



TRI DELTA TRANSIT

# Board of Directors Meeting Agenda

## Wednesday, August 27, 2025

**Meeting Time:**  
4:00 pm

**Location:**  
Eastern Contra Costa Transit Authority Boardroom  
801 Wilbur Avenue, Antioch



### BOARD OF DIRECTORS:

#### CITY OF ANTIOCH

Donald Freitas  
Louie Rocha

#### CITY OF OAKLEY

Shannon Shaw  
Anissa Williams

#### CONTRA COSTA COUNTY

Diane Burgis  
Shanelle Scales-Preston

#### CITY OF BRENTWOOD

Susannah Meyer  
Tony Oerlemans - Chair

#### CITY OF PITTSBURG

Dionne Adams - Vice Chair  
Angelica Lopez

#### MEMBER-AT-LARGE

Merl Craft

## **PUBLIC COMMENT GUIDELINES:**

- Public comments can be submitted via e-mail to [CEO@trideltatransit.org](mailto:CEO@trideltatransit.org).
- Comments received one hour prior to the meeting will be distributed to the members of the Board of Directors and summarized in the minutes.
- Persons requesting to address the ECCTA Board of Directors in person are requested to complete a Comment Request form and submit it to the clerk. If possible, please submit the form prior to the start of the meeting. At the appropriate time, the ECCTA chair will call on individuals to comment.
- During the public comment agenda item, the public is permitted to address the ECCTA Board of Directors on items that are on the consent calendar or items not on the agenda. Individuals may also make a request for future agenda items. No action or discussion may take place on any item not appearing on the posted agenda.
- If a person wishes to speak on a specific agenda item, the ECCTA chair will call on the individual when the agenda item is being discussed by the Board of Directors.
- Persons addressing the ECCTA Board of Directors are requested to limit their remarks to three (3) minutes unless an extension of time is granted by the chair, subject to approval of the ECCTA Board of Directors.

## **AGENDA, STAFF REPORT, AND DOCUMENT AVAILABILITY:**

Copies of all staff reports and documents subject to disclosure that relate to each item of business referred to on the agenda are available for public inspection the Friday before each regularly scheduled Board of Director's meeting at ECCTA's front desk located at 801 Wilbur Avenue, Antioch, California. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Board regarding any item on this agenda after the agenda has been distributed will also be made available for inspection at ECCTA's front desk at the above referenced address during regular business hours.

## **AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:**

In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available in the ECCTA parking lot. If you are a person with a disability and you need disability-related modifications or accommodations to participate in this meeting, please contact the CEO's Office at (925) 754-6622 or fax (925) 757-2530. Notification no fewer than 48 hours prior to the meeting will enable Tri Delta Transit to make reasonable arrangements to ensure accessibility to this meeting. {28 CFR 35.102-35, 104 ADA Title II} Please help us accommodate individuals with EI-MSD and refrain from wearing scented products to this meeting. Please turn off any electronic paging device or cell phone.

## **LIMITED ENGLISH PROFICIENCY (LEP):**

Any person with Limited English Proficiency (LEP) who requires language assistance to communicate with the Tri Delta Transit Board of Directors during the meeting should contact the CEO's Office at (925) 754-6622 or fax (925) 757-2530. Notification no fewer than 48 hours prior to the meeting will enable Tri Delta Transit to make reasonable arrangements to assure language assistance for this meeting.

## **ANTICIPATED ACTION BY THE BOARD OF DIRECTORS:**

The Board of Directors may take action on any item on the agenda, which action may consist of the recommended action, no action or a related action.

# **Board of Directors Meeting Agenda**

**Wednesday, August 27, 2025**

**Available Online:** <https://trideltatransit.com/about/board-meetings-agendas/>

## **1. CALL TO ORDER** Chair Tony Oerlemans

### **a. Roll Call**

## **2. PLEDGE OF ALLEGIANCE**

## **3. PUBLIC COMMENT**

While public comments are encouraged and taken very seriously, State law prevents the Board of Directors from discussing items that are not on the meeting agenda. If appropriate, staff will follow up on public comments. Please see Public Comment Guidelines on the last page of this agenda.

## **4. CHAIR'S REPORT** Chair Tony Oerlemans

## **5. CONSENT CALENDAR (ACTION ITEM):**

*(see attachment: tab #1)*

- a.** Minutes of the Board of Directors meeting of July 23, 2025
- b.** Financial Report
- c.** Marketing and Customer Service Activities Report
- d.** Legislative Report

**Requested Action:** Approve items 5a, 5b, 5c, and 5d

## **6. CEO'S REPORT** Rashidi Barnes

*(see attachment: tab #2)*

## **Board of Directors Meeting Agenda**

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### **7. ACTION and DISCUSSION ITEMS**

**a. ACTION ITEM:** Regional Tax Measure – SB63

*(see attachment: tab #3)*

**Requested Action:** Adopt Resolution #250827A as a position of “Support” pending amendments to incorporate the July 23 expenditure plan into the measure. If authorized by the Board of Directors, staff will prepare a letter to be sent to the bill authors, members of the Tri Delta Transit legislative delegation, and relevant legislative committees.

### **9. BOARD OF DIRECTORS COMMENTS**

Under this item, Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to staff, or requesting a report be made at another meeting.

