

# County Connection

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

## OPERATIONS & SCHEDULING COMMITTEE MEETING AGENDA

Wednesday, September 4, 2024

8:00 a.m.

Supervisor Andersen Office  
309 Diablo Rd, Danville, CA

The committee may take action on each item on the agenda, even items that are listed as “information only”. 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 committee.

1. Approval of Agenda
2. Public Communication
3. Approval of Minutes of July 3, 2024\*
4. Fixed Route Year-End Report – Information Only \*  
(Staff will provide an update on the year-end ridership)
5. Paratransit Year -End Report – Information Only\*\*  
(Staff will provide an update on the year-end ridership)
6. Real-time Signs Update\*  
(Staff will request purchase of new Real-time signs)
7. Diesel Fuel Tank Replacement\*  
(Staff will request authorization for the purchase of a new Diesel fuel tanks)
8. Electric Bus Update (Verbal Update)
9. Monthly Reports – Information Only
  - a. Fixed Route\*
  - b. Paratransit\*\*
10. Committee Comments

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\*Enclosure

\*\* To be mailed under separate cover

FY2023/2024 O&S Committee

Dave Hudson – San Ramon, Robert Storer – Danville, Jim Diaz – Clayton

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez  
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

11. Future Agenda Items

12. Next Scheduled Meeting – October 2, 2024 (8:00am at 309 Diablo Rd, Danville, CA)

13. Adjournment

### **General Information**

Public Comment: Each person wishing to address the committee is requested to complete a Speakers Card for submittal to the Committee Chair before the meeting convenes or the applicable agenda item is discussed. Persons who address the Committee are also asked to furnish a copy of any written statement to the Committee Chair. 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 Committee.

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

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

Availability of Public Records: The agenda and enclosures for this meeting are posted also on our website at [www.countyconnection.com](http://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 and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service, or alternative format requested at least two days before the meeting. Requests should be sent to the Assistant to the General Manager, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or [hill@cccta.org](mailto:hill@cccta.org). Requests made by mail must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

Shuttle Service: With advance 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 (925) 938-7433 between 8:00 am and 5:00 pm at least one day before the meeting.

### **Currently Scheduled Board and Committee Meetings**

Board of Directors:	Thursday, September 19, 9:00 a.m., County Connection Board Room
Administration & Finance:	Wednesday, September 4, 2:00 p.m., 3rd Floor Conference Room
Advisory Committee:	Tuesday, September 3, 1:00 p.m., County Connection Board Room
Marketing, Planning & Legislative:	Thursday, September 5, 8:30 a.m., 3338 Mt. Diablo Blvd., Lafayette

**The above meeting schedules are subject to change. Please check the County Connection Website ([www.countyconnection.com](http://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](http://www.countyconnection.com)) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California**

**Summary Minutes  
Operations & Scheduling Committee  
Wednesday, July 3, 8:00 a.m.**

**Directors:** Robert Storer, Jim Diaz, Dave Hudson  
**Staff:** Bill Churchill, John Sanderson, Pranjal Dixit, Rosa Noya  
**Public:** None

**Call to Order:** Meeting called to order at 8:00 a.m. by Director Storer.

**1. Approval of Agenda**

The Committee approved the agenda.

**2. Public Communication**

None.

**3. Approval of Minutes of June 5, 2024**

The Committee approved the minutes.

**4. Swiftly Modules**

Mr. Dixit informed the Committee that in the fall of 2022, staff sought a more efficient way to track on-time performance (OTP) without overhauling the existing CAD/AVL system. Swiftly, a cloud-based transit data platform, was integrated to provide real-time bus location data and calculate OTP and run times at every stop leveraging multiple data sources, including GTFS Realtime, BusTime API, and CradlePoint router data, to offer more frequent and accurate data.

He added that staff has been exploring three new modules – Live Operations/Real-time Passenger Predictions, GPS Playback, and Service Adjustments to provide valuable insights for operations, customer service, and riders, including live vehicle tracking, dynamic stop predictions, and real-time service adjustments.

The Committee forwarded to the Board the staff's request for approving a one-year contract with Swiftly for the additional three modules.

**5. Fall Bid Update**

Mr. Dixit informed the Committee that ridership has steadily increased since the pandemic, with weekend and school ridership surpassing pre-pandemic levels. However, operator shortages and increased traffic congestion remain challenges.

Recent service changes focused on improving on-time performance and aligning service with ridership. Routes 5, 10, 20, 91X, 98X, 321, and 335 were adjusted, and service frequency on Route 91X was reduced. The Fall bid will implement further trip adjustments during peak periods Routes 6

and 93X. Additionally, a minor route change will be implemented on Route 91X as a result of termination of contract with Airport Plaza.

#### **6. Automated Driving Systems (ADS) Demonstration Project Update**

Mr. Sanderson informed the Committee that CCTA, County Connection, and May Mobility are collaborating on a one-year pilot project to provide autonomous vehicle (AV) service in Martinez and that County Connection will provide union-represented drivers, and CCTA will fund additional drivers and contracted labor.

He added that the ADS program will offer daytime service for hospital patients to access nutrition and medical resources and evening point-to-point service that is open for general public. A launch event and promotional campaign are being planned in September. County Connection has negotiated a contract amendment with Transdev to cover operator costs, and drivers will undergo AVO training provided by May Mobility. Currently, five operators have signed up.

Mr. Sanderson clarified that the trips during the pilot phase would be free for the daytime rides and the evening fares were yet to be determined.

#### **7. Monthly Ridership Reports**

Mr. Dixit shared that the ridership in May was up about 11% compared to a year ago and year to date ridership was at 82% of pre-pandemic level. He also noted that productivity was higher when compared to pre-pandemic levels and operator counts increased slightly. He informed that Clipper usage continued to be high at 80%.

Ms. Noya shared that ridership grew in April to 10,256 and was at 85% of pre-pandemic level. She highlighted that productivity increased above the standard of 1.5 passengers per hour and on-time performance well above the standard of 92%. Furthermore, Ms. Noya reported that complaints went down and noted that 5 out of the 68 paratransit operators may be diverted to the ADS project in Martinez.

#### **8. Committee Comments**

None

#### **9. Future Agenda Items**

None

#### **10. Next Scheduled Meeting**

The next meeting was scheduled for September 4 at 8:00 a.m. at Supervisor Andersen Office located at 309 Diablo Rd, Danville, CA.

#### **11. Adjournment**

The meeting was adjourned at 9:29 a.m.

Minutes prepared and submitted by: Pranjal Dixit, Manager of Planning

**To:** Operations & Scheduling Committee

**Date:** 8/26/2024

**From:** Pranjal Dixit, Manager of Planning

**Reviewed by:** AMS

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**SUBJECT: Fiscal Year 2024 Fixed-Route Year-End Report**

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**Summary:**

Fixed route ridership increased significantly in fiscal year (FY) 2024, primarily driven by the return to in-person learning in schools and employer in-person work mandates, combined with County Connection's fare promotions. Missed trips decreased, and County Connection implemented a new data platform for more accurate tracking of on-time performance.

