

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

BOARD OF DIRECTORS MEETING AGENDA

**Thursday, October 18, 2018
9:00 a.m.**

**CCCTA Paratransit Facility
Gayle B. Uilkema Memorial Board Room
2477 Arnold Industrial Way
Concord, California**

The County Connection Board of Directors may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

1. Call to Order/Pledge of Allegiance
2. Roll Call/Confirm Quorum
3. Public Communication
4. Consent Calendar
 - a) Approval of Minutes of Regular Meeting of September 20, 2018*
5. Report of Chair
6. Report of General Manager
 - a) Recognition of Employees of the 2nd Quarter, 2018
 - b) Report on the General Manager's development of an external and internal crisis communications plan.
(The General Manager will present media consultant, Stephanie Jordan who has been working with senior staff on developing an external and internal crisis communication plan. The consultant will present a brief power point presentation on the work done to date.)
 - c) Update on planning for a Board Workshop on Strategic Planning
(The General Manager will report on the work to schedule a meeting and seek additional direction and feedback.)
7. Report of Standing Committee
 - a) Administration & Finance Committee
(Committee Chair: Al Dessayer)
 - 1) Income Statements for the Fiscal Year Ended June 30, 2018*

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Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

- b) Marketing, Planning & Legislative Committee
(Committee Chair: Candace Andersen)
 - 1) Leadership in Sustainability Awards*
(Staff will provide a summary of the Sustainable Resource Management award presented by Sustainable Contra Costa. Informational Only.)
 - 2) SB1119: LCTOP Revision*
(Staff will review the changes to LCTOP funds under SB1119.)
 - 3) Update on California Air Resource Board (CARB) draft Innovative Clean Transit (ICT) proposed regulation*
(The General Manager will update committee on CARBs public hearing held September 28, 2018.)
 - 4) Transloc Pilot Project-Verbal Report
(Staff will provide a summary of the Transloc Pilot Project used for the Alamo Creek Shuttle.)
- c) Operations & Scheduling Committee
(Committee Chair: Robert Storer)
 - 1) Human Trafficking Training*
(Staff will provide an update regarding the current efforts to develop a Human Trafficking awareness training program for the front line staff. Informational only.)
 - 2) Performance Report-Fixed Route*
(Staff will provide an update on fixed route trends and indicators comparing year over year costs, safety and efficiency numbers for FY2017-2018)
 - 3) Performance Report-Paratransit*
(Staff will provide an update on paratransit trends and indicators comparing year over year costs, safety and efficiency numbers for FY2017-2018)
 - 4) Electric Bus Performance Update*
(Staff will provide an update on the electric bus project. Informational only.)

8. Board Communication

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 committee or staff for information, or requesting a report (on any matter) be made at another meeting.

9. Closed Session:

Public Employee Performance Evaluation; Conference with Labor Negotiator
Pursuant to Government Code Sections 54957, 54957.6
Position: General Manager

10. Open Session:

Consideration of Adjustment to the General Manager's Compensation
Resolution No. 2019-011**

11. Adjournment

*Enclosure

**It will be available at the Board meeting.

General Information

Possible Action: The Board may act upon any item listed on the agenda.

Public Comment: Each person wishing to address the County Connection Board of Directors is requested to complete a Speakers Card for submittal to the Clerk of the Board before the meeting convenes or the applicable agenda item is discussed. Persons who address the Board are also asked to furnish a copy of any written statement to the Clerk. Persons who wish to speak on matters set for Public Hearings will be heard when the Chair calls for comments from the public. After individuals have spoken, the Public Hearing is closed and the matter is subject to discussion and action by the Board.

A period of thirty (30) minutes has been allocated for public comments concerning items of interest within the subject matter jurisdiction of the Board. Each individual will be allotted three minutes, which may be extended at the discretion of the Board Chair.

Consent Items: All matters listed under the Consent Calendar are considered by the Board to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a Board Member or a member of the public prior to when the Board votes on the motion to adopt.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body, will be available for public inspection at 2477 Arnold Industrial Way, Concord, California, at the same time that the public records are distributed or made available to the legislative body. The agenda and enclosures for this meeting are posted also on our website at www.countyconnection.com.

Accessible Public Meetings: Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service so that it is received by County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Board Clerk, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org

Shuttle Service: With 24-hour notice, a County Connection LINK shuttle can be available at the BART station nearest the meeting location for individuals who want to attend the meeting. To arrange for the shuttle service, please call Katrina Lewis – 925/680 2072, no later than 24 hours prior to the start of the meeting.

Currently Scheduled Board and Committee Meetings

- Board of Directors: Thursday, November 18, 9:00 a.m., County Connection Board Room
- Administration & Finance: Wednesday, October 31, 9:00 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA
- Advisory Committee: TBA. County Connection Board Room
- Marketing, Planning & Legislative: Thursday, November 8, 9:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA
- Operations & Scheduling: Friday, November 5, 8:00 a.m. City of Pleasant Hill, 100 Gregory Ln, Pleasant Hill, CA 94523

The above meeting schedules are subject to change. Please check

the County Connection Website (www.countyconnection.com) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting.

This agenda is posted on County Connection's Website (www.countyconnection.com) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

September 20, 2018

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Schroder called the regular meeting of the Board of Directors to order at 9:04 a.m. Board Members present were Directors Andersen, Dessayer, Haydon, Hudson, Noack, Storer and Wilk. Director Tatzin arrived after the meeting convened. Directors Hoffmeister and Worth were absent.

Staff: Ramacier, Sherman, Brown, Cheung, Churchill, Glenn, Hedgpeth, Hill, Horta, Kamara, Martinez, McCarthy, Mitchell, Reeb and Rettig

Public Comment: None

CONSENT CALENDAR

MOTION: Director Haydon moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of July 19, 2018; (b) CCCTA Investment Policy-Quarterly Reporting Requirement; (c) Increasing Cafeteria Amounts for Non-Represented Employees, Resolution No. 2019-03; (d) Route 5 Contract Amendment, Resolution No. 2019-04; (e) SB1 State of Good Repair Funds Grant Application, Resolution No. 2019-05; (f) Amendment to the CCCTA Records Retention Policy, Resolution No. 2019-06. Director Dessayer seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister, Tatzin and Worth

REPORT OF CHAIR:

Seating of CCCTA Officers

Chair Schroder introduced the new officers, Sue Noack, Chair, Candace Andersen, Vice Chair and Keith Haydon, Secretary. He turned the meeting over to Sue Noack and she presented him with a plaque and thanked him for his service.

2018-2019 Committee Assignments

Sue Noack, Chair, informed the Board of the new Committee Assignments:

Administration & Finance

Al Dessayer
Don Tatzin
Kevin Wilk

Marketing, Planning and Legislative

Candace Andersen
Laura Hoffmeister
Rob Schroder
Amy Worth

Operations & Scheduling

Keith Haydon
Dave Hudson
Robert Storer

REPORT OF GENERAL MANAGER:

Recognition of Employees with 20 Years of Service

Michelle Gray-Transit Operator
Robert Jackson-Transit Operator
Don Tatzin arrived.