### **10. ADJOURN**

Next Meeting: September 24, 2025, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

# **TAB 1**

Agenda Item #5

Consent Calendar (ACTION ITEM): Minutes, Financial Report,  
Marketing Activities Report, and Legislative Report

## **Board of Directors Meeting**

**Wednesday August 27, 2025**

**ECCTA Boardroom**

**801 Wilbur Avenue, Antioch, CA 94509**

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

MINUTES

July 23, 2025

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

**ROLL CALL / CALL TO ORDER**

**BOARD MEMBERS**

**PRESENT:** Dionne Adams (Pittsburg); Diane Burgis (County); Donald Freitas (Antioch); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Tony Oerlemans (Brentwood); Louie Rocha (Antioch); Shanelle Scales-Preston\*; Shannon Shaw (Oakley)  
\*Arrived after roll call

**ABSENT:** Anissa Williams (Oakley)

**STAFF PRESENT:** Toan Tran, Chief Operations Officer (COO)  
Eli Flushman, General Counsel  
Rosanna Dominguez, Executive Assistant  
Leeann Lorono, Manager of Customer Service and Marketing  
Agustin Diaz, Manager of Planning and Grants  
Michael Gonsalves, Parts Supervisor  
Angel Valdez, Facilities Intern  
Eduardo Fregoso, Mechanic  
Sebastian Sanchez, Mechanic  
Julian Hernandez, Mechanic  
Angel Valdez, Intern  
Michael Gonsalves, Parts Supervisor  
Wil Omaque, Facilities Supervisor  
Manuel Limon, Mechanic  
Rohit Bhan, Service Worker  
Moises Trejo, Maintenance Supervisor  
Uriel Diaz, Special Projects Analyst  
Elaine Payuyo-Yan, Accounts Receivable Associate

**OTHERS**

**PRESENT:** Benjamin Trejo, Transdev Safety Manager  
Myeisha Williams, Transdev General Manager  
Lori Sprinkle, Transdev Office Manager

## **PLEDGE OF ALLEGIANCE**

Vice-Chair Oerlemans led the Pledge of Allegiance.

## **PUBLIC COMMENT**

There was no public comment.

## **CHAIR'S REPORT**

Chair Oerlemans stated how excited he is to be Chair and that there are challenging times ahead with our fiscal difficulties and the first service change in decades, but together, we should be able to get through it.

## **CONSENT CALENDAR**

On motion by Director Freitas, seconded by Director Meyer, ECCTA Board members adopted the Consent Calendar below, which was carried by the following vote:

- A. Minutes of the Board of Directors meeting of June 25, 2025
- B. Marketing and Customer Service Activities Report
- C. Legislative Report

AYES: Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw  
NOES: None  
ABSTAIN: None  
ABSENT: Williams

## **CHIEF EXECUTIVE OFFICER'S REPORT**

- A. Operations Report

Chief Operating Officer, Toan Tran, provided an overview of the draft expenditure plan for SB 63. Some of the highlights included changing from a three-county measure to a five-county measure. As this is a sales tax measure, it is not clear what the plan would look like if we lose any counties. This plan includes a carve-out for small operators, including Tri Delta Transit, which receives 1.5% directly.

Mr. Tran introduced new staff, including Tri Delta Transit's new Accounts Receivable Associates and Mechanics.

## **ACTION ITEM AND DISCUSSION ITEMS**

### **A. DBE Triennial Goal**

Compliance Manager Maceo Wiggins presented the Disadvantage Triennial Goal (DBE) that is reviewed and submitted every three years. Mr. Wiggins reported that there was a calculation error for the goal 3.3% that should have been 3.7%. There were two meetings scheduled, giving the public an opportunity to provide feedback. One of the meetings gave a virtual opportunity and one was an in person meeting here at the Tri Delta Transit office.

On motion by Director Rocha, seconded by Director Shaw, ECCTA Board members adopted Resolution #250723A accepting ECCTA's proposed DBE Triennial Goal of the amended 3.7% for FTA-assisted contracts for FFY 2026-2028. Upon approval, ECCTA's DBE Triennial Goal will be submitted to the FTA on or about August 1, 2025, which was carried by the following vote:

AYES:	Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw
NOES:	None
ABSTAIN:	None
ABSENT:	Williams

### **B. Title VI Study COA**

Compliance Manager Maceo Wiggins presented the Title VI study performed to prepare the Comprehensive Operational Analysis and ensure no disproportionate burden on protected populations. The methodology used was the same as that used for COVID in 2020. No disproportionate burden was found on protected populations, and there was no violation of Tri Delta Transit's policy. The ADA services were no changed with the COA.

On motion by Director Burgis, seconded by Director Lopez, the ECCTA Board of Directors approved Resolution #250723B accepting ECCTA's Title VI Service Equity Analysis, which was carried by the following vote:

AYES:	Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw
NOES:	None
ABSTAIN:	None
ABSENT:	Williams

### **C. FY2026 Transportation Fund for Clean Air Program**

Chief Operating Officer, Toan Tran provided an overview of the Transportation Fund for Clean



Air Program. This program aids in funding projects that work to reduce emissions. This specific program should not be impacted by actions on the Federal level since the fund comes from a \$4 surcharge on DMV registration.

On motion by Director Scales-Preston, seconded by Director Burgis, the ECCTA Board of Directors adopted Resolution #250625C, authorizing ECCTA's application submittal to the FY2026 TFCA program, which was carried by the following vote:

AYES:	Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw
NOES:	None
ABSTAIN:	None
ABSENT:	Williams

#### D. FY2025 Section 5310 Funding

Chief Operating Officer Toan Tran provided an update on Section 5310. This is funneled through CalTrans, improving mobility for seniors and those with disabilities by removing barriers that limit access to transportation. The Mobility On Demand program was created to assist by allowing those who qualify access to Uber, Lyft, and a local taxi company. The funds from Section 5310 are applied to help subsidize the cost to the rider in the Mobility on Demand program.