**Service Trends:**

The annual performance report for fixed routes provides a summary of key performance indicators and recent trends for July 2023 through June 2024. Overall, the total number of fixed-route passengers increased by 8.7 percent from FY 2023 to FY 2024. Total weekday ridership was up 8.9 percent and weekend ridership was up 23.2 percent over FY 2023.

FY 2024 was the second full year since the shelter-at-home orders were lifted, mask mandates were relaxed, and schools came back in-person. Ridership has seen a steady increase, aided by systemwide and regionwide fare promotions, though average weekday ridership remained between 10 and 35 percent below normal pre-COVID levels throughout FY 2024. Weekend ridership recovered more quickly than on weekdays and ranged between three percent below to 19 percent above pre-pandemic ridership.

Bus schedules were adjusted four times during the 2023-2024 fiscal year to accommodate changes in school bell times, BART service, and traffic conditions. In August 2023, schedules were modified to align with the new BART schedule and improve on-time performance. To address increasing traffic congestion and shifting travel patterns, some route schedules in Concord and San Ramon were adjusted in November 2023. And minor schedule and routing changes were implemented in January and June 2024 to address ongoing traffic congestion.

Overall, missed trips decreased by 55 percent in FY 2024 compared to the previous year, with only 0.29 percent of scheduled trips missed. However, on-time performance fell from 85 percent to 79 percent due to increased ridership and worsening traffic conditions after the pandemic. Additionally, in August 2023, County Connection switched to a new data platform (Swiftly) for more accurate on-time performance tracking, and staff believes that a portion of the change in reported on-time performance is due to the more accurate data provided by Swiftly.

Employer and school passes saw a significant increase in usage. County Connection's annual Pass2Class program, which provides students with three months of free bus rides starting in August 2023, contributed to this growth. Additionally, the return to in-person learning in schools, and employer in-person work mandates in offices boosted institutional pass usage.

Clipper usage among fare-paying riders also saw significant improvement, aided by an increase in fare discounts on Clipper START and wider adoption of Clipper Mobile. Of those who paid a fare, average Clipper usage was 79.8 percent, which was higher than the pre-COVID average of 76.4 percent.

**Financial Implications:**

None, for information only.

**Recommendation:**

None, for information only.

**Action Requested:**

None, for information only.

**Attachments:**

1. CCCTA Performance Measurement
2. CCCTA Performance Indicators
3. CCCTA Boardings by Fare Type

## CCCTA PERFORMANCE MEASUREMENT

Fiscal Years 2023 and 2024

PERFORMANCE MEASURE	FY 22-23	FY 23-24	%	Change FY23 to FY24
Weekday Passenger Boardings	2,142,257	2,333,596	↑	8.9%
Saturday Passenger Boardings	120,764	147,312	↑	22.0%
Sunday Passenger Boardings	102,894	128,250	↑	24.6%
<b>Fixed Route Total Passengers</b>	<b>2,365,916</b>	<b>2,609,158</b>	<b>↑</b>	<b>10.3%</b>
Other Passengers <sup>(1)</sup>	56,859	24,065		
<b>Grand Total Passenger Boardings</b>	<b>2,422,775</b>	<b>2,633,223</b>	<b>↑</b>	<b>8.7%</b>
Average Weekday Ridership	8,401	9,151	↑	8.9%
Total Revenue Hours	186,702	186,787	↑	0.0%
Total Revenue Miles	1,775,507	2,027,407	↑	14.2%
Operating Cost <sup>(3)</sup>	<sup>(2)</sup> \$33,022,741 <sup>(3)</sup>	\$35,913,539	↑	8.8%
Farebox Revenue	<sup>(2)</sup> \$2,821,940 <sup>(3)</sup>	\$3,497,596	↑	23.9%
Number of Weekdays	255	255		0.0%
Number of Saturdays	52	52		0.0%
Number of Sundays	52	52		0.0%
Total Scheduled Trips	259,496	259,606		0.0%
Total Missed Trips	1,663	744	↓	(55.3%)
<b>Passenger Boardings per Day</b>				
Weekday	8,401	9,151	↑	8.9%
Saturday	2,322	2,833	↑	22.0%
Sunday	1,979	2,466	↑	24.6%

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

(2) FY 22-23 Operating Cost & Farebox Revenue have been updated to "**post Audit**" figures

(3) FY 23-24 Operating Cost & Farebox Revenue figures are still being finalized

## CCCTA PERFORMANCE INDICATORS

Fiscal Years 2023 and 2024

PERFORMANCE MEASURE	FY 22-23	FY 23-24	% Change	
				FY23 to FY24
Passengers/Revenue Hour	12.98	14.10	↑	8.6%
Passengers/Revenue Mile	1.36	1.30	↓	(4.8%)
Cost/Revenue Hour	\$176.87	<sup>(1)</sup> \$192.27	↑	8.7%
Cost/Passenger	\$12.47	<sup>(1)</sup> \$12.31	↓	(1.2%)
Percent of Missed Trips	0.64%	0.29%	↓	(55.3%)
Farebox Recovery Ratio	8.5%	<sup>(1)</sup> 9.7%	↑	14.0%
Accidents/100,000 Miles	0.97	0.70	↓	(27.8%)
Maintenance Employee/100,000	9.56	9.48	↓	(0.8%)
Operator OT/Total Operator Hour	9.28%	10.04%	↑	8.2%
Percent of Trips On-time	85%	<sup>(2)</sup> 79%	↓	(7.1%)
Lift Availability	100.0%	100.0%		0.0%
Lift Boardings	26,509	28,699	↑	8.3%

*(1) FY 23-24 Operating Cost & Farebox Revenue figures are still being finalized*

*(2) Source of on-time performance was modified at the beginning of FY 23-24*

## CCCTA BOARDINGS BY FARE TYPE

Fiscal Years 2023 and 2024

Fare Type	FY 22-23		FY 23-24		% Change	
		% of Total		% of Total	FY23 to FY24	
Adult Cash <sup>(1)</sup>	190,522	8.1%	211,404	8.1%	↑	11.0%
Clipper Card <sup>(2)</sup>	930,727	39.3%	1,086,653	41.6%	↑	16.8%
Senior & Disabled <sup>(3)</sup>	80,315	3.4%	93,244	3.6%	↑	16.1%
Free <sup>(4)</sup>	1,112,119	47.0%	1,135,688	43.5%	↑	2.1%
Employer/School Pass <sup>(5)</sup>	52,233	2.2%	82,169	3.1%	↑	57.3%
<b>Totals</b>	<b>2,365,916</b>	<b>100.0%</b>	<b>2,609,158</b>	<b>100.0%</b>	↑	<b>10.3%</b>

*(1) Includes Adult cash, monthly pass, paper passes, and transfers*

*(2) Includes all uses of Clipper Cards including Seniors*

*(3) Includes 'Midday Free'*

*(4) Excludes 'BART Bridge', 'Alamo Creek' & '250/260' Passengers*

*(5) Includes 'St Mary's', 'JFKU' 'Free', 91X, Ace 92X & 'Summer Youth Pass' Passengers*





## Product Information

Pole Mounted Lighting &  
Display Signage

For more information or to learn  
about our demo program reach out  
to our team!

