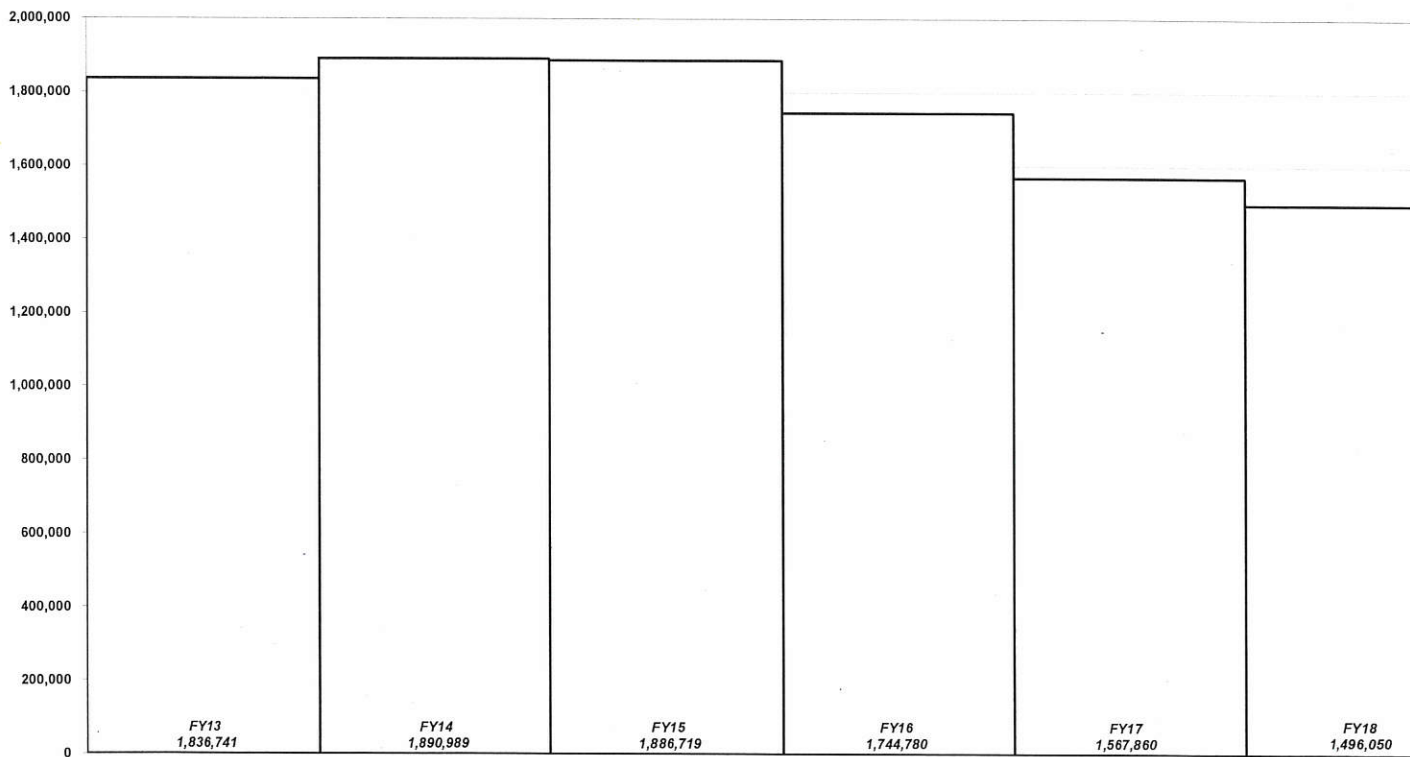
Pending:

- Mobile Emergency Operations Center construction
- Microtransit Demonstration Project
- Mobility on Demand demonstration project
- Paratransit vehicle delivery (May 2018)
- Electric bus delivery (early 2018)
- Gillig bus delivery (May 2018)
- Mobile ticketing app implementation and group discount program
- 2018 Summer Youth Pass
- Facility auction (August 2018)
- TDA Audit
- 2018 Triennial Audit (FTA)
- Scheduling software full implementation
- Service to Brentwood LMC campus (2018)

*Agenda Item #6a
Eastern Contra Costa Transit Authority
Board of Directors Meeting
March 28, 2018*