On motion by Director Meyer, seconded by Director Scales-Preston the ECCTA Board of Directors adopted Resolution #250723D authorizing ECCTA's application submittal to the FY2025 Section 5310 call for projects, which was carried by the following vote:

AYES:	Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw
NOES:	None
ABSTAIN:	None
ABSENT:	Williams

#### E. Comprehensive Operational Analysis Revitalize Tri Delta Transit Marketing Update

Manager of Customer Service and Marketing Leeann Lorono, gave a history on the start of the Comprehensive Operation Analysis and the marketing schedule around this project. Ms. Lorono thanked local CBO, BART, MTC, and our Board of Directors for their partnership. Ms. Lorono presented the different modes and marketing methods used to advertise the COA, service changes. The Directors recommended that communication be given to schools for the students who depend on Tri Delta Transit service. Director Burgis expressed concern that students who start school with a particular service and then change might be confused. Director Scales-Preston suggested Peach Jar to have the school's post on their social media pages. Director Meyer suggested that the individual city routes could be sent to those specific cities to post independently.

This was only a discussion item; no action was requested.

## F. Diesel Bus Purchase

Manager of Administrative Services Joe Chappelle reported that Tri Delta Transit is purchasing 25 diesel buses. This purchase will be made through a purchasing cooperative that Tri Delta Transit has used in the past. GILLIG is the manufacturer that has manufactured the bulk of our buses and is also under contract that will be utilized.

On motion by Director Freitas, seconded by Director Shaw, the ECCTA Board of Directors adopted Resolution #250723F authorizing the CEO to execute a contract with Gillig through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of twenty-five (25) heavy-duty diesel buses for an amount not to exceed \$ 22,260,535, which includes a 10% contingency, which was carried by the following vote:

AYES:	Adams, Burgis, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Scales-Preston, Shaw
NOES:	None
ABSTAIN:	None
ABSENT:	Williams

## **BOARD OF DIRECTORS COMMENT**

Director Shaw  
Director Burgis  
Director Scales-Preston  
Director Lopez  
Director Adams

## **ADJOURNMENT**

The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:49 p.m. until August 27, 2025, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave, Antioch, California.

Respectfully submitted,

Rosanna Dominguez

Executive Assistant

## Income Statement - Comparison to Annual Adopted Budget


< July 1, 2025 through July 31, 2025 >

(unaudited)

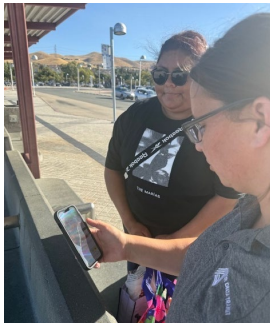
	FY 25 YTD Actual			FY26 Adopted Budget				YTD % of FY 25 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR		ECCTA	FR	DR
<b><u>OPERATING REVENUES</u></b>										
Passenger Fares	\$ 117,855	\$ 48,346	\$ 69,509	\$ 2,153,356	\$ 1,098,211	\$ 1,055,144		5%	4%	7%
Other Income	\$ 105,000	\$ 105,000	-	\$ 100,000	\$ 100,000	\$ -		105%	105%	
<i>Total Operating Revenues:</i>	\$ 222,855	\$ 153,346	\$ 69,509	\$ 2,253,356	\$ 1,198,211	\$ 1,055,144		10%	13%	7%
<b><u>NON-OPERATING REVENUES</u></b>										
Federal Funds	\$ -	\$ -	\$ -	\$ 1,095,783	\$ -	\$ 1,095,783				
State Funds	\$ -	\$ -	\$ -	\$ 26,387,095	\$ 19,629,635	\$ 6,757,460				
Local Funds	\$ 5,726	\$ -	\$ 5,726	\$ 3,342,533	\$ 1,277,605	\$ 2,064,928		0%		0%
Inter-Operator Agreements (Bart Feeder)	\$ -	\$ -	\$ -	\$ 2,608,847	\$ 2,608,847	\$ -				n/a
Interest & Other Misc Income	\$ 52,879	\$ 31,880	\$ 21,000	\$ 76,745	\$ 61,396	\$ 15,349		69%	52%	137%
<i>Total Non-operating Revenues:</i>	\$ 58,605	\$ 31,880	\$ 26,725	\$ 33,511,004	\$ 23,577,483	\$ 9,933,520		0%	0%	0%
<b>Total Revenues:</b>	<b>\$ 281,460</b>	<b>\$ 185,226</b>	<b>\$ 96,234</b>	<b>\$ 35,764,359</b>	<b>\$ 24,775,695</b>	<b>\$ 10,988,664</b>		<b>1%</b>	<b>1%</b>	<b>1%</b>
<b><u>OPERATING EXPENSES</u></b>										
Purchased Transportation	\$ 1,826,865	\$ 1,144,080	\$ 682,785	\$ 21,904,858	\$ 13,856,003	\$ 8,048,855		8%	8%	8%
Materials and Supplies	\$ 328,754	\$ 268,195	\$ 60,559	\$ 4,425,783	\$ 3,604,645	\$ 821,138		7%	7%	7%
Salaries & Benefits	\$ 463,022	\$ 356,551	\$ 106,471	\$ 6,349,603	\$ 5,027,923	\$ 1,321,680		7%	7%	8%
Services	\$ 76,413	\$ 59,683	\$ 16,730	\$ 1,499,535	\$ 1,100,245	\$ 399,290		5%	5%	4%
Casualty and liability insurance	\$ 51,931	\$ 42,776	\$ 9,155	\$ 484,630	\$ 401,310	\$ 83,320		11%	11%	11%
Utilities	\$ 26,400	\$ 21,606	\$ 4,794	\$ 389,500	\$ 313,488	\$ 76,012		7%	7%	6%
Other ( Dues, Travel, Taxes, and Other)	\$ 50,956	\$ 42,199	\$ 8,757	\$ 710,450	\$ 472,082	\$ 238,368		7%	9%	4%
<b>Total Operating Expenses:</b>	<b>\$ 2,824,341</b>	<b>\$ 1,935,091</b>	<b>\$ 889,250</b>	<b>\$ 35,764,359</b>	<b>\$ 24,775,695</b>	<b>\$ 10,988,664</b>		<b>8%</b>	<b>8%</b>	<b>8%</b>
<b>EXCESS REV/(EXP)</b>	<b>\$ (2,542,881)</b>	<b>\$ (1,749,865)</b>	<b>\$ (793,016)</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>				