Report on 2018 State Legislative Session

General Manager, Rick Ramacier stated that the 2018 State Legislative session has concluded. The Governor has one more week to either sign or veto the bills. One new law impacting CCCTA is a requirement train staff on noticing potential human trafficking. Bill Churchill worked hard on this legislation and it should be signed by the Governor.

General Manager, Rick Ramacier also introduced and welcomed new employee, Melody Reeb, Manager of Planning. She will specialize in marketing and outreach.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Amendment of 5-year IT Replacement Plan, Resolution No. 2019-07

Director Dessayer informed the Board that the committee reviewed the entire plan that goes back three years. The amendment would include necessary upgrades to the Real Time GPS and Dynamic Dispatching system.

MOTION: Director Dessayer moved approval of Resolution No. 2019-07, that would amend the 5-year IT spending plan to include Real-Time GPS and Dynamic Dispatching. Director Tatzin seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister and Worth

Upgrade of Fixed Route On-board Cellular/Wifi Routers, Resolution 2019-08

Director Dessayer stated that our on board 3G On-Board Cellular/Wifi is obsolete and it needs to be upgraded and replaced in order to work more efficiently with our passengers' electronic devices. Sprint will slowly phase them out and the upgrade will increase connectivity speed, as well as increase our riders' experience on our buses.

MOTION: Director Dessayer moved approval of Resolution No. 2019-08, that would approve the purchase of new Cellular/Wifi Routers on all the buses. Director Tatzin seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister and Worth

Paratransit Van Replacement, Resolution No. 2019-09

Scott Mitchell informed that Board that we plan on replacing 42 paratransit vans. Since we are a member of CalAct, we are part of a joint procurement so our cost will be lower than if we purchased the vehicles on our own. We are currently on a 7-year cycle to replace our vans. All of the vans have close to 300 thousand miles on them. As technology changes, it has become harder to service the older vans.

MOTION: Director Dessayer moved approval of Resolution No. 2019-09, authorizing the General Manager to purchase forty-two (42) 22-foot Paratransit vans and three (3) minivans from Creative Bus Sales. The total cost will not exceed \$5,409,000. Director Haydon seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister and Worth

Marketing, Planning & Legislative Committee

Summary of Public Comments-Service and Fare Proposals

Director Wilk introduced the item. As expected, not everyone was in favor of increasing fares. Primary concern is the ending of the midday free senior and disabled fares. There was general support for the restructuring of Routes 14 and 15. It is important to educate our riders on the ease and convenience of public transit. Board members thanked the staff for all of their hard work.

IDEA Grants in Concord & Walnut Creek

Bill Churchill stated that technology is becoming more important every day. We have met with Concord and Walnut Creek representatives on obtaining a grant that will give our buses signal prioritization. We have a lot to work to go through before this concept can go live, but we will keep you informed as the process proceeds.

Operations & Scheduling Committee

BART Early Morning Service Plan

Robert Storer stated we are doing more and more bus bridges with Bart and with Bart updating their systems and closing down for maintenance, we see that the bus bridges will continue to increase as time goes on. We are proposing to do early morning service for Bart riders from 4 a.m. to 5 a.m.

MOTION: Director Storer moved authorization of the General Manager to enter into a contract with BART, in a form approved by legal counsel and meeting all federal requirements, to provide the early morning Bus Bridge service starting February 2019. Director Haydon seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister and Worth

BOARD COMMUNICATION: None

CLOSED SESSION:

Chair Noack started the closed session at 9:54 a.m. to discuss the following item:

Public Employee Performance Evaluation
Conference with Labor Negotiator Pursuant to Government Code Sections 54957, 54957.6
Position: General Manager

OPEN SESSION:

The Board of Directors reconvened to open session at 10:37 a.m. Chair Noack reported the Board met in closed session to complete the General Manager's evaluation. The general manager's compensation will be effective July 1, 2018 with an increase of \$13,525, which makes his total yearly compensation \$206,740.00.

MOTION: Director Dessayer moved approval of Resolution No. 2019-10, authorizing the adjustment to the General Manager's Compensation of an increase of \$13,525, which will make his yearly income \$206,740.00. Director Wilk seconded the motion and it received the following vote of approval:

Aye: Directors Andersen, Dessayer, Haydon, Hudson, Noack, Schroder, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister and Worth

ADJOURNMENT: Chair Noack adjourned the regular Board meeting at 10:38 a.m.
Minutes prepared by

Lathina Hill
Assistant to the General Manager

Date

County Connection

INTER OFFICE MEMO

To: Board of Directors

Date: October 10, 2018

From: Erick Cheung, Chief Finance Officer

Reviewed by:

SUBJECT: Income Statements for the Fiscal Year Ended June 30, 2018

The attached unaudited County Connection Income Statements for FY 2018 are presented for your review. The combined expenses of \$35,486,143 for Fixed Route and Paratransit, (Schedule 1), **are -6.9% under the budget or -\$2,626,115**. The expense categories with the most significant variances are:

Wages	\$(331,065)	(2.3)%	Other wages are lower by -\$327K due to Manager of Marketing, Mechanic, Transit Supervisor, and Assistant Trainer vacancies.
Fringe Benefits	\$(576,079)	(5.5)%	Fringe Benefits are under budget due to vacancies for pension for -\$204K and medical/cafeteria due to vacancies and no increases in medical in calendar 2018 for -\$451K. This was offset by workers compensation costs over budget by \$241K.
Services	\$(355,360)	(16.9)%	Services are under mainly due to lower IT contracts for -\$60K, service vehicle repair for -\$92K, and legal services of -\$165K.
Materials & Supplies	\$(348,821)	(12.1)%	Materials and supplies are lower due to lower diesel fuel costs of -\$285K and fewer repair parts expenses of -\$48K.
Special Trip Services	\$(304,894)	(5.2)%	Increase in amended contract with First Transit lower than budgeted.
Contingency	\$(500,000)	(100.0)%	Not needed based on expenses being under budget.

Fixed route and Paratransit revenues and expenses are presented on **Schedules 2 and 3**. Actual expenses are compared to the year-to-date approved budget. Fixed route expenses are -7.2% under budget and Paratransit expenses are -4.9% under budget.

The combined revenues are also under budget. The most significant variances:

Passenger fares/special fares	\$(47,182)	(1.0)%	Fixed route passenger fares/special fares are -\$44K lower than budget and Paratransit fares are -\$4K under budget. Compared to the same period in the prior year, Fixed route is higher by \$111K or 2.6% due to new agreements with City of Walnut Creek for Routes 4, 5 & 7. Paratransit fares are -\$11K or -2.2% due to lower prepaid billings compared to prior year.
TDA revenue earned	\$(2,894,067)	(14.0)%	TDA revenue is lower due to lower than expected expenses.