TRI DELTA TRANSIT

COMPARATIVE FR RIDERSHIP - FEB YTD



EASTERN CONTRA COSTA TRANSIT AUTHORITY KEY PERFORMANCE INDICATORS BY SERVICE

| | | | | | | | | YTD COMPARISON | | |
|--|---------------|--------------|--------------|--------------|--------------|---------------|---------------|-----------------------|---------------|------|
| | <i>Actual</i> | | | | | <i>Budget</i> | <i>17/18B</i> | <i>Actual</i> | | % ▲ |
| | <i>12/13</i> | <i>13/14</i> | <i>14/15</i> | <i>15/16</i> | <i>16/17</i> | <i>17/18</i> | % | ▲ | <i>Feb-17</i> | |
| DIAL-A-RIDE | | | | | | | | | | |
| PASSENGERS | | | | | | | | | | |
| Total DAR Trips Provided | 128,999 | 131,476 | 133,769 | 131,917 | 133,406 | 132,000 | -1% | 87,092 | 83,323 | -4% |
| Average Weekday Ridership | 470 | 471 | 487 | 489 | 498 | 496 | 0% | 497 | 473 | -5% |
| Average Sat Ridership | 140 | 180 | 153 | 118 | 107 | 102 | -5% | 106 | 107 | 1% |
| Average Sun/Hol Ridership | 72 | 68 | 63 | 49 | 47 | 42 | -11% | 43 | 46 | 7% |
| Average Passengers/Hour (wklys DAR Only) | 2.1 | 2.3 | 2.4 | 2.5 | 2.9 | 2.9 | 0% | 2.9 | 2.8 | -1% |
| CUSTOMER SERVICE | | | | | | | | | | |
| Ride Refusals / Day | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -100% | 0.0 | 0.0 | 0% |
| Customer Complaints | 0.097% | 0.071% | 0.103% | 0.114% | 0.382% | 0.326% | -15% | 0.325% | 0.510% | 57% |
| On Time Performance | 87% | 89% | 87% | 85% | 81% | 85% | 5% | 84% | 67% | -19% |
| MAINTENANCE | | | | | | | | | | |
| Gallons of Fuel Consumed | 139,678 | 145,043 | 138,528 | 135,809 | 131,936 | 130,106 | -1% | 85,520 | 82,120 | -4% |
| Miles Between Preventable Accidents | 328,002 | 244,390 | 162,293 | 159,143 | 153,397 | 200,000 | 30% | 303,719 | 186,264 | -39% |
| Miles Between Road calls | 109,568 | 61,109 | 139,113 | 190,963 | 919,507 | 100,000 | -89% | 607,650 | 186,252 | -69% |
| COST RATIOS | | | | | | | | | | |
| Farebox Recovery Ratio | 11% | 10% | 10% | 10% | 11% | 9% | -12% | 11% | 10% | -8% |
| \$/Gal Fuel | \$ 3.81 | \$ 3.67 | \$ 3.09 | \$ 2.59 | \$ 2.57 | \$ 2.60 | 1% | \$ 2.50 | \$ 2.91 | 16% |
| Operating Cost/Passenger | \$ 33.22 | \$ 35.25 | \$ 34.18 | \$ 34.41 | \$ 29.15 | \$ 35.16 | 21% | \$ 28.83 | \$ 31.19 | 8% |