NOTE:

## Staff Report to ECCTA Board of Directors

**Meeting Date:** August 27, 2025  
**Agenda Item:** Marketing/Communications Activities – Agenda Item #5c  
**Lead Staff:** Leeann Loroño, Manager of Customer Service and Marketing  
**Approved:** Rashidi Barnes, Chief Executive Officer 

Tri Delta Transit strives to provide top-notch service to our customers and the community, as well as communicate the pivotal role Tri Delta Transit plays. Here are some projects Marketing has been working on.



**TRI DELTA TRANSIT New TDT System Feedback Form**

Please let us know what your constructive feedback/recommendations are, and then please record how your passengers, regarding the new system. Fill in the details below.

Name (optional): \_\_\_\_\_ Date: \_\_\_\_\_ (Circle the route/wayride)

Route	200X	300X	400X	500X	600X	700X	800X	900X
200X								
300X								
400X								
500X								
600X								
700X								
800X								
900X								

Fill in: ☐ New TDT System ☐ New Authority/Trucking ☐ New Boardroom

Fill in: \_\_\_\_\_ Location: \_\_\_\_\_

Stop #: \_\_\_\_\_

Circle if it applies: ☐ AKA/VM

Circle if it applies: ☐ Not enough time between stops ☐ Not enough time between stops ☐ Not enough time between stops

Circle if it applies: ☐ Not enough time between stops ☐ Not enough time between stops ☐ Not enough time between stops

Describe in more detail: \_\_\_\_\_

Use the back of this sheet if more space is needed. Thank you.



### August 10<sup>th</sup> Revitalize Schedule Change

Tri Delta Transit is continuing efforts to further educate our riders, receive feedback from riders and operators, and transition our route signage to permanent.

Street teams were dispatched to Antioch & Pittsburg-Bay Point BART, as well as Brentwood Park & Ride, LMC, Leland, and Atlantic Plaza to assist riders with the new routes. Wayfinding signage, courtesy of the grant from MTC was a big help.

In addition, survey forms, in paper and electronic form, have been provided for staff and operators to record feedback from our riders.

Thanks to everyone's help communicating over the last six months, the launch was a success. We look forward to reviewing the recommendation and continuing to improve.

**Agenda Item #5c**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*August 27, 2025*



## Youth Ride Free & Pass2Class

Both the Youth Ride Free June & July program and Pass2Class have been completed for 2025.

The Pass2Class program for Tri Delta Transit exceeded the number of passes available. 511 Contra Costa needed to order additional passes for the program.

We look forward to bringing you the final numbers when they are available.

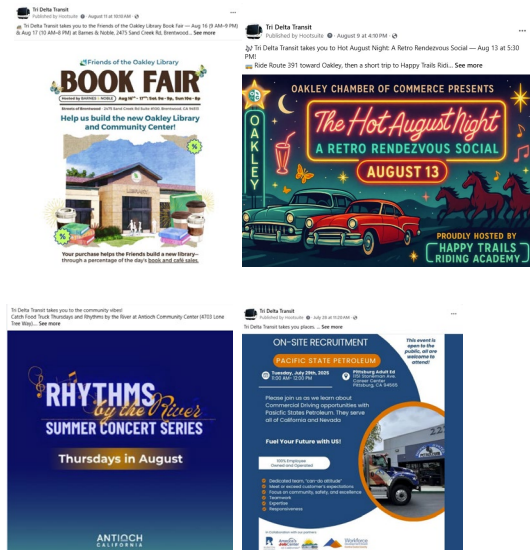


## Tri Delta Transit Outreach

Tri Delta Transit has been out and about promoting our service, answering all kinds of questions about our service change, and more. Here are some places we've been recently:

- BART PD National Night Out, Pittsburg
- Bay Area Transit Agencies Big Sync
- Environmental Town Hall & Resource Fair

## Ongoing Projects:



## Transit Takes You Places

Riders are encouraged to take public transportation to get to and from events safely.

With the assistance of our City of Antioch intern, Owi, riders were encouraged to take transit to the following events (some not shown here):

- Friends of Oakley Book Fair
- Hot August Nights, Oakley
- Rhythms Concert Series Antioch
- Food Truck Thursday, Antioch
- Pacific State Petroleum recruiting, Pittsburg
- Concerts in the Park, Oakley

**Agenda Item #5c**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*August 27, 2025*

Tri Delta Transit is with City of Brentwood - Local Government and 6 others.  
Published by Alec Berger · August 6 at 3:03 PM ·

On Mon., Aug. 11, BART will make minor schedule changes in coordination with the region's other transit systems -- including Tri Delta Transit -- as part of a regional ef... See more

**BART to Implement Minor Schedule Changes Starting Monday, August 11th**

## Collaboration

Bay Area Transit works together to get you where you want to go. Likewise, we support and promote each other and other organizations. Here are some collaborative efforts:

- BART Schedule change August 11<sup>th</sup>
- Countywide Transportation Plan CTP

## SOCIAL MEDIA ANALYTICS

Following please find a brief summary of metrics for the Tri Delta Transit social media accounts.