Other revenue	\$239,002	236.1%	Sale of 27 fixed route buses that were replaced last fiscal year for \$134K. LAIF interest income of \$105K with rates rising which is an increase of \$61K.
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Fixed Route Operator Wages (Schedule 4)

Schedule 4 compares various components of operator wages with the budget.

- Platform (work time) is -0.5% under budget.
- Overtime is 24.5% over budget.
- Training is -13.9% under budget.
- Overall wages for operators are slightly under budget.

Statistics (Schedule 6)

Schedule 6 provides selected statistical information for the current year compared to the last two years:

Fixed route:

- Passenger fares/special fares have increased 2.6% more than FY 2017 and -2.1% less than FY 2016.
- The farebox recovery ratio is -0.1% less than FY 2017 and -7.3% lower than FY 2016. The ratio is 14.5% in FY 2018; 14.6% in FY 2017 and 15.7% in FY 2016.
- Operating expenses are 2.7% more than in FY 2017 and 5.5% more than in FY 2016.
- Fixed route revenue hours are 3.3% more than FY 2017 and 0.2% more than FY 2016.
- The cost per revenue hour has decreased -0.6% compared to FY 2017 and increased 5.4% compared to FY 2016.
- Passengers have decreased -1.5% compared to FY 2017 and -7.4% compared to FY 2016.
- The cost per passenger has increased 4.3% compared to FY 2017 and 14.0% compared to FY 2016.
- Passengers per revenue hour has decreased -4.7% compared to FY 2017 and -7.6% compared to FY 2016.

Paratransit:

- Passenger fares have decreased -2.2% compared to FY 2017 and -8.3% compared to FY 2016.
- The farebox ratio is less than FY 2017 and FY 2016. The ratio is 9.1% in FY 2018; 9.9% in FY 2017; and 10.1% in FY 2016.
- Expenses have increased 5.7% compared to FY 2017 and 2.0% compared to FY 2016.
- Revenue hours are 0.6% more than FY 2017 and -8.0% less than FY 2016.
- Passengers have decreased -1.0% compared to FY 2017 and -6.2% compared to FY 2016.
- The cost per passenger has increased 6.8% since FY 2017 and 8.7% compared to FY 2016.
- Paratransit passengers per revenue hour have decreased -1.6% compared to FY 2017 and increased 2.0% compared to FY 2016.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2018 Year to Date Comparison of Actual vs Budget
Combined Fixed Route and Paratransit Income Statement
For the Fiscal Year Ended June 30, 2018

	Actual	Budget	Variance	% Variance
Revenues				
Passenger fares	\$ 3,221,580	\$ 3,359,600	\$ (138,020)	-4.1%
Special fares	1,635,867	1,545,029	90,838	5.9%
	<u>4,857,447</u>	<u>4,904,629</u>	<u>(47,182)</u>	<u>-1.0%</u>
Advertising	615,631	615,938	(307)	0.0%
Safe Harbor lease	20,871	8,870	12,001	135.3%
Other revenue	340,232	101,230	239,002	236.1%
Federal operating	1,279,712	1,375,000	(95,288)	-6.9%
TDA earned revenue	17,755,507	20,649,574	(2,894,067)	-14.0%
STA revenue	2,379,559	2,365,824	13,735	0.6%
Measure J	6,239,347	6,069,815	169,532	2.8%
Other operating assistance	1,997,837	2,021,378	(23,541)	-1.2%
	<u>30,628,696</u>	<u>33,207,629</u>	<u>(2,578,933)</u>	<u>-7.8%</u>
Total Revenue	\$ 35,486,143	\$ 38,112,258	\$ (2,626,115)	-6.9%
Expenses				
Wages- Operators	\$ 8,347,232	\$ 8,350,000	\$ (2,768)	0.0%
Wages-Other	5,924,270	6,252,567	(328,297)	-5.3%
	<u>14,271,502</u>	<u>14,602,567</u>	<u>(331,065)</u>	<u>-2.3%</u>
Fringe Benefits	9,829,586	10,405,665	(576,079)	-5.5%
Services	1,744,972	2,100,332	(355,360)	-16.9%
Materials & Supplies	2,529,043	2,877,864	(348,821)	-12.1%
Utilities	356,152	417,450	(61,298)	-14.7%
Insurance	722,557	850,865	(128,308)	-15.1%
Taxes	226,116	228,315	(2,199)	-1.0%
Leases and Rentals	42,499	51,500	(9,001)	-17.5%
Miscellaneous	202,460	211,550	(9,090)	-4.3%
Special Trip Services	5,561,256	5,866,150	(304,894)	-5.2%
Operations	35,486,143	37,612,258	(2,126,115)	-5.7%
Contingency Reserve	-	500,000	(500,000)	-100.0%
Total Expenses	\$ 35,486,143	\$ 38,112,258	\$ (2,626,115)	-6.9%
Net Income (Loss)	\$ -	\$ -	\$ -	
Revenue Hours	298,516	290,727	7,789	2.7%
Cost per Rev Hr.	\$ 118.73	\$ 130.92	\$ (12.18)	-9.3%
Passengers	3,550,559	3,605,462	(54,903)	-1.5%
Cost per Passenger	\$ 9.99	\$ 10.57	\$ (0.58)	-5.5%
Farebox ratio	13.7%	12.9%	0.8%	6.4%
<i>(fares, spec fares/Oper exp-w/o contingency-leases)</i>				

Schedule 1-Combined Fixed Route & Paratransit

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2018 Year to Date Comparison of Actual vs Budget
Fixed Route Income Statement
For the Fiscal Year Ended June 30, 2018

	Actual	Budget	Variance	% Variance
Revenues				
Passenger fares	\$ 2,717,552	\$ 2,852,100	\$ (134,548)	-4.7%
Special fares	1,635,867	1,545,029	90,838	5.9%
	4,353,419	4,397,129	(43,710)	-1.0%
Advertising	615,631	615,938	(307)	0.0%
Safe Harbor lease	20,871	8,870	12,001	135.3%
Other revenue	340,232	101,130	239,102	236.4%
TDA earned revenue	16,756,023	19,148,700	(2,392,677)	-12.5%
STA revenue	1,612,760	1,612,760	-	0.0%
Measure J	4,408,343	4,543,512	(135,169)	-3.0%
Other operating assistance	1,861,500	1,881,378	(19,878)	-1.1%
	25,615,360	27,912,288	(2,296,928)	-8.2%
Total Revenue	\$ 29,968,779	\$ 32,309,417	\$ (2,340,638)	-7.2%
Expenses				
Wages- Operators	\$ 8,347,232	\$ 8,350,000	\$ (2,768)	0.0%
Wages-Other	5,832,686	6,152,281	(319,595)	-5.2%
	14,179,918	14,502,281	(322,363)	-2.2%
Fringe Benefits	9,774,535	10,348,610	(574,075)	-5.5%
Services	1,706,343	2,084,732	(378,389)	-18.2%
Materials & Supplies	2,524,665	2,874,464	(349,799)	-12.2%
Utilities	333,025	391,000	(57,975)	-14.8%
Insurance	722,557	850,865	(128,308)	-15.1%
Taxes	226,116	228,015	(1,899)	-0.8%
Leases and Rentals	42,499	51,500	(9,001)	-17.5%
Miscellaneous	202,455	210,850	(8,395)	-4.0%
Purchased Transportation	256,666	267,100	(10,434)	-3.9%
Operations	29,968,779	31,809,417	(1,840,638)	-5.8%
Contingency Reserve	-	500,000	(500,000)	
Total Expenses	\$ 29,968,779	\$ 32,309,417	\$ (2,340,638)	-7.2%
Net Income (Loss)	\$ -	\$ -	\$ -	
Revenue Hours	228,293	220,931	7,362	3.3%
Cost per Rev Hr.	\$ 131.09	\$ 146.01	\$ (14.92)	-10.2%
Passengers	3,414,611	3,468,172	(53,561)	-1.5%
Cost per Passenger	\$ 8.78	\$ 9.32	\$ (0.54)	-5.8%
Passengers per Rev Hr.	14.96	15.70	(0.74)	-4.7%
Farebox recovery ratio	14.5%	13.8%	0.7%	5.1%