| Operating Cost/Revenue Hour | \$ 63.52 | \$ 68.75 | \$ 69.81 | \$ 72.26 | \$ 73.97 | \$ 87.68 | 19% | \$ 72.32 | \$ 81.92 | 13% |
| Operating Cost/Revenue Mile | \$ 5.36 | \$ 5.76 | \$ 5.74 | \$ 5.85 | \$ 5.18 | \$ 6.17 | 19% | \$ 5.07 | \$ 5.57 | 10% |
| FIXED ROUTE | | | | | | | | | | |
| PASSENGERS | | | | | | | | | | |
| Total FR Trips Provided | 2,740,834 | 2,832,264 | 2,806,028 | 2,574,864 | 2,344,985 | 2,368,206 | 1% | 1,567,860 | 1,496,050 | -5% |
| Average Weekday Ridership | 9,616 | 9,930 | 9,794 | 8,999 | 8,230 | 8,332 | 1% | 8,369 | 8,004 | -4% |
| Average Sat Ridership | 3,232 | 3,464 | 3,498 | 3,061 | 2,715 | 2,777 | 2% | 2,778 | 2,558 | -8% |
| Average Sun/Hol Ridership | 2,788 | 2,692 | 2,787 | 2,501 | 2,236 | 2,227 | 0% | 2,243 | 2,142 | -5% |
| Average Passengers/Hour | 17.7 | 19.0 | 19.2 | 17.8 | 16.1 | 16.2 | 0% | 16.5 | 15.0 | -9% |
| CUSTOMER SERVICE | | | | | | | | | | |
| Customer Complaints | 0.012% | 0.009% | 0.009% | 0.009% | 0.025% | 0.026% | 5% | 0.026% | 0.026% | 0% |
| On Time Performance | 86% | 92% | 92% | 92% | 82% | 85% | 4% | 80% | 83% | 3% |
| MAINTENANCE | | | | | | | | | | |
| Gallons of Fuel Consumed | 562,702 | 603,013 | 600,072 | 606,378 | 584,879 | 594,184 | 2% | 390,696 | 380,099 | -3% |
| Miles Between Preventable Accidents | 65,392 | 110,754 | 98,066 | 97,469 | 117,465 | 100,000 | -15% | 100,993 | 126,517 | 25% |
| Miles Between Road calls | 42,844 | 67,684 | 41,553 | 27,690 | 21,084 | 50,000 | 137% | 20,454 | 23,165 | 13% |
| COST RATIOS | | | | | | | | | | |
| Farebox Recovery Ratio | 18% | 18% | 18% | 18% | 16% | 16% | 0% | 16% | 14% | -11% |
| \$/Gal Fuel | \$ 3.95 | \$ 3.48 | \$ 2.77 | \$ 1.96 | \$ 2.07 | \$ 2.15 | 4% | \$ 2.04 | \$ 2.29 | 12% |
| Operating Cost/Passenger | \$ 6.01 | \$ 5.58 | \$ 5.54 | \$ 5.98 | \$ 6.93 | \$ 6.92 | 0% | \$ 6.92 | \$ 7.39 | 7% |
| Operating Cost/Revenue Hour | \$ 106.53 | \$ 105.76 | \$ 106.36 | \$ 106.33 | \$ 111.83 | \$ 112.11 | 0% | \$ 114.41 | \$ 111.14 | -3% |
| Operating Cost/Revenue Mile | \$ 7.98 | \$ 7.71 | \$ 7.62 | \$ 7.49 | \$ 7.98 | \$ 8.08 | 1% | \$ 8.12 | \$ 8.09 | 0% |