MAIN ACCOUNTS	MONTHS			
Followers	APRIL 2025	MAY 2025	JUNE 2025	JULY 2025
Facebook	1.4k	1.4k	1.4k	1.4k
Instagram	1,094	1,101	1,101	1,114
LinkedIn	677	687	701	721
BlueSky	27	28	32	35

ALERT ACCOUNTS	MONTHS			
Followers	APRIL 2025	MAY 2025	JUNE 2025	JULY 2025
Facebook	88	90	92	99
Instagram	87	88	92	97

Please let us know if you have any questions or need further information about any of these materials.

*Agenda Item #5c*  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*August 27, 2025*



August 8, 2025

To: Rashidi Barnes, Chief Executive Officer, Eastern Contra Costa Transit Authority

From: Chris Lee, Partner, Politico Group

**Re: August Legislative & Administrative Updates**

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Politico Group is pleased to provide the following report to Tri Delta Transit on recent legislative advocacy and other legislative and administrative updates.

## Legislative Updates

The Legislature adjourned for its month-long summer recess on July 17, the final day for policy committees to approve bills introduced in the opposite house in 2025. Six weeks of policy committee hearings in June and July were at times eclipsed by the state budget process, with several rounds of budget committee hearings, a budget bill approved by the Legislature that was unsatisfactory to Governor Newsom, and finally the announcement and approval of a three-party deal in late June.

At the time of this writing, the Legislature has just over a week of recess remaining before returning on August 18. The final four weeks of the session will be packed with action. In addition to the typical appropriations hearings and final floor votes on Legislation, the Legislature and Administration hope to reach an agreement on extension of the Cap-and-Trade program, approval of an expenditure plan for Cap-and-Trade auction proceeds and finalize Proposition 4 Climate Bond expenditures as part of the Natural Resources budget.

In concert with Governor Newsom, the Legislature may also act to counter partisan redistricting efforts in other states through changes to California's congressional districts, which are determined by a non-partisan citizen's committee under current state law. Finally, the Legislature may consider further changes to the 2025-26 state budget to address the fiscal impacts of the federal budget reconciliation on California's health and human services safety net programs.

Key legislative deadlines in the coming weeks include:

- **August 29:** bills with a fiscal impact must be passed by the Appropriations Committees
- **September 5:** last day to amend bills on the floor
- **September 12:** final day for bills to be passed by the Legislature and sent to the Governors (bills amended in their second house must return to the house of origin for concurrence in the other house's amendments)
- **October 12:** last day for Governor Newsom to sign or veto bills presented to him at the end of the legislative session

Politico Group continues to work with Tri Delta to monitor transit-related legislation with potential impacts on operations and funding. A full list of bills we are tracking is attached to this report. Bills with active positions include the following:

Active Bills – Eastern Contra Costa Transit Authority			
Measure	Topic	Status	Position
<b>AB 394</b> (Wilson)	Public transportation providers: operator and rider safety	Senate Appropriations	Support
<b>SB 63</b> (Wiener & Arreguín)	San Francisco Bay Area: local revenue measure: transportation funding	Assembly Appropriations	Support if Amended

### Bay Area Transportation Revenue Measure Amended to Support Small Operators

Following approval by the Assembly Transportation Committee on July 7 with amendments suggested by Tri Delta and other East Bay small transit operators, SB 63 (Wiener & Arreguín) related to a 2026 Bay Area transit funding measure, was approved on July 14 by the Assembly Revenue and Taxation Committee, chaired by Mike Gipson (D-Carson) on a party-line vote.

Consistent with the Transportation Committee amendments, the joint authors of SB 63 sent a letter to regional transportation officials on July 23 outlining a proposed expenditure plan for the regional measure. The plan assumes that Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties all participate in the measure, which would authorize a 14-year half-cent sales tax upon approval by the voters. 4.4% of revenue would be dedicated to MTC's rider-facing transit transformation work and 0.22% would go for administration of the measure. The majority of funding would be dedicated to transit operations in the five counties as follows:

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain*	7%	\$75
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

\* Specific allocations to BART, Muni and Caltrain are subject to continued conversation among the counties these entities serve.

In addition to amendments to incorporate the expenditure plan, other issues that must be resolved include provisions related to financial accountability and efficiency. The bill currently includes a requirement for a comprehensive independent third-party financial efficiency review of AC Transit, BART, Caltrain, and Muni, following passage of a sales tax pursuant to the bill. The bill also expresses the intent of the Legislature to condition the funding on regional network management policies and programs with a goal of increasing transit ridership by improving the customer experience for transit riders. In the July 23 letter, the authors said that they would continue to work with local stakeholders to



finalize the financial efficiency and accountability language in the bill, with a goal of agreeing on specific provisions prior to formal votes by San Mateo County and Santa Clara County entities to join the proposed measure. The San Mateo County Transportation District (SamTrans) voted on August 6 to join the revenue measure and Santa Clara Valley Transportation Authority (VTA) voted on August 7 to participate.