(fares, spec fares/Oper exp-w/o contingency-leases)

Schedule 2-Fixed Route

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
Paratransit Income Statement
FY 2018 Year to Date Comparison of Actual vs Budget
For the Fiscal Year Ended June 30, 2018

	Actual	Budget	Variance	% Variance
Revenues				
Passenger fares	\$ 504,028	\$ 507,500	\$ (3,472)	-0.7%
	504,028	507,500	(3,472)	-0.7%
Other revenue	-	100	(100)	-100.0%
Federal operating	1,279,712	1,375,000	(95,288)	-6.9%
TDA earned revenue	999,484	1,500,874	(501,390)	-33.4%
STA revenue	766,799	753,064	13,735	1.8%
Measure J	1,831,004	1,526,303	304,701	20.0%
Other operating assistance	136,337	140,000	(3,663)	-2.6%
	5,013,336	5,295,341	(282,005)	-5.3%
Total Revenue	\$ 5,517,364	\$ 5,802,841	\$ (285,477)	-4.9%
Expenses				
Wages-Other	\$ 91,584	\$ 100,286	\$ (8,702)	-8.7%
	91,584	100,286	(8,702)	-8.7%
Fringe Benefits	55,051	57,055	(2,004)	-3.5%
Services	38,629	15,600	23,029	147.6%
Materials & Supplies	4,378	3,400	978	28.8%
Utilities	23,127	26,450	(3,323)	-12.6%
Taxes	-	300	(300)	-100.0%
Miscellaneous	5	700	(695)	-99.3%
Special Trip Services	5,304,590	5,599,050	(294,460)	-5.3%
Total Expenses	\$ 5,517,364	\$ 5,802,841	\$ (285,477)	-4.9%
Net Income (Loss)	\$ -	\$ -	\$ -	
Revenue Hours	70,223	69,796	427	0.6%
Cost per Rev Hr.	\$ 78.57	\$ 83.14	\$ (4.57)	-5.5%
Passengers	135,948	137,290	(1,342)	-1.0%
Cost per Passenger	\$ 40.58	\$ 42.27	\$ (1.68)	-4.0%
Passengers per Rev Hr.	1.94	1.97	(0.03)	-1.6%
Farebox ratio	9.1%	8.7%	0.4%	4.5%
<i>(fares, spec fares/Oper exp-leases)</i>				

Schedule 3- Paratransit

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
Operator Wages
For the Fiscal Year Ended June 30, 2018

	Year to Date		Variance	% Variance
	Actual	Budget		
Platform/report/turn in	\$ 6,738,884	\$ 6,769,929	\$ (31,045)	-0.5%
Guarantees	251,505	273,366	(21,861)	-8.0%
Overtime	414,711	333,054	81,657	24.5%
Spread	223,587	182,247	41,340	22.7%
Protection	294,916	341,512	(46,597)	-13.6%
Travel	240,331	240,929	(597)	-0.2%
Training	150,862	175,179	(24,317)	-13.9%
Other Misc.	32,436	33,785	(1,349)	-4.0%
	\$ 8,347,232	\$ 8,350,000	\$ (2,768)	0.0%

Schedule 4- Operator Wages

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
Other Revenue; Other Operating Assistance; Miscellaneous Expenses
For the Fiscal Year Ended June 30, 2018

Other Revenue	
Investment income (interest)	\$ 105,097
ADA Database Management revenue	75,000
Paypal Shipping revenue	947
RTC card revenue	2,490
Sale of capital assets	134,865
Various	21,833
	\$ 340,232
Other Operating Assistance	
RM2	\$ 145,339
BART feeder revenue	807,314
LCTOP	287,256
Lifeline grant	503,798
Homeland Security ITS	93,534
Special planning grant	24,259
	\$ 1,861,500
Miscellaneous Expenses	
Board Travel Expense	\$ 17,955
Staff Travel Expense	74,484
CTA Conference	14,948
APTA Dues	35,029
Employee functions	34,467
Business Expense, GM	2,659
Business Expense, Transportation	10
Business Expense, Finance	978
Employee Awards/Pins	2,011
Paypal fees	2,889
Training	13,659
Various other	3,366
	\$ 202,455

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
FY 2018 Year to Date Comparison of FY 2017 Actual & FY 2016 Actual
Statistics
For the Fiscal Year Ended June 30, 2018

	Actual FY2018	Actual FY2017	Variance Actual 2018 to Actual 2017	Actual FY2016	Variance Actual 2018 to Actual 2016
Fixed Route					
Fares	\$ 2,717,552	\$ 2,760,780	-1.6%	\$ 3,000,325	-9.4%
Special Fares	1,635,867	1,480,747	10.5%	1,447,303	13.0%
Total Fares	\$ 4,353,419	\$ 4,241,527	2.6%	\$ 4,447,628	-2.1%
Fares box recovery ratio	14.5%	14.6%	-0.1%	15.7%	-7.3%
Operating Exp (Less leases & adjust for GASB 68)	\$ 29,926,280	\$ 29,131,042	2.7%	\$ 28,354,932	5.5%
Revenue Hours	228,293	220,931	3.3%	227,916	0.2%
Cost per Rev Hour	\$ 131.09	\$ 131.86	-0.6%	\$ 124.41	5.4%
Passengers	3,414,611	3,468,172	-1.5%	3,689,110	-7.4%
Cost per Passenger	\$ 8.76	\$ 8.40	4.3%	\$ 7.69	14.0%
Passengers per Rev Hr.	14.96	15.70	-4.7%	16.19	-7.6%

Paratransit

Fares	\$ 504,028	\$ 515,182	-2.2%	\$ 549,620	-8.3%
Fares box recovery ratio	9.1%	9.9%	-7.4%	10.2%	-10.1%
Operating Exp (Less leases)	\$ 5,517,364	\$ 5,219,373	5.7%	\$ 5,408,836	2.0%
Revenue Hours	70,223	69,796	0.6%	76,309	-8.0%
Cost per Rev Hour	\$ 78.57	\$ 74.78	5.1%	\$ 70.88	10.8%
Passengers	135,948	137,290	-1.0%	144,873	-6.2%
Cost per Passenger	\$ 40.58	\$ 38.02	6.8%	\$ 37.34	8.7%
Passengers per Rev Hr.	1.94	1.97	-1.6%	1.90	2.0%

To: Board of Directors

Date: 10/11/2018

From: Sean Hedgpeth, Manager of Planning & Marketing

Reviewed by: WC.

