

TRANSIT SHELTER CONTRACT UPDATE

BOARD OF DIRECTORS MEETING



The 1999 Contract expired on Dec 31, 2019.

Multiple amendments due to COVID19.

- Includes unique maintenance arrangements such as the 20th Street Uptown Transit Center, San Pablo Rapid and Hilltop Mall (recent inclusion)

Amendment #7

- Extends the 1999 Transit Shelter Contract from April 1, 2021 to June 30, 2021
- Give CCO and District more time to review and execute the Bridge Contract terms.

Bridge Contract

- Shorter term of the Board approved contract ending June 30, 2022
- Waives the administrative fee to AC Transit through June 30, 2022
- Restores power to shelters with broken power
- Continue providing monthly maintenance logs and quarterly revenue reports
- Provides a two-week grace period for shelters damaged by civil unrest.



Basic Maintenance: According to the 1999 Contract

- 1x per week: Trash Pick Up, Graffiti Cleaning, Broken Glass, Power Washing, Lighting Fixtures, Bus Service Info, within a 15' radius on the Public Right of Way.
- Cleaning/Repairs: within 24 hours of a verbal or written communication from the District.
- Bus Schedule / Maps update: 4x a year @ sign-ups

New Shelter Installations and Relocations

- Number of New Shelters based on Local Jurisdictional Agreements
- Removal or Relocation Within 5 days, after acquiring a permit.
- District must give 15 – 30 days notice to CCO.

Nonmonetary Contract

- Administrative Fee to District - \$123,000 but waived due to pandemic
- Permit Fees to District - \$0 (paid by CCO)
- Utility Cost to District - \$0 (paid by CCO)
- New/Rehab Shelters cost to District - \$0 (paid by CCO)
- Advertising Revenues to District - \$0
- Maintenance Cost to District - \$0
- Dedicated District Staff - 0.5FTE (Administrative)
- 5 CCO Staff



1. Full Service: Outsource all services (maintenance, advertising, repairs, installations/relocations) to a third-party contractor(s)