#### *Next Steps*

SB 63 now heads to the Assembly Appropriations Committee, which must consider the fiscal impact of the bill. The bill is a likely candidate for the Committee's suspense file, where all bills with a fiscal impact on the state are considered in bulk at a hearing tentatively scheduled for Friday, August 29. If approved by the Appropriations Committee, the full Assembly must vote to approve the bill before the end of session on September 12. With the approval of the Speaker of the Assembly, the Committee would also be able to pull the bill back for an additional hearing following substantive amendments, such as the expenditure plan and other details. This would provide Chair Wilson with an additional opportunity to ensure that her concerns are addressed before the bill is sent back to the Senate for final approval. The bill must also be approved by a final Senate vote to concur in the Assembly's amendments.

## **Administrative Updates**

### **Caltrans Releases Director's Policy on Transit**

Fulfilling a mandate from SB 960 (Wiener, 2024), Caltrans unveiled a draft [Director's Transit Policy](#) in July. The policy, which was in development prior to introduction of the legislation, will serve as a high-level guide that outlines Caltrans' commitment to supporting public transit on the State Highway System. According to Caltrans, the policy encourages flexible, context-sensitive solutions to better connect and improve transit options for people of all ages and abilities. Where feasible, the policy would require Caltrans to integrate public transit features within highway projects to strengthen transit networks across the state. To put the policy into action, Caltrans is also developing an implementation plan with specific steps and strategies. This plan will be informed by input from partners (Caltrans is [hosted a workshop](#) on August 6) and stakeholders and a final draft is expected to be released in summer 2026.

### **Attachment**

Tri Delta Transit Legislative Tracking Report

# Tri Delta Transit Legislative Report

## Friday, August 08, 2025

### [AB 30](#)

#### **([Alvarez D](#)) State Air Resources Board: gasoline specifications: ethanol blends.**

**Current Text:** Amended: 3/26/2025 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Last Amend:** 3/26/2025

**Status:** 7/9/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/8/2025-S. APPR.

**Summary:** Current law prohibits the State Air Resources Board from adopting any regulation that establishes a specification for motor vehicle fuel unless that regulation, and a multimedia evaluation conducted by affected agencies and coordinated by the state board, are reviewed by the California Environmental Policy Council. This bill would, notwithstanding that prohibition, authorize blends of gasoline containing 10.5% to 15% ethanol by volume to be sold in the state for use as a transportation fuel until (1) the California Environmental Policy Council completes its review of those blends and (2) the state board either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements.

#### **Position**

Watch

### [AB 33](#)

#### **([Aguilar-Curry D](#)) Autonomous vehicles.**

**Current Text:** Amended: 6/30/2025 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Last Amend:** 6/30/2025

**Status:** 7/14/2025-In committee: Referred to APPR. suspense file.

**Is Fiscal:** Y

**Location:** 7/14/2025-S. APPR. SUSPENSE FILE

**Summary:** Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision.

#### **Position**

Watch

### [AB 35](#)

#### **([Alvarez D](#)) California Environmental Quality Act: clean hydrogen transportation projects.**

**Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Last Amend:** 4/21/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/18/2025)(May be acted upon Jan 2026)

**Is Fiscal:** Y

**Location:** 5/1/2025-A. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.

#### **Position**

Watch

### [AB 259](#)

#### **([Rubio, Blanca D](#)) Open meetings: local agencies: teleconferences.**

**Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)

**Introduced:** 1/16/2025

**Last Amend:** 4/21/2025

**Status:** 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025) (May be acted upon Jan 2026)

**Is Fiscal:** N

**Location:** 7/17/2025-S. 2 YEAR

**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

**Position**

Watch

**AB 394** **(Wilson D) Public transportation providers.**

**Current Text:** Amended: 7/17/2025 [html](#) [pdf](#)

**Introduced:** 2/3/2025

**Last Amend:** 7/17/2025

**Status:** 7/17/2025-Read second time and amended. Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/16/2025-S. APPR.

**Summary:** Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

**Position**

Support

**AB 810** **(Irwin D) Local government: internet websites and email addresses.**

**Current Text:** Amended: 4/10/2025 [html](#) [pdf](#)

**Introduced:** 2/19/2025

**Last Amend:** 4/10/2025

**Status:** 5/23/2025-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)

**Is Fiscal:** Y

**Location:** 5/23/2025-A. 2 YEAR

**Summary:** Current law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2029. Current law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a ".gov" domain name or a ".ca.gov" domain name no later than January 1, 2029. Current law defines "local agency" for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term "local agency" from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031.

**Position**

Watch

**AB 1250** **(Papan D) Transit operators: paratransit: recertification of eligibility.**

**Current Text:** Amended: 6/30/2025 [html](#) [pdf](#)

**Introduced:** 2/21/2025

**Last Amend:** 6/30/2025

**Status:** 7/9/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/8/2025-S. APPR.

**Summary:** Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would require, on or before January 1, 2027, transit operators, as defined, to establish a streamlined recertification process for eligible persons, as specified. The bill would require, by June 1, 2027, transit operators to only use the streamlined recertification process for eligible persons unless certain conditions apply. The bill would define "eligible persons" as persons who receive, or who are eligible to receive, paratransit services based on a disability and whose disability cannot reasonably be expected to improve over time, as determined by the person's qualified licensed medical professional, and whose ability to access the fixed route system cannot reasonably be expected to improve over time, as determined by the transit operator. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

**Position**

Watch

**SB 63**

**(Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

**Current Text:** Amended: 7/9/2025 [html](#) [pdf](#)

**Introduced:** 1/9/2025

**Last Amend:** 7/9/2025

**Status:** 7/15/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (July 14). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/15/2025-A. APPR.