SUBJECT: Leadership in Sustainability Awards, Sustainable Contra Costa

Background:

Back in July, the City of Walnut Creek nominated County Connection for a Leadership in Sustainability Award, presented by Sustainable Contra Costa. This nomination was for Sustainable Resource Management, which includes waste and pollution reduction, air quality, energy conservation, efficiency, and generation. County Connection received this award for The Downtown Walnut Creek Trolley, which was recently upgraded with our new electric trolley buses.

As part of a long standing partnership, The City of Walnut Creek has subsidized the fares for the Downtown Trolley, which is operated as County Connection Route 4. The route operates seven days a week with 15-minute weekday service and every 20 minutes on weekends. The free route circulates through the city's downtown core, with layovers at BART and Broadway Plaza. The Downtown Trolley is one of the most successful routes in our entire bus system in terms of ridership, carrying 256,615 passengers in fiscal year 2018.

Introducing Battery Electric Buses on the Downtown Trolley

In 2012, the Federal Transportation Administration awarded County Connection a total of \$4.32 million from the Clean Fuels Grant Program, which County Connection used to purchase four all-electric Gillig buses and two wireless electric vehicle charging stations, one being an inductive charger installed at the BART station. The four trolley-replica electric buses all operate on Route 4 and replaced a fleet of diesel trolleys that had reached the end of their useful life. As a result, County Connection became one of the first public transit authorities in the Bay Area to implement electric buses, and one of the first in the nation to implement a fleet of in-route inductively charged electric buses.

10th Annual Sustainable Contra Costa Awards Gala

As part of accepting this reward, County Connection staff were invited to attend an awards gala hosted at the Pleasant Hill Community Center on September 20th. About 200 people attended including representatives from several non-profits, city and county government, and local businesses. County Connection staff accepted the reward after an introduction from Cindy Silva, Mayor Pro Tem of Walnut Creek. She presented us with signed certificates of recognition from

the offices of County Supervisor Karen Mitchoff, House Representative Mark DeSaulnier, and State Senator Steven Glazier. A glass plaque was also presented to County Connection by Sustainable Contra Costa.

In addition to receiving this award at the gala, County Connection was also publicly recognized for our commitment to water recycling efforts at our facility from Central Sanitary District for the fourth year going. Our facility staff participates in this program by collecting, sampling, filtering, and recycling both rainwater and bus wash water for treatment, which negates the need for a sewer discharge permit.

Financial Implications:

None.

Action Requested:

None. For information only.

To: Board of Directors

Date: 10/11/2018

From: Ruby Horta, Director of Planning & Marketing

Reviewed by: WC.

SUBJECT: Senate Bill 1119 – LCTOP Funding

Background:

The Low Carbon Transit Operations Program (LCTOP) is the state's Cap and Trade funding program for transit. When the program started in FY 2014-15, it required that at least 50% of the funds were used on projects within ½ mile of a disadvantaged community (DAC). The only DAC in County Connection's service area is in Martinez and is roughly bounded by Pacheco Blvd./Howe Rd. and Pacheco Blvd./Arthur Rd. During the initial three years, LCTOP funds were primarily used to operate the Martinez Shuttle – Route 3, which ran within ½ mile of the DAC, and to supplement the purchase of electric buses.

New guidelines, which were introduced in FY 2017-18, modified the program requirements to state that eligible projects must be within a DAC. Since Route 3 did not fulfill this requirement, the route was eliminated and replaced with a new route, Route 99X, which directly serves the DAC.

Senate Bill 1119:

Senate Bill (SB 1119) was approved in September 2018 and again modifies the spending requirements for LCTOP funds. The change introduces a waiver to the requirement to spend at least 50% of LCTOP funds on projects within a DAC if funds are used for any of the following:

1. New or expanded transit service in low-income communities, as defined by the Health and Safety Code
2. Transit fare subsidies
3. Purchase of zero-emission transit buses and supporting infrastructure

LCTOP Potential Project Proposal:

The Monument Corridor in Concord is located within a low-income community, as defined by the Health and Safety Code. The area is currently served by Routes 11, 14 and 16 on weekdays and Routes 311 and 314 on weekends. One possible use of future LCTOP funds

would be to provide free or discounted fares on routes serving the Monument Corridor, which would not only satisfy the expenditure requirement by using the funds for transit fare subsidies, but it would also directly benefit a low-income community. Staff has yet to define the actual project, but this potential proposal would likely generate additional ridership on these routes.

The FY18-19 LCTOP program will be funded by the four auctions from calendar year 2018. With one auction to go, the trend suggests that funding levels will see a sizable increase, potentially in the 30-50% range. Applications for the next round of LCTOP funding will be due around March 2019.

Recommendation:

Staff and the MP&L Committee forward this item to the Board as information only.

Action Requested:

None at this time.

Financial Implications:

Any future proposal would be funded with LCTOP funds.

To: Board of Directors

Date: 10/11/2018

From: Rick Ramacier
General Manager

SUBJECT: California Air Resources Board (CARB) Public Hearing to Consider the Proposed Innovative Clean Transit Regulation.

Background

On Friday, September 28, 2018, the California Air Resources Board (CARB) held a public hearing on the proposed Innovative Clean Transit (ICT) Regulation. This proposed regulation will impose a mandate for public transit systems to purchase zero emission buses (ZEB) - battery electric or fuel cell powered - as early as 2023 with a target of having the entire public transit bus fleet be zero emission based by 2040.

At the hearing, the California Transit Association (CTA) and the California Association of Coordinated Transportation (CalACT) took the lead as a number of public transit systems (including County Connection) made comments on the proposal. While commenters thanked CARB staff for a great deal of hard work on making the proposed regulation more workable for all, a few outstanding concerns were repeatedly mentioned by commenters.

These concerns include the idea of benchmarking the regulation. In short, the public transit operators would like to see the performance and costs of ZEBs and their related infrastructure meet assertions that ZEBs will perform as well as advocates for the regulation, claim they will. That is, the regulation should benchmark expected performance and have the ability to pause the regulation should key benchmarks not be met.