- **AC Transit**
- **City of Phoenix, AZ
Department of Transit**



2. Hybrid Service: Outsource some services to a third-party contractor, while taking some in-house.

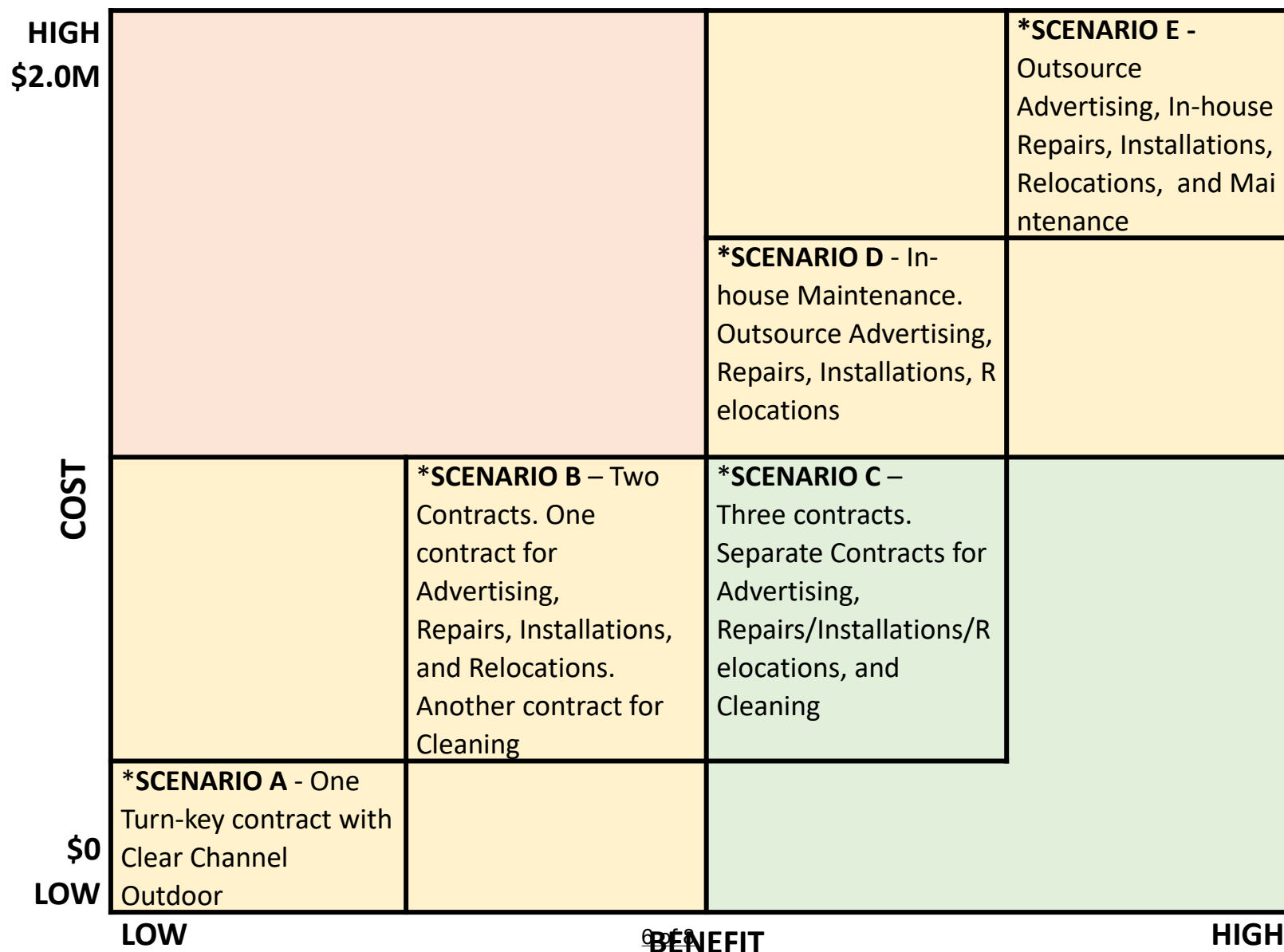
- **Valley Transportation Authority (VTA)**
- **Metro Transit, Minneapolis-St. Paul**

COST-BENEFIT SCENARIOS



SCENARIOS	ROLES		
	Cleaning	Repairs, Installations & Relocations	Advertising
Scenario A: Continue in the current structure, where the cleaning, repairs, installation, relocations, and advertising of bus shelters are outsourced to a single contractor (in this case, CCO)	Clear Channel Outdoor Advertising	Clear Channel Outdoor Advertising	Clear Channel Outdoor Advertising
Scenario B: Separate the cleaning from the advertising, repairs, installation, and relocation costs by splitting the contracts into two, potentially allowing for more frequent cleaning and repairs. (Shelter ownership – AC Transit potential pass through ownership)	Contractor 1	Contractor 2	
Scenario C: Outsource separate contracts for cleaning, advertising, and repairs/installations/relocations. (Shelter ownership – AC Transit)	Contractor 1	Contractor 2	Contractor 3
Scenario D: Outsource the advertising, installations/relocations as two separate contracts, Use potential advertising revenue share to partially offset the costs for in-house staff to do cleaning. (Shelter ownership – AC Transit)	AC Transit	Contractor 1	Contractor 2
Scenario E: Outsource the advertising contract only, use advertising revenue to fund utility costs, permits, cleaning, repairs, installations, and relocations performed by in-house staff	AC Transit		Contractor 1

COST-BENEFIT ANALYSIS



DESIGN CONSIDERATIONS



PROPOSED IMPLEMENTATION SCHEDULE



Based on the cost-benefit analysis, staff recommend means phasing into three separate contracts.

Year	Scenario	Shelter Ownership	Repairs	New Shelter Installation	Advertising	Cleaning
2021	A	Clear Channel Outdoor Advertising				
2022	A	Clear Channel Outdoor Advertising				
2023	B	Contractor 1				Contractor 2
2024	B	Contractor 1				Contractor 2
2025+	C	AC Transit	Contractor 1		Contractor 2	Contractor 3