**Summary:** Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election.

**Position**

SIA

**SB 71**

**(Wiener D) California Environmental Quality Act: exemptions: environmental leadership transit projects.**

**Current Text:** Amended: 7/17/2025 [html](#) [pdf](#)

**Introduced:** 1/14/2025

**Last Amend:** 7/17/2025

**Status:** 7/17/2025-Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 14). Read second time and amended. Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/14/2025-A. APPR.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

**Position**

Watch

**SB 79**

**(Wiener D) Housing development: transit-oriented development.**

**Current Text:** Amended: 7/17/2025 [html](#) [pdf](#)

**Introduced:** 1/15/2025

**Last Amend:** 7/17/2025

**Status:** 7/17/2025-Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/17/2025-A. APPR.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified.

**Position**

Watch

## **SB 88**

**(Caballero D) Air resources: carbon emissions: biomass.**

**Current Text:** Amended: 6/25/2025 [html](#) [pdf](#)

**Introduced:** 1/22/2025

**Last Amend:** 6/25/2025

**Status:** 7/2/2025-July 2 set for first hearing. Placed on suspense file.

**Is Fiscal:** Y

**Location:** 7/2/2025-A. APPR. SUSPENSE FILE

**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Current law requires the state board, in consultation with the Department of Forestry and Fire Protection, to develop a standardized system for quantifying the direct carbon emissions and decay from fuel reduction activities for purposes of meeting the accounting requirements for Greenhouse Gas Reduction Fund expenditures, as specified. This bill would require the state board, on or before January 1, 2028, to publish on its website an assessment of the life-cycle emissions from alternative uses of forest and agricultural biomass residues. The bill would require the state board, on or before January 1, 2029, to include in the next scoping plan update a strategy to support beneficial carbon removal products, including, but not limited to, biochar, that are generated from agricultural or forest biomass resources. The bill would require the Department of Forestry and Fire Protection to require, to the extent feasible, all state-funded forest health projects to include an appropriate forest biomass resource disposal component that includes a scientifically based, verifiable method to determine the amount of biomass to be physically removed and the amount to be burned by prescribed fire.