Other concerns related to being able to use CARB incentive funding in a manner that is consistent with each transit agencies normal bus replacement schedule, and delaying the implementation of zero emission cutaway paratransit vehicles (smaller specialized vehicles that primarily serve frail seniors and people with disabilities).

The CARB board expressed general support for the transit operators interest in improving the proposed regulation while maintaining a strong sentiment that CARB staff should move forward with due speed to get a final proposed regulation back to the CARB board no later than January 2019.

Action Requested

No action is requested.

To: Board of Directors

Date: October 11, 2018

From: Bill Churchill, Assistant General Manager of Administration

Reviewed by:



SUBJECT: Human Trafficking Training

Background:

The Governor approved AB-2034 on September 27, 2018. This bill will require public transit agencies and other organizations to provide training regarding Human Trafficking to employees that interact with the general public as part of their job. The goal of this legislation is to provide such employees with the skills to recognize potential situations of human trafficking and the knowledge of what to do and how to behave when observed. The bill requires the posting of an information poster in a prominent location at agency facilities including bus stations and on their web sites by January 1st, 2019. The bill also requires a training program for new and existing employees to be in place by January 1st, 2021.

Rather than wait until the 2021 deadline, staff has begun to develop a human trafficking training program for operators, supervisors, customer service staff and other administrative employees that interact with the general public. The training program will be given to new employees and also provided annually to frontline employees. Staff is developing the curriculum with support from training personnel at the Santa Clara Valley Transportation Authority (VTA) and the County of Santa Clara Valley Office of Woman's Policy. VTA has a human trafficking training program that is proven to be successful and effective and is referenced in the bill as an example to emulate. Under the current schedule of course development staff intends to have a Human Trafficking training program in place by January of 2019.

Recommendation:

For information only

Financial Implications:

The complete financial impact is unknown at this time, there will be some minor expenses in obtaining training materials and posters. Most of the training materials are provided free of charge including video resources. Training staff will incorporate the Human Trafficking training module into the existing employee training program.

Failure to comply with this bill will result in a \$500 fine for the first offense and a \$1,000 fine for each subsequent failure.

To: Board of Directors

Date: 10/12/2018

From: Sean Hedgpeth, Manager of Planning

Reviewed by: *Ref*

SUBJECT: Performance Report – Fixed Routes

Background:

The annual performance report for fixed routes provides a summary of key performance indicators and recent trends. In ridership, fixed route total passengers decreased by 2.8% from FY 2017 to FY 2018, with the majority of the passengers lost during weekdays (FY 2017 had 255 weekdays, one more weekday than FY 2018), with total ridership on weekends remaining mostly flat. These weekend totals do not include weekend BART bus bridges operated by County Connection, which had boardings of 22,149 for the fiscal year.

Our operating costs slightly increased (2.7%), with our cost per passenger increasing by about 36 cents (4.3%). In contrast, CPI inflation from June 2017 to June 2018 was 3%, according to the Bureau of Labor Statistics. Other service statistics of note were an increase in accidents per 100k miles (6 more or 28.8% over last year), missed trips (129 more or 31.1%), and an increase in the ratio of overtime to total operator hours (29.5%).

Farebox revenue was up slightly at 2.6%, due to a new fare reimbursement agreement with the City of Walnut Creek. In fare types, we are starting to see a shift away from cash based products this year. About halfway thru FY 2018, BART started charging a surcharge to use paper tickets, while Clipper on BART retained the same fares. This pushed our riders to adopt Clipper more quickly. Clipper is up 39.1% this FY, likely reducing the demand for cash fare categories (10.8%) and paper BART transfers (22.9%).

Attachments:

CCCTA Performance Indicators
CCCTA Performance Measurement
CCCTA Boardings by Fare Type

Recommendation:

For information only.

Financial Implications:

None.

CCCTA PERFORMANCE INDICATORS			
Fiscal Years 2017 and 2018			
PERFORMANCE INDICATOR	FY 16-17	FY 17-18	% Change FY17 to FY18
Passengers/Revenue Hour	15.58	15.24	(2.2%)
Passengers/Revenue Mile	1.41	1.38	(1.8%)
Cost/Revenue Hour	\$130.03	\$133.57	2.7%
Cost/Passenger	\$8.40	\$8.76	4.3%
Farebox Recovery Ratio	14.6%	14.5%	(0.7%)
Accidents/100,000 Miles	0.66	0.85	28.8% ¹
Maintenance Employee/100,000	0.74	0.75	1.4%
Operator OT/Total Operator Hour	9.39%	12.15%	29.5%
Percent of Trips On-time	86%	88%	2.4%
Percent of Trips Missed	0.144%	0.189%	31.1% ²
Lift Availability	100.0%	100.0%	0.0%
Lift Boardings	22,989	21,200	(7.8%)
	.		
1. 6 more accidents in FY 17-18			
2. 129 more missed trips over FY 16-17			

CCCTA PERFORMANCE MEASUREMENT

Fiscal Years 2017 and 2018

PERFORMANCE MEASURE	FY 16-17	FY 17-18	% Change FY17 to FY18
Weekday Passenger Boardings	3,225,258	3,131,762	(2.9%)
Saturday Passenger Boardings	148,007	145,333	(1.8%)
Sunday Passenger Boardings	115,266	115,457	0.2%
Fixed Route Total Passengers	3,488,530	3,392,551	(2.8%)
Other Passengers	2,672	22,149	728.9%
Grand Total Passenger Boardings	3,491,202	3,414,700	(2.2%)
Average Weekday Ridership	12,550	12,305	(1.9%)
Total Revenue Hours	224,033	224,047	0.0%
Total Revenue Miles	2,465,130	2,457,082	(0.3%)
Operating Cost	\$29,131,042	(3) \$29,926,280	2.7%
Farebox Revenue	\$4,241,527	\$4,353,419	2.6%
Number of Weekdays	255	254	(0.4%)
Number of Saturdays	52	53	1.9%
Number of Sundays	52	52	0.0%
Total Scheduled Trips	307,373	303,059	(1.4%)
Total Missed Trips	442	571	29.2%
Passenger Boardings per Day			
Weekday	12,550	12,305	(1.9%)
Saturday	2,846	2,902	1.9%
Sunday	2,217	2,368	6.8%

(1) 'Other Passengers' include Bus Bridges & Special Events

(2) FY 16-17 Operating Cost & Farebox Revenue have been updated to "**post Audit**" figures

(3) FY 17-18 Operating Cost & Farebox Revenue are "**pre-audit**" figures that will be updated when audit is complete

CCCTA BOARDINGS BY FARE TYPE

Fiscal Years 2017 and 2018

Fare Type	FY 16-17	% of Total	FY 17-18	% of Total	% Change FY17 to FY18
Adult ⁽¹⁾	1,852,297	53.1%	1,652,607	48.4%	(10.8%)
Clipper Card	576,262	16.5%	801,706	23.5%	39.1%
Senior & Disabled	491,030	14.1%	455,586	13.3%	(7.2%)
BART-to-CCCTA Transfers	172,754	4.9%	133,245	3.9%	(22.9%)
BUS-to-BUS Transfers	398,858	11.4%	371,467	10.9%	(6.9%)
Totals	3,491,202	100.0%	3,414,611	100.0%	(2.2%)
<i>N/A = Non-applicable (fare type did not exist)</i>					
<i>(1) Includes 'St Mary's', 'JFKU' 'Youth' & 'Summer Youth Pass' Passengers</i>					

To: Board of Directors

Date: 10/12/2018

From: Rashida Kamara, Manager of Accessible Services

Reviewed by: WC.