[Info@urbansolarcorp.com](mailto:Info@urbansolarcorp.com)  
778-430-5516 (CAN)  
503-356-5516 (USA)



# Why Urban Solar?

North American leader in solar power systems specifically designed for public transit:

- **Mission:** Power Better Bus Stops
- **Goal:** Increase security and visibility of riders at every bus stop
- Have deployed pole and shelter mounted solar systems at **20,000+ bus stops**
- **Goal:** Ensure riders are comfortable and informed at every bus stop
- Ability to integrate and power multiple stop amenities **completely off of grid power** (lighting, real time signage, remote monitoring etc.).



# Why Urban Solar?

In recent years agencies have demanded more from their solar powered bus stops...

- Digital display technology and GTFS-RT feeds have allowed for power friendly solutions that pair well with our solar lighting technology
- Urban Solar has powered displays from multiple signage providers, giving us unique insight into power consumption figures, deployment processes and ongoing support available throughout the market
- Urban Solar has partnered with Axentia Technologies to offer real-time signage options (see digital signage section)



# Why **200+ Transit Agencies** across North America trust Urban Solar to power their bus stops:

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## Reliable Operation

Each system is designed using NASA solar data to ensure sufficient solar panel and battery capacity for optimal year round performance regardless of location.



## Free Site Inspections

Free site inspections ensure that each one of your systems will receive adequate sun exposure for reliable operation even in the darkest winter months.



## Free Installation Support

We offer free installation support for every installation, big or small.



## USA-Made and UL Listed

All Urban Solar systems are proudly made in the USA and meet Buy America requirements. Many systems also carry a system-level UL listing.



## Industry leading Warranty

All solar systems come with an industry-leading system warranty including a five-year pro-rated battery warranty.



## Tough enough for Transit

Robust metal housings and vandal-resistant hardware protect your investment even in the toughest neighborhoods.

## Urban Solar Deployments...

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Long Beach Transit - **Long Beach, CA**

King County Metro – **Seattle, WA**

Orange County Transit Authority – **Orange County, CA**

Durham Region Transit - **Toronto, ON**

LA Metro – **Los Angeles, CA**

Intercity Transit – **Olympia, WA**

Topeka Metro – **Topeka, KS**

Omnitrans – **San Bernardino, CA**

Capital Metropolitan Transit Authority – **Austin, TX**

Corpus Christi RTA - **Corpus Christi, TX**

City of Tempe – **Tempe, AZ**

Red Deer Transit – **Red Deer, AB**

WeGo Public Transit – **Nashville, TN**

MARTA – **Atlanta, GA**

Spokane Transit Authority – **Spokane WA**

BC Transit – **Victoria, BC**



# Pole Mounted Lighting

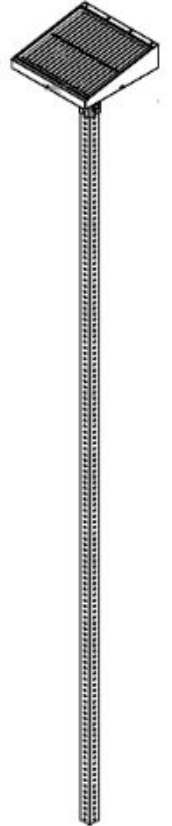
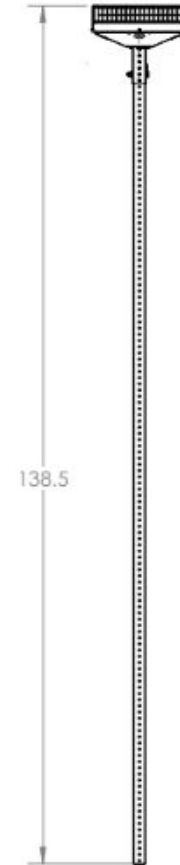
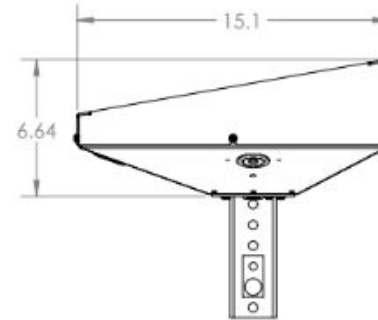
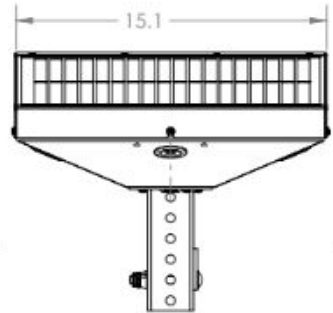
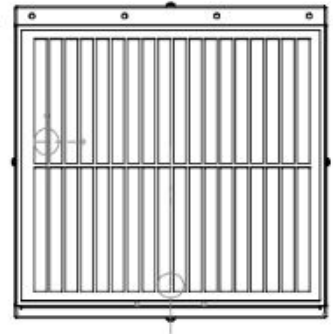
**Easily deployed security lighting, and power for digital signage at your next generation of bus stop.**

- **Reduces rider pass-bys:** The top complaint reported by transit agencies
- **Installs in minutes** at any bus stop with a standard transit pole
- **Tough enough for transit:** all-aluminum construction, UL-listed, made in the USA, 10-year warranty.
- **Lighting Profile:** Fully customizable, optional push-button activation
- **Real-time information display** integration.
- **20W** or **40W** Solar array available

# Pole Mounted Lighting Options: PV Stop+

## Specifications:

- **Solar array size:** 20W/40W
- **Battery:** 20Ah, 12.8V
- **Battery chemistry:** LiFePO4 (Sealed lead acid optional for cold climates)
- **Battery autonomy:** 5+ nights
- **Luminaires:** up to 3, 5W each
- **Controller:** Urban Solar ECM™ with real time clock
- **I/O:** power with low voltage disconnect, battery state of health data via RS232/RS485
- **Operating range:** -40 to 140 °F (-40 to 60 °C)
- **Pole dimensions:** round or square, 1.75" to 3" diameter



# Pole Mounted Lighting Options: PV Stop+

## Budgetary Pricing Leveraging CalACT (\$USD)

<b>PV Stop+:</b>	\$1,571
<b>PV Stop Max (42W):</b>	\$1,958
<b>Push Button Operation:</b>	+\$100
<b>3 Luminaire configuration:</b>	+\$200
<b>Pair with Digital Signage:</b>	Call for Price





# Digital Displays

## Real Time Passenger Information at Every Stop

### Benefits:

- Improved rider comfort and trust
- Decreased perceived wait times
- Improved communication with your riders, push messaging and alerts