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

| TOTAL PASSENGER TRIPS | | | | | | | | | | | | | | |
|------------------------------|------------------|------------|------------------|-------|------------------|------------|------------------|------------|------------------|------------|-----------------------|------------------|------------|-----|
| ROUTE | | | | | | | | | | | YTD COMPARISON | | | |
| | 12/13 | % Chg | 13/14 | % Chg | 14/15 | % Chg | 15/16 | % Chg | 16/17 | % Chg | Feb-17 | Feb-18 | % Chg | |
| 200 | 55,322 | 47% | 55,914 | 1% | 54,167 | -3% | 48,866 | -10% | 44,467 | -9% | 29,500 | 27,398 | -7% | |
| 201 | 119,977 | 8% | 124,289 | 4% | 112,116 | -10% | 116,301 | 4% | 117,839 | 1% | 76,320 | 76,878 | 1% | |
| 300 | 290,313 | -4% | 328,582 | 13% | 353,802 | 8% | 340,127 | -4% | 351,131 | 3% | 232,323 | 226,512 | -3% | |
| 379 | 15,232 | 49% | 6,759 | -56% | 3,223 | -62% | 3,659 | 14% | 2,407 | -34% | 1,510 | 1,796 | 19% | |
| 380 | 680,981 | 16% | 682,650 | 0% | 666,704 | -2% | 606,012 | -9% | 552,671 | -9% | 368,810 | 340,215 | -8% | |
| 381 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 25,632 | N/A | N/A |
| 383 | 35,031 | 2% | 32,073 | -8% | 30,200 | -6% | 25,830 | -14% | 21,936 | -15% | 14,411 | 14,035 | -3% | |
| 384 | 8,227 | -69% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 385 | 61,388 | 68% | 70,974 | 16% | 68,013 | -4% | 66,045 | -3% | 54,207 | -18% | 36,073 | 36,724 | 2% | |
| 386 | 2,172 | -29% | 1,902 | -12% | 1,583 | -17% | 1,507 | -5% | 1,398 | -7% | 808 | 781 | -3% | |
| 387 | 262,396 | 23% | 264,036 | 1% | 257,944 | -2% | 233,185 | -10% | 198,990 | -15% | 133,145 | 118,409 | -11% | |
| 388 | 366,041 | 14% | 400,190 | 9% | 370,128 | -8% | 327,585 | -11% | 287,820 | -12% | 192,368 | 173,417 | -10% | |
| 389 | 53,255 | 14% | 53,068 | 0% | 51,480 | -3% | 45,836 | -11% | 40,557 | -12% | 26,315 | 26,503 | 1% | |
| 390 | 68,564 | 30% | 72,054 | 5% | 71,211 | -1% | 70,022 | -2% | 71,431 | 2% | 47,083 | 48,246 | 2% | |
| 391 | 370,500 | 7% | 386,640 | 4% | 402,579 | 4% | 360,256 | -11% | 317,873 | -12% | 210,819 | 194,149 | -8% | |
| Shuttles | 4,941 | -48% | 3,370 | -32% | 5,375 | 59% | 13,410 | 149% | 2,956 | -78% | 2,956 | 2,027 | -31% | |
| 392 | 133,569 | 19% | 142,284 | 7% | 142,650 | 0% | 124,708 | -13% | 110,687 | -11% | 77,893 | 73,470 | -6% | |
| 393 | 135,181 | 21% | 133,078 | -2% | 141,281 | 6% | 126,653 | -10% | 114,022 | -10% | 79,553 | 73,543 | -8% | |
| 394 | 71,557 | 41% | 64,904 | -9% | 63,087 | -3% | 53,894 | -15% | 48,389 | -10% | 33,387 | 32,141 | -4% | |
| 395 | 6,187 | 100% | 9,497 | 100% | 10,485 | 100% | 10,968 | 100% | 6,204 | 100% | 4,586 | 4,174 | -9% | |
| Total Fixed Route | 2,740,834 | 13% | 2,832,264 | | 2,806,028 | -1% | 2,574,864 | -8% | 2,344,985 | -9% | 1,567,860 | 1,496,050 | -5% | |