SUBJECT: Performance Report – Paratransit

Background:

First Transit has performed reasonably well over the life of the current contract providing ADA paratransit and shuttle services to County Connection customers. In June 2017, First Transit was awarded the final option year. The last year of the contract has shown a decrease in ridership and a slight increase in overall on-time performance from 74% in FY17 to 75% in FY18. It is important to note that for many years although First Transit performed well in safety and increased productivity, they have not met our contractual on-time performance goal of 90%. Complaints continue to rise, and a comprehensive complaint response process has only recently been developed to capture complaint trends. First Transit also continues to struggle with keeping up with the driver force necessary to meet contractual expectations.

County Connection hired a nationally recognized paratransit consultant to investigate the issues. In addition, County Connection also hired a Manager of Accessible Services, both who work diligently with the contractor to bring solutions to improve the service.

Cost per passenger has gone up to \$40.38, an increase due to both a slight drop in productivity and a 3% increase in the hourly rate charged to us by First Transit. Productivity dropped slightly from 1.97 in FY17 to 1.94 in FY18, but still above average. LINK ridership continues to remain lower than anticipated with FY18 at 146,133 which was slightly higher than FY17 at 145,185 representing minimal increase of 0.8%. Although fixed route ridership has dropped and paratransit services often follow fixed route growth trends, staff has been concerned the LINK service would begin to experience a significant growth in ridership as Central County tends to be a retirement destination and many of area social paratransit programs are becoming fully utilized. This has not yet been the case.

As mentioned earlier, First Transit's ability to hire and maintain adequate driver force to run the service has been a challenge. That is reflected in the turnover rate that jumped from 11% in FY17 to 32% in FY18. As the economy continues to get better and with competition like Google, Facebook and other TNC companies (Transportation Network Companies), like Uber and Lyft, maintaining enough driver force continues to be difficult.

A significant number of County Connection vehicles have reached their expected life span of 7 years, as a result we see an increase in road calls to repair and keep vehicles running, which has

caused a slight jump in road calls. This will be remedied this year, with the acquisition of 42 new replacement vehicles. As result of these all the mentioned above, the number of complaints has increased dramatically by 340% from FY17 to FY18.

Contract Extension

First Transit was awarded the final option year for County Connections ADA Paratransit service. This final year will expire June 30, 2019, requiring the Authority to release a new Request for Proposal. First Transit will likely bid on the new Scope of Work when released. It is Staff's intention to bring to the O&S and full board a draft Scope of Work for comparable ADA paratransit work.

Financial Implications:

None at this time

Attachments:

Paratransit Statistics

Paratransit Performance Standards

Paratransit Statistics

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Change from 16-17 to 17-18
Operating Cost	\$5,230,925	5,117,037	\$5,408,838	\$5,219,273	\$5,517,364	5.7%
Farebox Revenue	\$ 545,015	520,959	\$ 475,006	515,182	504,028	(2.2%)
Net Subsidy	\$4,685,910	4,596,078	\$4,933,832	4,704,091	5,013,336	6.6%
Total Passengers	159,294	156,832	153,715	145,185	146,331	0.8%
Revenue Hours	74,394	73,716	76,308	69,795	70,222	0.6%
Non-Revenue Hours	18,403	17,908	19,689	18,855	22,031	16.8%
Total Hours	92,797	91,624	95,997	88,650	91,260	2.9%
Total Revenue Miles	1,219,582	1,204,823	1,089,545	893,938	1,054,542	18.0%
Non-Revenue Miles	260,310	247,562	238,117	244,800	265,002	8.3%
Total Miles	1,479,892	1,452,385	1,327,662	1,278,218	1,318,993	3.2%
Road Calls	44	32	25	22	24	9.1%
Complaints	18	25	9	10	44	340.0%
Accidents	7	12	6	6	5	(16.7%)

Note: FY16-17 has been updated with POST-AUDIT figures

Note: FY17-18 figures are PRE-AUDIT numbers

To: Board of Directors

Date: 10/08/2018

From: Ruby Horta – Director of Planning & Marketing

Reviewed by: *W.C.*

SUBJECT: Battery Electric Bus (BEB) Update

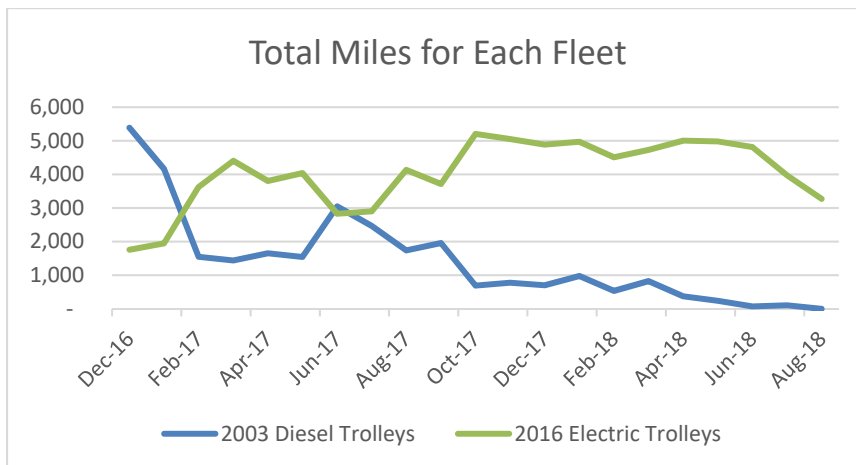
Background:

County Connection received two federal grants to purchase electric buses. The 2012 Clean Fuels grant provided funding to purchase four (4) battery electric buses (BEBs) with the trolley design and two (2) charging stations. In 2016, County Connection was awarded a Low/No grant to purchase an additional four (4) electric buses and additional charging infrastructure. The electric trolleys (fleet 1600) were delivered in 2016. We received the second set of four in 2018 (fleet 1800). All eight (8) vehicles are currently operating along Route 4. Once the new garage at Walnut Creek BART is completed, and a second inductive charger is installed, the 1800 series will provide service along Route 5.