Urban Solar has partnered with **Axentia Technologies** to bring their digital displays to North America



## Why Axentia?

### Advanced Technology

Real-time information systems and implementations in public transit information, rescue communications and emergency alert systems

### Market Leading Efficiency

Company background in military communications requires high standards of reliability and extremely low power consumption. The Axentia e-paper solution is ~20x more energy efficient than the nearest e-paper competitor

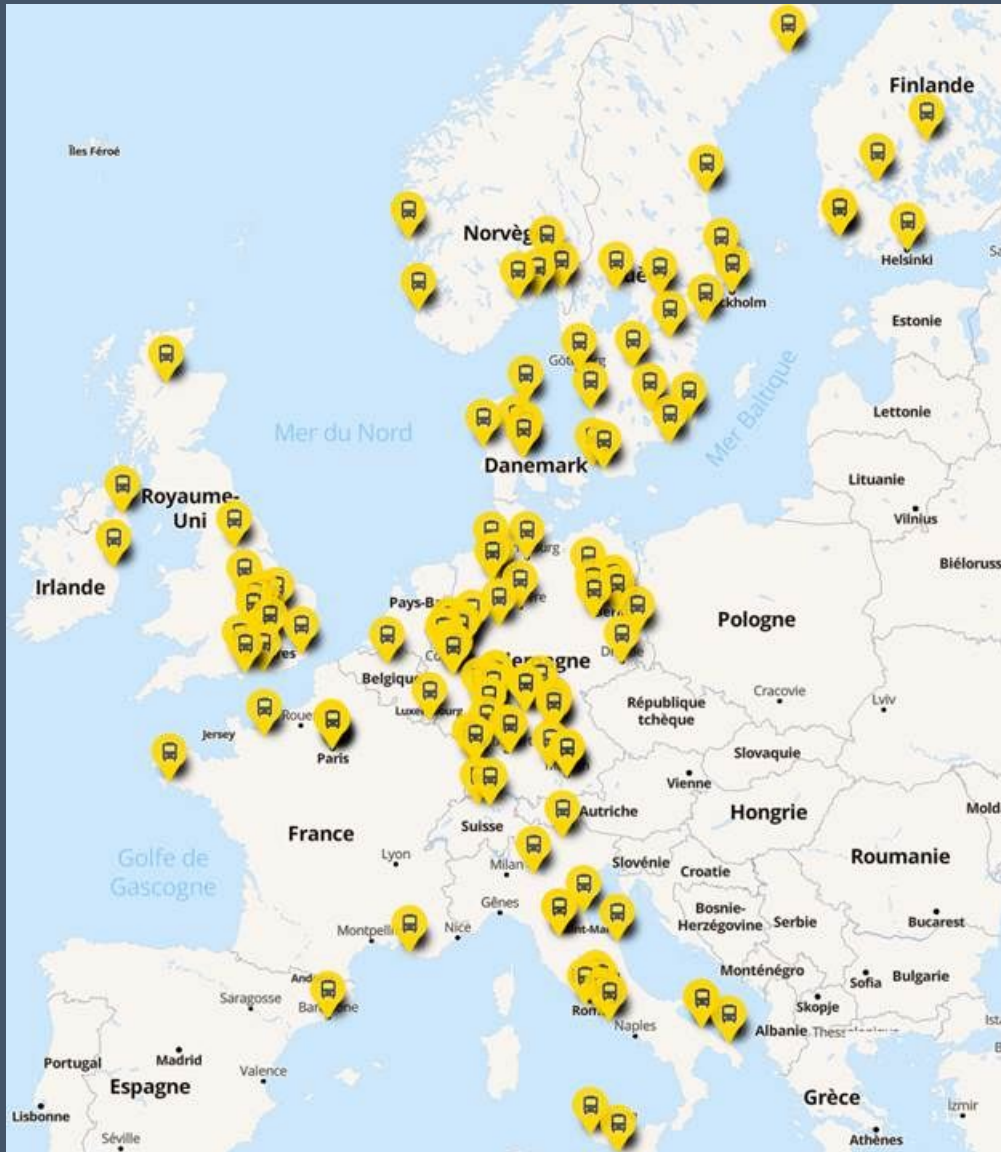
### Experience in Large Scale Deployments

Deployments 25,000+ displays including multiple deployments of 1000+ units at once.



## References

# More than 25,000 displays



### Finland

- Helsinki
- Turku
- Tampere

### Sweden

- Stockholm
- Gothenburg
- Skåne
- Blekinge
- Karlstad
- Jönköping
- Uppsala
- Sörmland
- Örebro

### Norway

- Oslo
- Vestfold/Telemark
- Stavanger
- Östfold

### Denmark

- Copenhagen
- North Jutland
- Aarhus

### Germany

- Munich
- Stuttgart
- Köln
- Berlin
- Augsburg
- Dresden
- Bochum
- Bremen
- Bremerhaven
- Hannover
- Hamburg
- Darmstadt
- Mannheim
- BadBelzig/Potsdam
- Würzburg

### Belgium

- Brussels
- DeLijn

### France

- Strasbourg
- Paris
- Marseilles

### Italy

- Brescia
- Tuscany

### UK & Ireland

- Leeds
- Portsmouth
- Hampshire
- Dublin

### Canada

- Vancouver

# Digital Display Features

## Battery Powered!!!

Deploy digital signage where it will have the largest impact on your riders! Not based on where you can access power / solar

**3 – 5 years** between battery changes and without any need of external power.

## True real-time

Latency updates of both data and display within maximum 10 seconds using full roaming on 4G/5G LTE.

Uses any available data feeds such as GTFS, GTFS-RT, VDV, SIRI and many others.

## Tough enough for Transit

Vibration-dampened all-aluminium housing, replaceable shatter resistant screen protector, made in the USA

## Customizable Content & Layouts

Tailor the information / branding to the needs of your riders and agency. Push messaging to ensure your riders are always informed

## Easy to Maintain

No need for continuous maintenance except from potential battery replacements every **3 - 5 years**

Visibility into system health via online portal

## Practical benefits

- **Easy Installation:** Easily integrated in existing infrastructure such as poles, shelters etc (take less than 30 minutes to install)
- **ADA Compliant:** Text-to-speech available
- **Solar Integration:** At solar viable locations, tie our solar systems to your displays to extend the battery life to **7 – 10 years**
- **Clear Readability:** Backlight/front light always on when dark, no need for motion sensors with Anti-reflective treated front-glass
- No external cables or antennas needed