| AVERAGE PASSENGERS PER REVENUE HOUR | | | | | | | | | | | | | | |
|--|-------------|------------|-------------|-----------|-------------|-----------|-------------|------------|-------------|------------|-----------------------|-------------|------------|-----|
| ROUTE | | | | | | | | | | | YTD COMPARISON | | | |
| | 12/13 | % Chg | 13/14 | % Chg | 14/15 | % Chg | 15/16 | % Chg | 16/17 | % Chg | Feb-17 | Feb-18 | % Chg | |
| 200 | 12.6 | 22% | 12.5 | -1% | 12.6 | 1% | 11.5 | -9% | 9.9 | -14% | 10.4 | 8.8 | -15% | |
| 201 | 17.8 | -10% | 17.9 | 1% | 17.0 | -5% | 16.1 | -5% | 13.8 | -15% | 14.1 | 13.0 | -8% | |
| 300 | 15.8 | 0% | 18.6 | 18% | 20.3 | 10% | 19.6 | -4% | 20.6 | 5% | 20.6 | 20.7 | 0% | |
| 379 | 10.7 | 9% | 16.8 | 57% | 26.5 | 57% | 30.6 | 15% | 18.9 | -38% | 18.9 | 19.8 | 5% | |
| 380 | 20.2 | 16% | 20.6 | 2% | 20.2 | -2% | 18.7 | -7% | 17.3 | -8% | 17.8 | 16.2 | -9% | |
| 381 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 11.2 | N/A | N/A |
| 383 | 10.2 | 5% | 12.6 | 23% | 13.0 | 3% | 11.6 | -11% | 10.1 | -12% | 10.2 | 9.7 | -4% | |
| 384 | 14.6 | 43% | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 385 | 11.9 | 7% | 12.9 | 8% | 12.3 | -4% | 11.4 | -8% | 9.3 | -19% | 9.5 | 9.6 | 0% | |
| 386 | 3.6 | -7% | 6.3 | 74% | 6.3 | 1% | 6.6 | 5% | 6.0 | -10% | 5.2 | 4.8 | -7% | |
| 387 | 22.8 | 16% | 23.7 | 4% | 23.3 | -2% | 21.7 | -7% | 18.6 | -14% | 19.6 | 16.1 | -18% | |
| 388 | 17.1 | 10% | 18.2 | 7% | 17.4 | -5% | 16.2 | -7% | 14.3 | -12% | 14.7 | 13.1 | -11% | |
| 389 | 13.4 | -1% | 14.4 | 8% | 15.4 | 7% | 14.4 | -6% | 12.4 | -14% | 12.7 | 11.6 | -9% | |
| 390 | 18.6 | 73% | 20.8 | 12% | 21.5 | 3% | 21.4 | -1% | 22.1 | 3% | 22.8 | 22.3 | -2% | |
| 391 | 19.6 | 5% | 20.5 | 4% | 21.9 | 7% | 19.7 | -10% | 17.3 | -12% | 17.8 | 15.9 | -11% | |
| Shuttles | N/A | N/A | 6.4 | N/A | 30.7 | 383% | 23.6 | -23% | 15.0 | -36% | 16.4 | 17.2 | 5% | |
| 392 | 17.6 | 16% | 19.1 | 9% | 18.9 | -1% | 16.7 | -12% | 14.2 | -15% | 14.6 | 13.2 | -10% | |
| 393 | 17.5 | 7% | 17.5 | 0% | 18.7 | 7% | 16.8 | -10% | 15.3 | -9% | 15.4 | 14.3 | -7% | |
| 394 | 15.0 | 28% | 17.0 | 13% | 15.9 | -7% | 13.9 | -13% | 12.9 | -7% | 13.0 | 12.3 | -5% | |
| 395 | 12.0 | N/A | 16.2 | N/A | 16.4 | 1% | 17.1 | 5% | 9.9 | -42% | 10.5 | 9.9 | -5% | |
| Total Fixed Route | 17.7 | 12% | 19.0 | 7% | 19.2 | 1% | 17.8 | -7% | 16.1 | -9% | 16.5 | 15.0 | -9% | |

TAB 3

Agenda Item 7a

POSSIBLE ACTION ITEM: Pittsburg Seafood Festival

Board of Directors Meeting

Wednesday March 28, 2018

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: March 28, 2018

Agenda Item: Pittsburg Seafood Festival Shuttle – Agenda Item 7a

Lead Staff: Mike Furnary, Director of Marketing

Approved: Jeanne Krieg, Chief Executive Officer 

The Pittsburg Chamber of Commerce has requested, through Director Craft, an opportunity to present their marketing plan for the 2018 Seafood Festival. They stated that the direction they are taking focuses heavily on a mass marketing campaign for connectivity with public transportation: BART, eBART, and possible Tri Delta Transit shuttles.

Following is some background on the Seafood Festival shuttle and past actions taken by the ECCTA Board of Directors.

Historical Background

Between 1994 and 2011, Tri Delta Transit operated a shuttle service from various remote parking areas (LMC, Pittsburg school property, Pittsburg/Bay Point BART station) to the Pittsburg Seafood Festival which was held in the marina area. In 2012, the festival was moved to the pre-1994 location on Railroad Avenue. Ridership on the 2012 shuttle was very low so a shuttle was not operated in 2013. Here are historical ridership levels:

| YEAR | Ridership | YEAR | Ridership |
|------|-----------|------|------------------|
| 1998 | 13779 | 2005 | 8108 |
| 1999 | 10244 | 2006 | 10582 |
| 2000 | 25153 | 2007 | 7976 |
| 2001 | 9895 | 2008 | 8495 |
| 2002 | 11634 | 2010 | 6491 |
| 2003 | 8725 | 2011 | 5946 |
| 2004 | 6274 | 2012 | 324 |
| | | 2013 | 0 (not operated) |

ECCTA Board of Directors Actions

1. In 2014, the Pittsburg Seafood Festival was moved back to the marina area and the Pittsburg Chamber of Commerce contacted ECCTA to request that Tri Delta Transit once again operate a shuttle from remote locations (LMC, BART, etc.) to the Seafood Festival.