Maintenance and Operations:

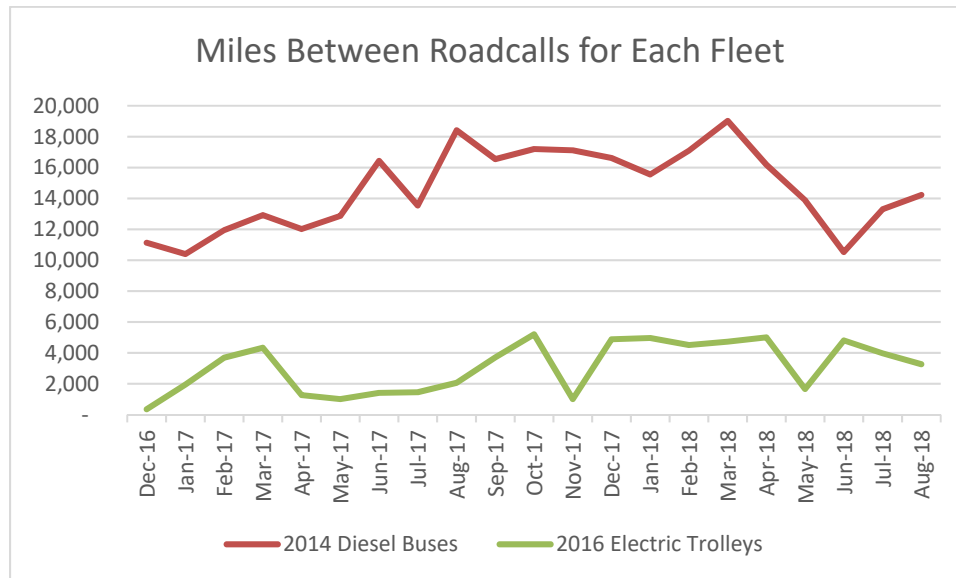
The first four electric buses (trolleys) were introduced to the fleet in December 2016. Given the classification of the project as a prototype, the FTA allowed County Connection to keep three (3) of the old diesel trolleys. This arrangement provided the protection needed to ensure service would not be interrupted on Route 4 while the electric trolleys were tested.

In the initial months, the diesel trolleys would cover service rather frequently. However, over time, the need for the reserve diesel trolleys has decreased as the electric trolleys have become more reliable. The chart below compares the total number of miles each between the 2003 diesel trolleys and the 2016 electric trolleys. In August 2018 the diesel fleet did not operate a single mile.



It should be noted, that the arrival of the 1800 series has provided additional vehicles to operate on Route 4. Currently, two (2) electric trolleys are out of service due to failures in the battery pack. They are expected to be back in service in 1-2 months.

Another important comparison is the number of the road calls mechanics must attend to for each fleet. In this case, we compared the 2014 diesel buses to the 2016 electric trolleys. The diesel buses tend to travel, on average, about 10,000 miles longer than the electric trolleys before requiring a road call.

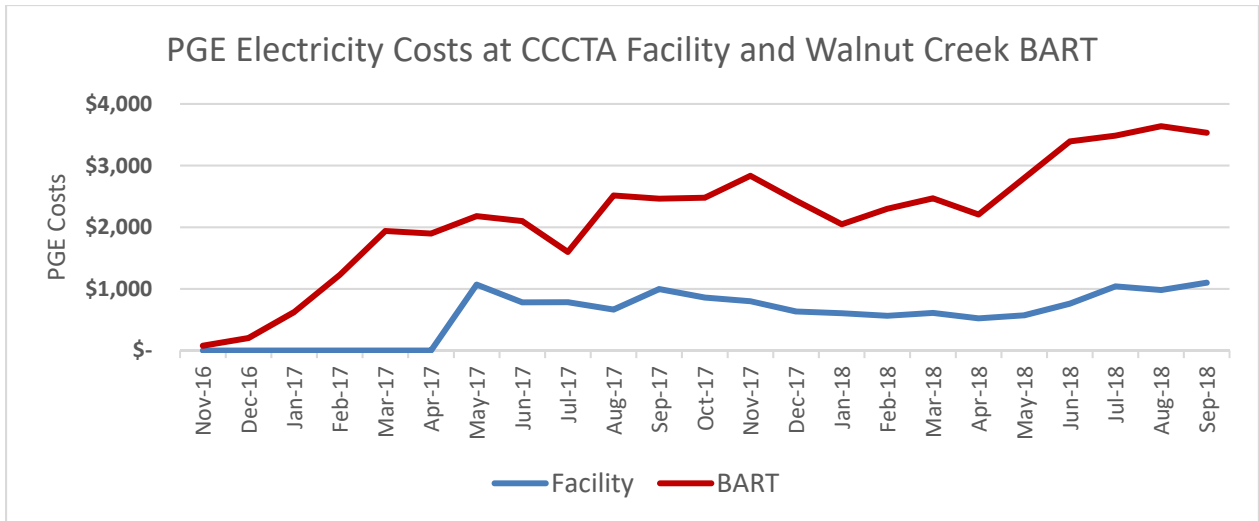


As with most new technology, there was an initial learning curve when the four (4) electric trolleys arrived. Operators had to learn new procedures, driving techniques and the importance of maintaining a certain level of charge. Maintenance staff was exposed to a completely new type of vehicle, parts and equipment. To date, the staff maintenance costs have been largely covered by warranties and the collaborative relationships with the various vendors. Additionally, the software was continually being improved to ensure the WAVE inductive charger worked on a regular basis.

Two years later, both operations and maintenance continue to learn about the technology and how best to maximize efficiencies. An area of concern is the expertise required to maintain the electric vehicles beyond the warranty period. The manufacturer currently provides electrical engineering support and it may be necessary to invest further in additional staff and/or training to ensure those needs are met.

Cost to Operate:

The electricity rates have been the major concern since implementation. Over the last two years those costs have remained relatively constant at about \$0.25/kWh in the summer and \$0.20/kWh the rest of the year. Electric bills have increased as additional electric vehicles are added. We started out with four (4) electric trolleys in 2016, and the 2018 series started arriving in May 2018 (see chart below).



The average fuel cost per mile for diesel and electric buses has not changed significantly. When last reported, the electric bus fuel cost per mile was \$0.71, today it's about \$0.67. The diesel fuel cost per mile was \$0.43 compared to \$0.40 today. This represents about a 40% difference in cost per mile. As mentioned earlier, in addition to County Connection's staff time, the electric buses also required specialty support from the various vendors. Those costs are not included in this calculation as they are currently under warranty. However, once that support stops, County Connection will be required to pay for those services or invest significantly in existing staff to ensure proper maintenance.

Conclusions:

As California moves to an all-electric future, staff will continue to report back to the Board on the progress of the electric buses. Although staff recognizes the importance of reducing greenhouse gases, there are a number considerations that should be further analyzed. For example, the existing eight (8) electric buses have a maximum range of approximately 50 miles (this assumes no energy use for heating or air conditioning). However, in order to maximize battery life, it's recommended that the bus remain above a 50% charge. Current scheduling needs on other routes require a bus to travel between 60-260 miles a day. A different type of bus and/or additional infrastructure will be required. Staff will continue to evaluate BEBs and determine an appropriate path for County Connection.

Financial Implications:

Ongoing maintenance.

Recommendation:

Information only.