# Digital Display Options

## E-Paper



13" E-paper Display



13" 4 button E-paper Display



13" Top of pole E-paper Display



32" E-paper Display

## LCD



2 – 5 row LCD Displays

# Digital Display Options

## ZURICH



32" E-paper Display

## ESSLINGEN



13" 4 button E-paper Display

## PORTSMOUTH



13" Top of pole E-paper Display

# Additional Resources - Recent Projects



Wilsonville, OR



South Clackamas, OR

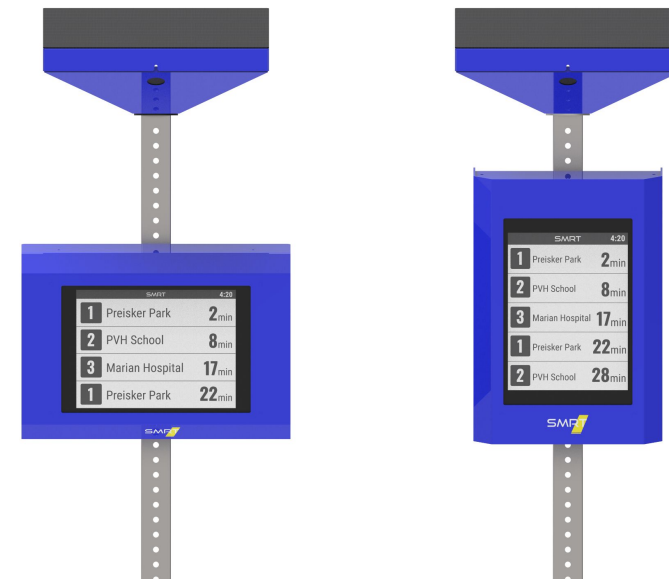


University of Wisconsin

# Vandal Resistant Enclosure

Vandalism is a challenge all transit agencies are currently facing - To protect your asset we have designed a protective enclosure

- Anti-reflective anti-fog polycarbonate screen protector
- Vibration dampening to protect the electronics if the display takes an impact
- Recessed security hardware to prevent unauthorized access
- Easy and cost effective maintenance
- Optional Graffiti shield





# Digital Display Pricing

## Budgetary Pricing for Leveraging CalACT Contract (\$USD)

13" E-Paper Display: (1 - 9) \$7,500 (10+) \$7,000

3-Row LCD Display: (1 - 9) \$7,000 (10+) \$6,500

External Text to Speech Button w/ Braille (optional): \$900/unit

Project Setup Cost : \$6,950\*

- Includes GTFS-RT integration, collaborative layout design, product training, CMS training, and Installation training

(Optional) Integration with Solar System: Call for Price

Pricing includes:

- 3 year hardware & battery warranty
- 3 years of CMS access, Data and Operational Fees
- Shipping and associated charges

\* First unit must be purchased along with the one-time set up fee

pricing for other signage options available upon request



<b>Location of Proposed Real-Time Signage</b>		
<b>Stop ID</b>	<b>Stop Name</b>	<b>City</b>
447	Clayton Rd/Clayton Library	Clayton
543	Clayton Rd and Kirker Pass Rd	Concord
545	Clayton Rd and Terry Lynn Ln	Concord
551	Clayton Rd and Thornwood Dr	Concord
553	Clayton Rd and Dekinger Ct	Concord
563	Clayton Rd and Fry Way	Concord
567	Clayton Rd and Adelaide St	Concord
571	Concord Blvd and Grant St	Concord
604	Contra Costa Blvd and Golf Club Rd	Pleasant Hill
618	Detroit Ave and Walters Way	Concord
656	Laguna St and Detroit Ave	Concord
696	Mohr Ln and Monument Blvd	Concord
710	Monument Blvd and Meadow Ln	Concord
712	Monument Blvd and Lacey Ln	Concord
717	Monument Blvd and Reganti Dr	Concord
790	Monument Blvd and Oak Grove Rd	Concord
858	Sun Valley Blvd and Santa Monica Dr	Concord
859	Willow Pass Rd and Diamond Blvd	Concord
1264	Alhambra Ave/Contra Costa Regional Medical Center	Martinez
1322	St. Mary's College	Moraga
1450	Contra Costa Blvd/Viking Dr	Pleasant Hill
1465	Crescent Plz and Crescent Dr	Pleasant Hill
1681	Sunset Dr/Bishop Dr	San Ramon
1778	Mitchell Dr and Park and Ride Lot	Walnut Creek
1880	S Broadway/ Mt Diablo Blvd	Walnut Creek
1988	Oak Grove Rd and Treat Blvd	Concord
2198	Treat Blvd and Oak Grove Plaza Drive	Concord
2224	Railroad Ave/Church St	Danville

**To:** Operations and Scheduling Committee

**Date:** 8/29/2024

**From:** Kyle Boehm, Grants Administrator

**Reviewed by:** AMS

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**SUBJECT: Real Time Bus Stop Sign Program Update**

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**Background:**

In 2016, County Connection entered into a five-year agreement with Waysine, LLC for the lease of 20 solar-powered bus stop signs that provide real-time information to passengers at designated bus stops. Since the agreement has expired, County Connection staff conducted an inventory of the installed signs and researched options to continue and/or replace the existing signs.

**Project Update:**

Based on the existing condition of the installed signs and the opportunity presented for upgrading the technology, staff recommends replacing the existing signs with 28 new signs incorporating the newest technology from Urban Solar. The signs are 13-inch e-paper displays that are battery powered, display real-time data updated every 10 seconds, are enclosed in vandal-resistant enclosures, and include ADA-compliant text-to-speech capability. The content and layout of the new signs are customizable and will be designed to fit the information and branding needs of County Connection. In discussions with the vendor, solar power was considered for the new signs, however, given the increased cost, the variability in solar feasibility at each individual stop, and advances in battery technology leading to longer lifespans, the battery powered displays were ultimately recommended as the best fit for this implementation.

One sign is proposed for the stop with the greatest number of boardings in each of the jurisdictions within the County Connection service area (if that stop averages at least 10 boardings per day), with the remaining 18 signs proposed for the other busiest stops throughout the service area that are nonconsecutive, enabling greater distribution along certain routes and streets. Bus stops at the BART stations and transit centers have been excluded from this proposal pending completion of the Metropolitan Transportation Commission's (MTC) Regional Mapping & Wayfinding Project.

**Financial Implications:**

County Connection will procure the real-time signs through the California Association for Coordinated Transportation (CalACT) contract. The proposed cost includes a three-year hardware and battery warranty, a three year license for the Content Management System, data, Urban Solar's operational fee, shipping and associated charges, and installation. The cost is included in the Fiscal Year 2025 Capital Budget.

<b>Item</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total</b>
13-inch e-paper display	28	\$7,000	\$196,000
Text-to-speech button	28	\$900	\$25,500
Project set-up fee (data integration)	1	\$6,950	\$6,950
Installation	1	\$20,950	\$20,950
		<b>Total</b>	<b>\$250,000</b>

**Recommendation:**

Staff recommends the purchase of the 28 real-time bus stop signs and associated services as described above.

**Action Requested:**

Staff requests the O&S Committee recommend Board approval for the General Manager to execute the Real Time Sign Agreement with Urban Solar.