In June 2014, the ECCTA Board of Directors authorized staff to operate the shuttle with the understanding that a minimum of 4,000 riders would have to use the service to be able to continue to provide shuttle service in 2015.

2. In April 2015, the Board of Directors approved operation of the Pittsburg Seafood Festival Shuttle with the understanding that a minimum of 4,000 riders would have to use the service to be able to continue to provide shuttle service in 2016.
3. In June 2016, the Board of Directors approved the operation of the Pittsburg Seafood Festival every year in the future as long as a minimum of 4,000 riders used the service.

| Year | Ridership |
|-------------|------------------|
| 2014 | 5375 |
| 2015 | 4637 |
| 2016 | 2956 |

4. During the October 26, 2016 meeting of the ECCTA Board of Directors, staff reported the 2016 ridership and stated that the shuttle would not operate in 2017 unless there was a different determination from the Board of Directors. Then-Director Ben Johnson asked that the operation of the shuttle be reconsidered in 2017. Additionally, the Pittsburg Chamber of Commerce asked that the decision to discontinue operating the shuttle service be reconsidered despite the lack of ridership.
5. In April 2017, the ECCTA Board of Directors agreed to extend the shuttle for one more year to give the Chamber of Commerce an opportunity to conduct better outreach. ECCTA staff attempted to work with Chamber of Commerce staff to encourage Seafood Festival patrons to use the parking lots at LMC, Pittsburg/Bay Point BART, and the Civic Center. Ridership on the 2017 Seafood Festival Shuttle was 2,027.
6. In September 2017, staff reported ridership of 2,027 on the 2017 Seafood Festival Shuttle and asked the Board of Directors to provide direction to staff regarding the operation of the 2018 Pittsburg Seafood Festival Shuttle. During that meeting Wolfgang Crosky, President of the Pittsburg Chamber of Commerce, asked that the board consider operating the shuttle for the 2018 Seafood Festival. The Board of Directors determined to continue the discussion of the shuttle pending the receipt of data from the 2017 event including attendance, costs for Pittsburg to charter a bus, and Tri Delta Transit's costs to operate the shuttle.

Status

As previously reported to the Board of Directors, the cost to operate a shuttle to the Pittsburg Seafood Festival depends on the hours of operation, location of parking, and ridership predictions (so the number of needed buses can be determined). In the past, it cost approximately \$20,000 to operate the shuttle for two days from four locations (BART, LMC, civic center, and downtown parking areas).

Requested Action

Provide direction to staff regarding the operation of a shuttle to the 2018 Pittsburg Seafood Festival.

TAB 4

Agenda Item 7b

ACTION ITEM: Connexionz Service Agreement


Board of Directors Meeting

Wednesday March 28, 2018

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: August 23, 2017
Agenda Item: Connexionz Service Agreement – Agenda Item #7b
Lead Staff: Steve Ponte, Chief Operating Officer
Approved: Jeanne Krieg, Chief Executive Officer 

Background

In 2009, ECCTA signed an agreement with Connexionz to furnish the hardware and software for an Automatic Vehicle Location system (AVL). The AVL system was installed on each of the 62 fixed route buses and includes:

- automatic voice announcers (announces out the next bus stop)
- head sign interface
- farebox interface
- automatic passenger counting ability
- GPS location for each bus

The system also has the ability to store and report vehicle location and predicts arrival time at each stop. Additionally, there are 38 wayside signs posted throughout the ECCTA service area allowing passengers access to real time bus arrivals at these sign locations. The system began operation in 2010 and there have been no difficulties with the system.

The original contract included a service provision for the upkeep and repair of the equipment and software support and upgrades. The service contract will be expiring soon. Staff desires to extend the three-year service agreement for hardware and software support. The proposed cost is \$110,325 per year. As with all service contracts, the funding is included in the operations budget.

Requested Action

Authorize the CEO to enter into a three-year hardware and software support agreement with Connexionz for ECCTA's Automatic Vehicle Location system for an amount not to exceed \$110,352 annually.