**Attachments:**

1. Urban Solar Product Information
2. List of Proposed Installation Sites

**To:** Operations & Scheduling Committee

**Date:** 8/29/2024

**From:** J. Scott Mitchell, Chief Operating Officer

**Reviewed by:** *W.C.*

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**SUBJECT: Diesel Fuel Tank Replacement**

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**Background:**

County Connection has two 25,000 gallon single-wall diesel fuel tanks that were installed in 1981. The State Water Resources Control Board requires that all single-wall fuel tanks be replaced or removed by December 31, 2025. Single-wall underground storage tank systems that are not permanently closed will be out of compliance and cannot be operated. Although County Connection is actively engaged in migrating all buses to zero emission vehicles (ZEV) this process will take a minimum of 15 years to complete. In the meantime, it is imperative to replace the single-walled tanks in order to operate our existing diesel buses. Additionally, County Connection maintains the largest supply of renewable diesel in Central Contra Costa County, which has been identified as an emergency fuel source for emergency mitigation efforts by the County's Emergency Operations Center (EOC).

Staff has been researching multiple ways to replace these tanks to meet this regulation by December 31, 2025. Staff recommends purchasing two 25,000-gallon double-wall fuel tanks, piping, pumps, and fuel monitoring system from Blue1 Energy Equipment off of the Sourcewell Contract #092920-TAN. Sourcewell is a cooperative purchasing program, which offers governmental agencies competitive pricing and terms. County Connection will then issue a separate Invitation for Bids (IFB) for the removal and replacement of the tanks – the IFB will meet all public works procurement requirements. Staff believes this two-step approach will reduce the cost and shorten the timeframe to complete the tank replacement. This project is included in the Capital budget.

**Option 1:**

Purchase two fuel tanks and all related hardware from Blue1 Energy Equipment using Sourcewell Contract pricing and then issue an IFB for Removal and Replacement of Fuel Tanks.

**Option 2:**

Release an IFB for Replacement of Fuel Tanks, including materials and labor in one Bid package.

**Financial Implications:**

TDA Capital: \$481,573 for two 25,000-gallon fuel tanks and related hardware, and TSL system

**Recommendation:**

Staff recommends that the O&S Committee recommend to the Board of Directors to authorize the General Manager to approve the purchase of two (2) fuel tanks and related equipment from Blue1 Energy Equipment using pricing from Sourcewell Contract #092920-TAN. Purchase not to exceed \$481,573.

**Action Requested:**

Staff requests and recommends that the O&S Committee recommend that the Board of Directors at its September 15, 2024, meeting, adopt a Resolution authorizing the General Manager to release a purchase order and Letter to Proceed to Blue1 Energy Equipment for the purchase of two (2) fuel tanks. Total cost of the fuel tanks, including shipping to Concord facility, not to exceed \$481,573.

To: Operations & Scheduling Committee

Date: 8/29/2024

From: Pranjal Dixit, Manager of Planning

Reviewed by: AMS

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**SUBJECT: Fixed Route Operating Reports for July 2024**

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**Background:**

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system:

	FY24-25		<u>Annual Goal*</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
<b>Total Passengers</b>	187,821	187,821	
<b>Average Weekday</b>	7,511	7,511	
<b>Pass/Rev Hour</b>	12.2	12.2	Standard Goal > 17.0
<b>Missed Trips</b>	0.07%	0.07%	Standard Goal < 0.25%
<b>Miles between Road Calls</b>	65,047	65,047	Standard Goal > 18,000

\* Based on current standards from updated SRTP

**Analysis:**

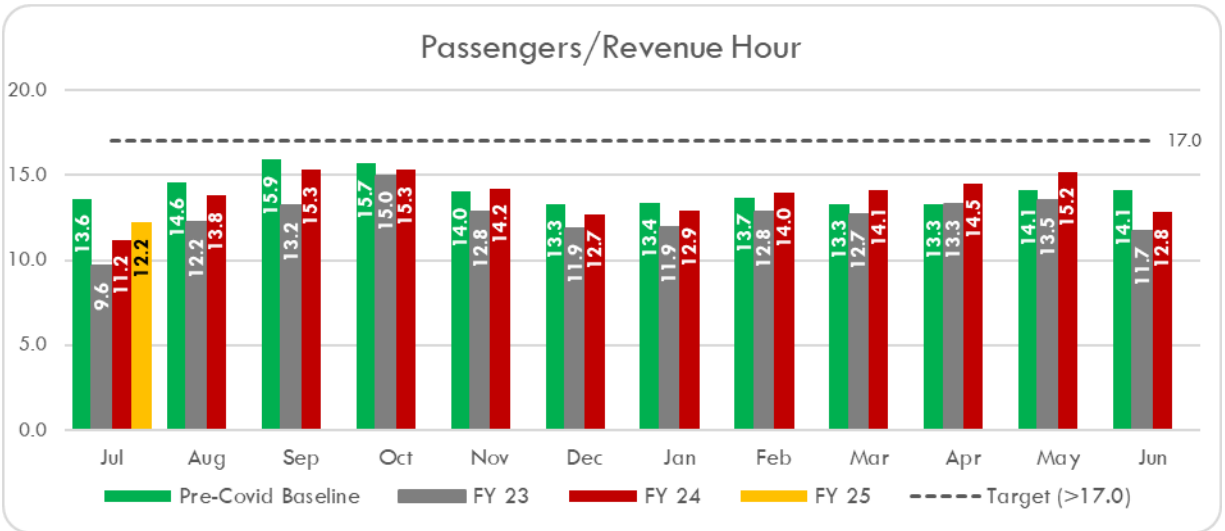
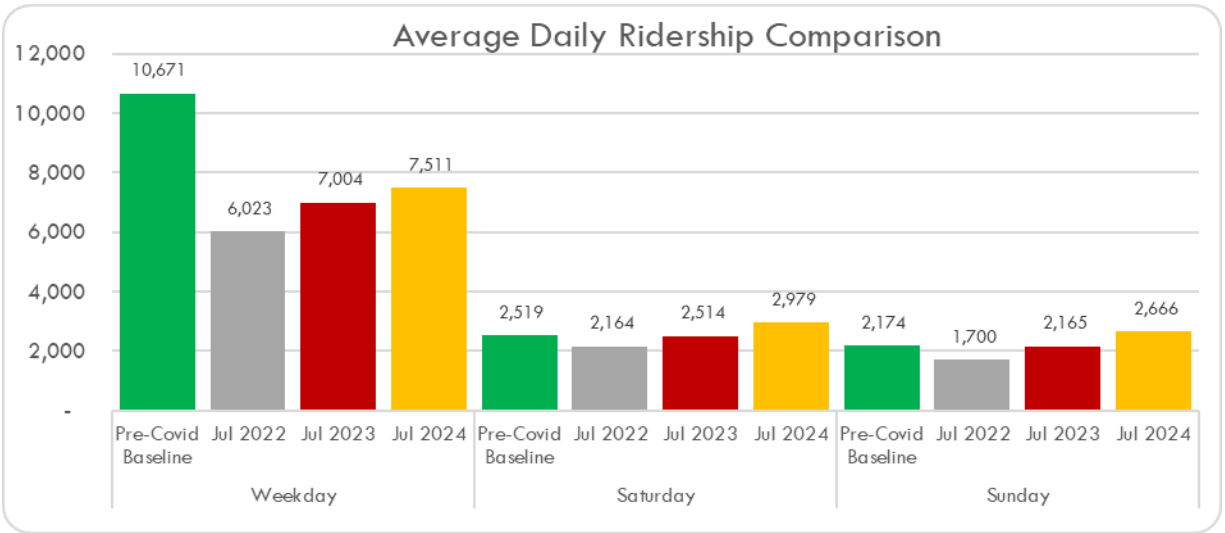
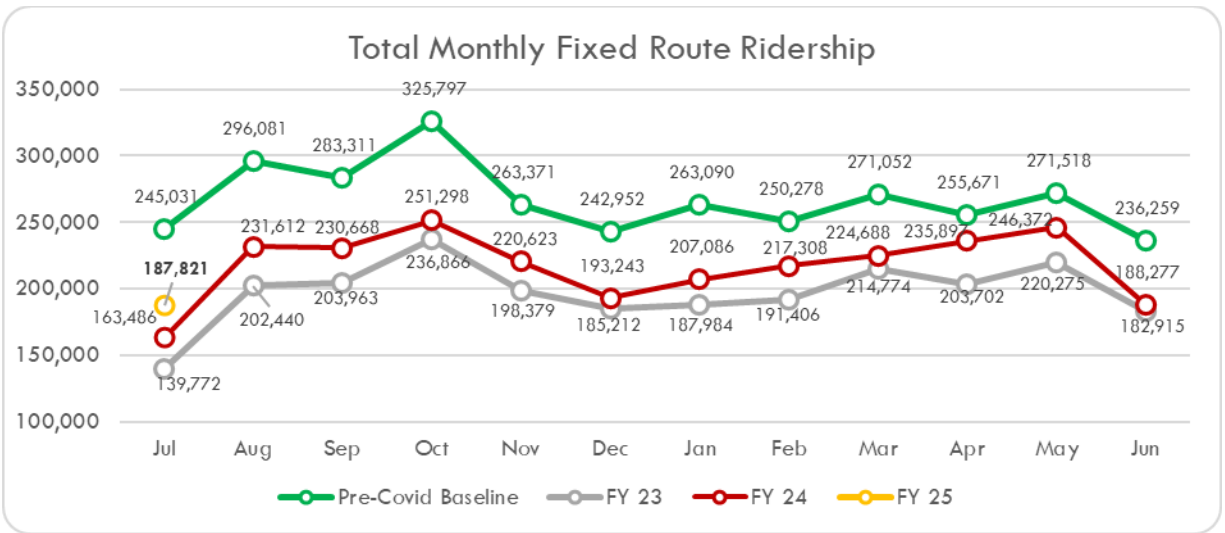
Average weekday ridership was lower in July 2024 (7,511 passengers) than the previous month (7,972 passengers) and is 7.2 percent higher than July 2023 (7,004 passengers).

Passengers per hour in July was 12.2, which is lower than June 2024 and higher than July 2023 when passengers per hour was 11.2.

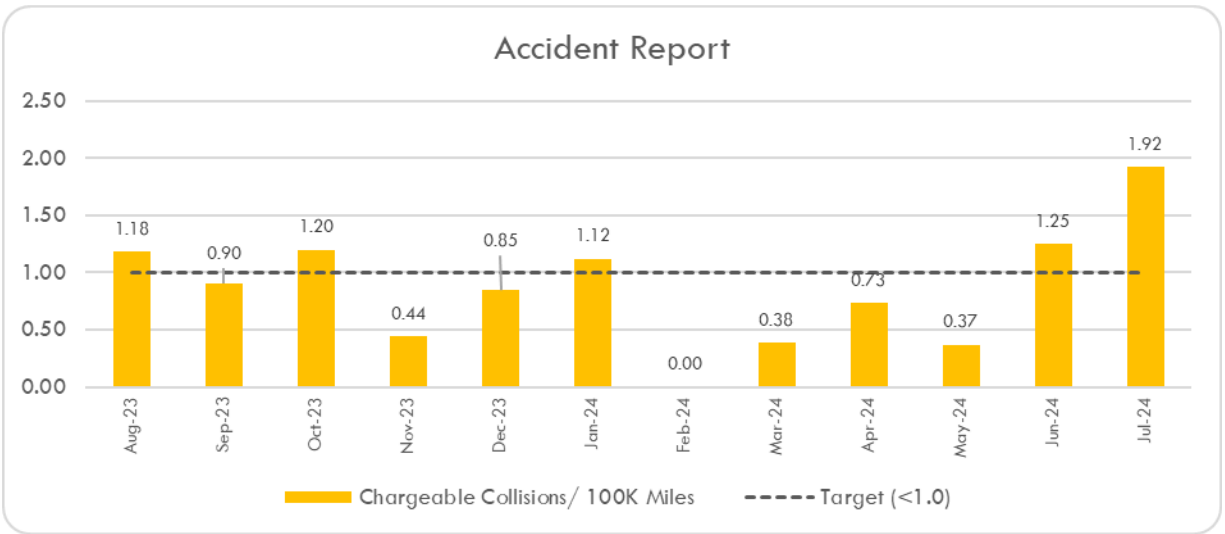
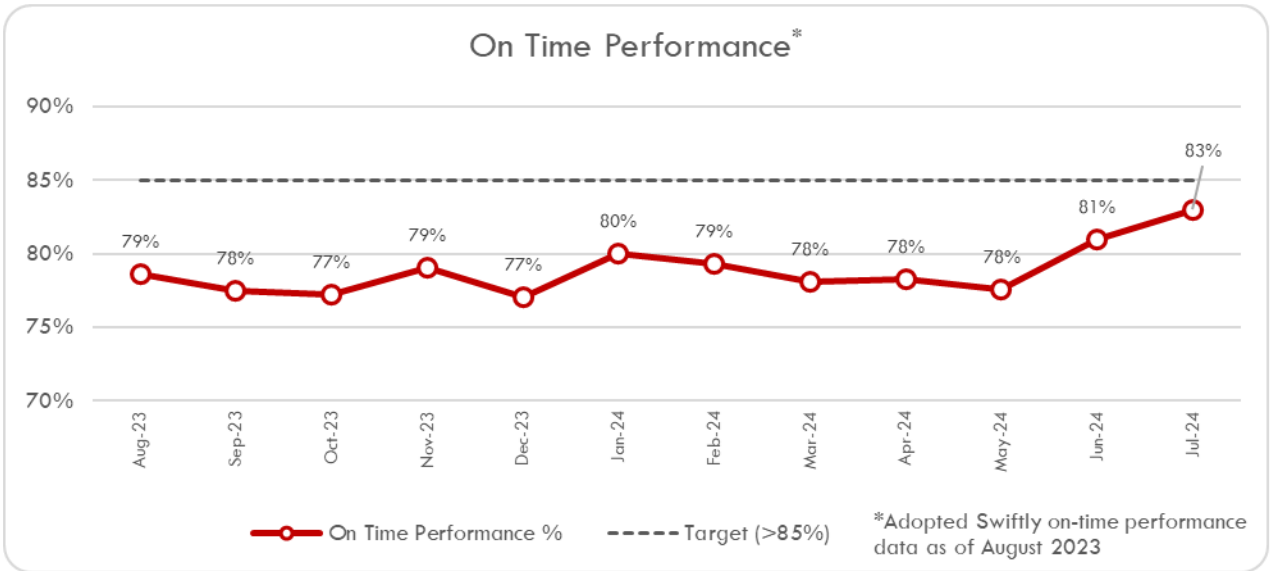
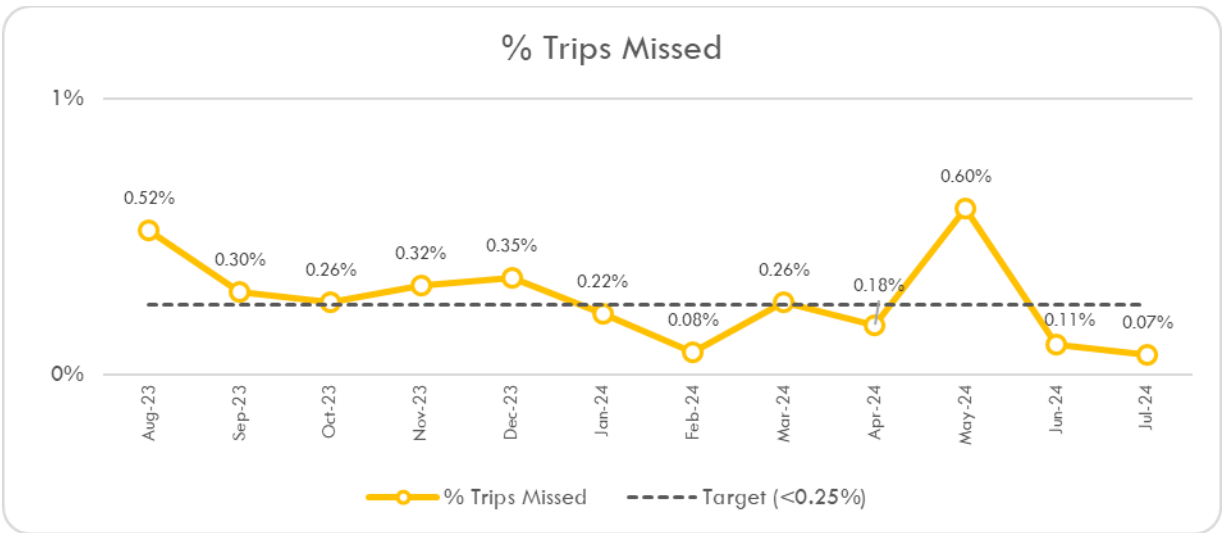
The percentage of missed trips in July was 0.07 percent, which is lower than the prior month when it was 0.11 percent.

The number of miles between roadcalls was 65,047 miles in July, higher than the prior month in which there were 24,015 miles between roadcalls. The rolling 12-month average is 36,822 miles between roadcalls.

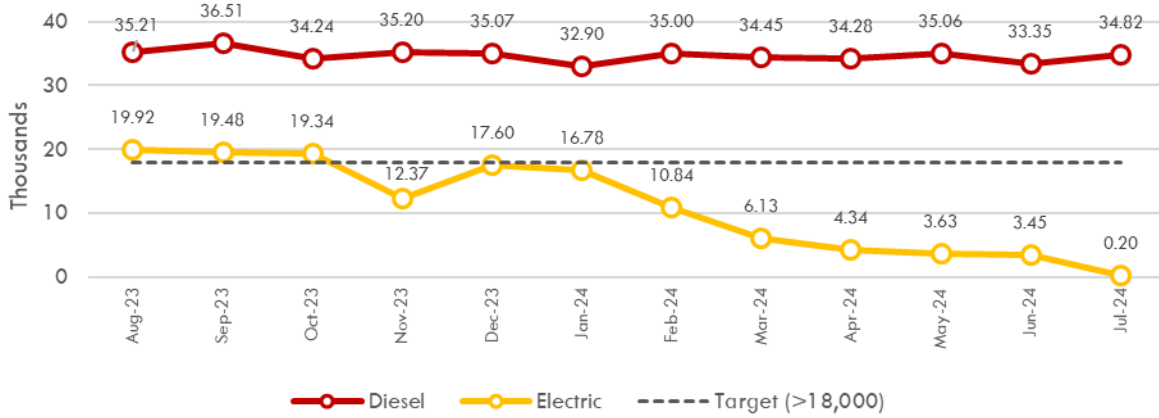
Of a total 187,821 passengers, 92,466 passengers had the potential to use a Clipper card aboard County Connection since 95,354 either used an employer or school pass or were on a free route. About 81.1 percent of the 92,466 potential Clipper card users paid using Clipper during this month.



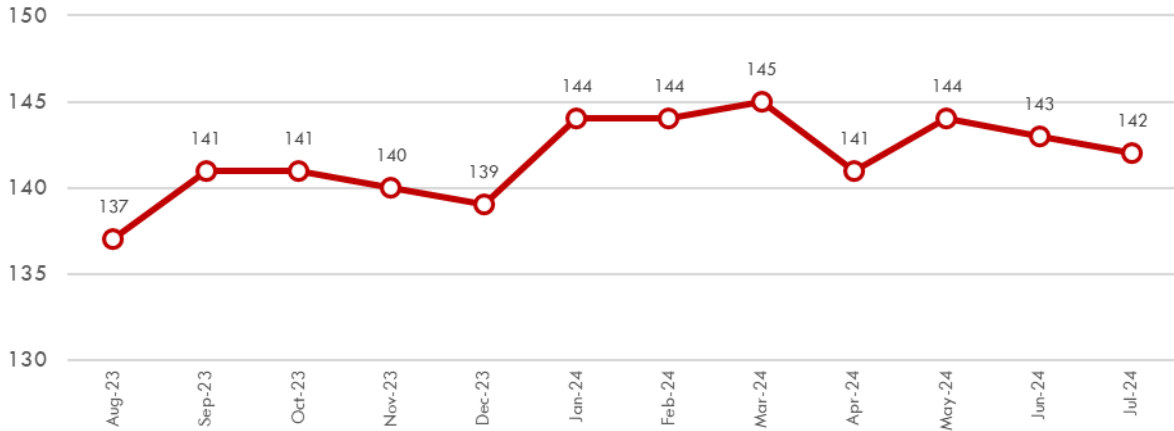




### Trailing 12-Month Miles Between Mechanical Road Calls



### Number of Operators



### % Clipper Usage