**Position**

Watch

## **SB 239**

**(Arreguin D) Open meetings: teleconferencing: subsidiary body.**

**Current Text:** Amended: 4/7/2025 [html](#) [pdf](#)

**Introduced:** 1/30/2025

**Last Amend:** 4/7/2025

**Status:** 6/5/2025-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2025)(May be acted upon Jan 2026)

**Is Fiscal:** N

**Location:** 6/5/2025-S. 2 YEAR

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

**Position**

Watch

**SB 707**

**(Durazo D) Open meetings: meeting and teleconference requirements.**

**Current Text:** Amended: 7/17/2025 [html](#) [pdf](#)

**Introduced:** 2/21/2025

**Last Amend:** 7/17/2025

**Status:** 7/17/2025-Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/17/2025-A. APPR.

**Summary:** (1)Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.

**Position**

Watch

**Total Measures: 13**

**Total Tracking Forms: 13**

# **TAB 2**

Agenda Item #6a  
ACTION ITEM: CEO Report

## **Board of Directors Meeting**

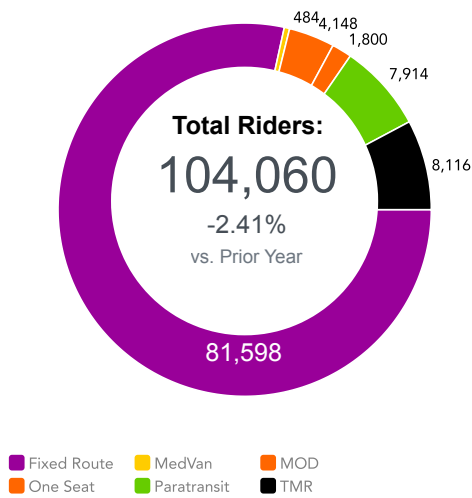
**Wednesday August 27, 2025**

**ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509**

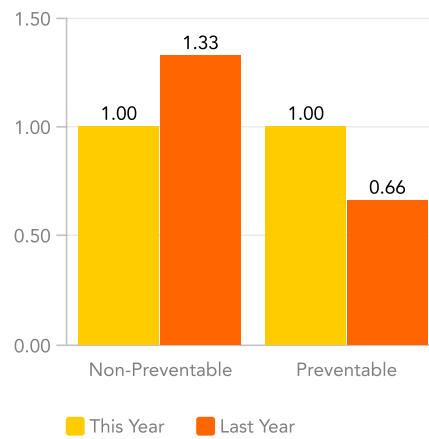


# Performance Summary

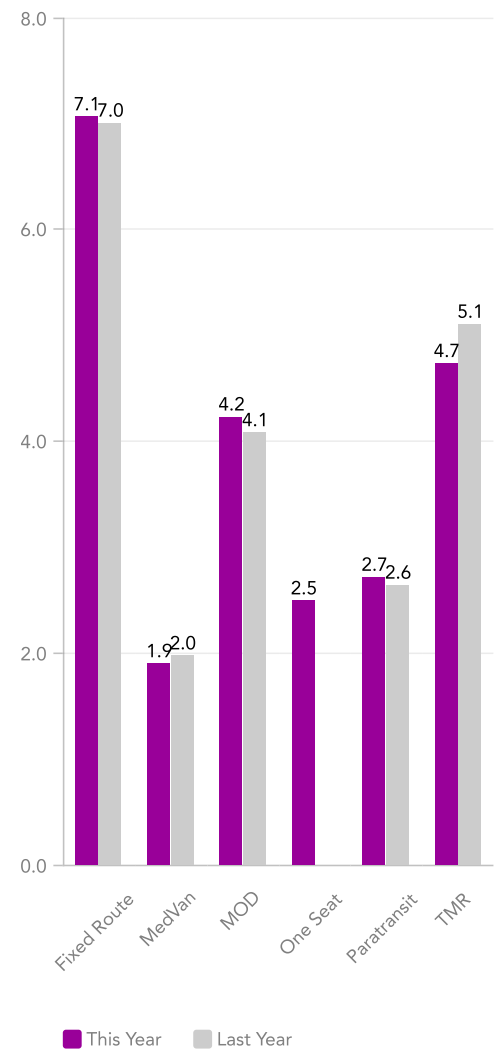
## Ridership



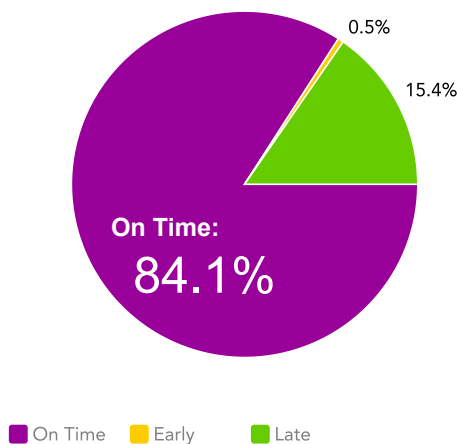
## Accidents / 100K Miles



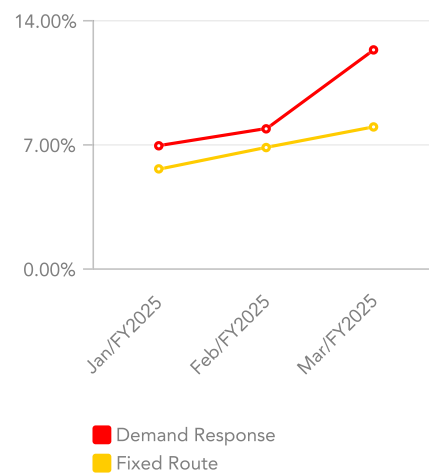
## Passengers Per Revenue Hour



## On Time Performance



## Cost Recovery Ratio





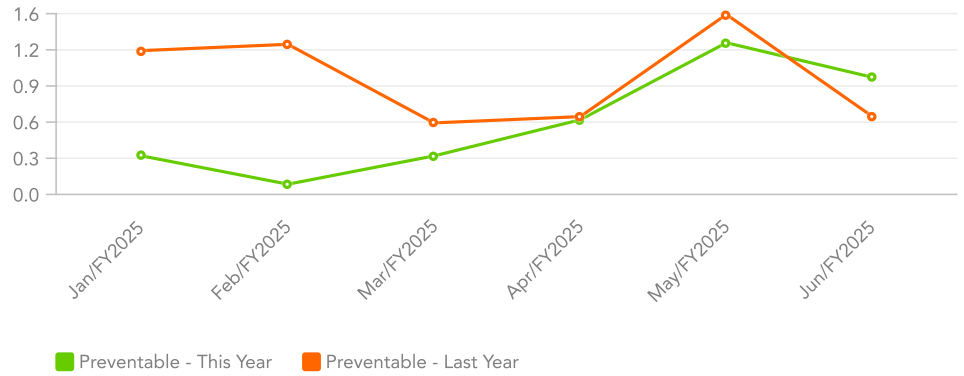
# Safety Performance

## Preventable Accident Report

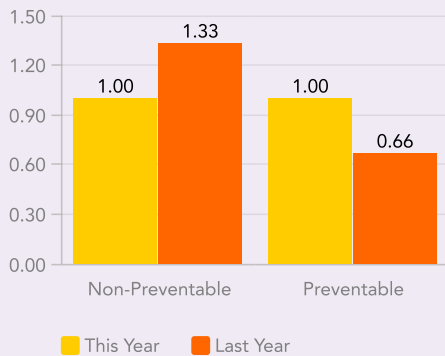
	Accidents	Per 100,000 Miles
Jan/FY2025	1	0.33
Feb/FY2025	1	0.08
Mar/FY2025	1	0.32
Apr/FY2025	2	0.63
May/FY2025	4	1.29
Jun/FY2025	3	1.00
YTD 2024	2	0.66
YTD 2025	3	1.00
<b>YTD Change</b>		
Values	1	51.52%

## Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide

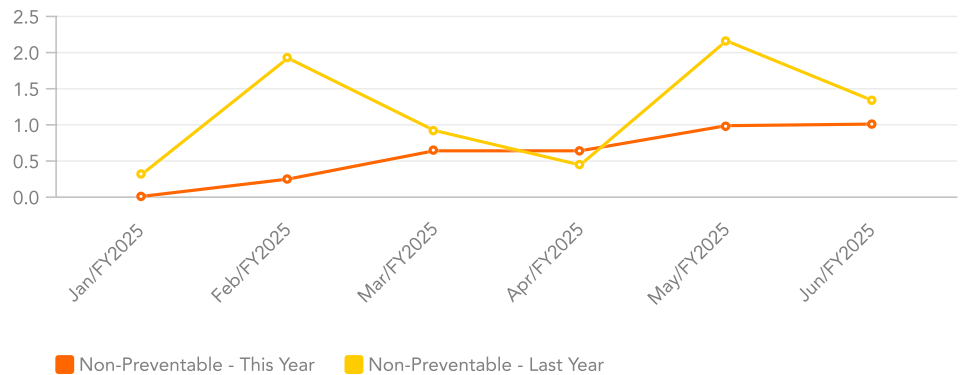


## Year-over-Year - System Wide Accidents Per 100,000 Miles



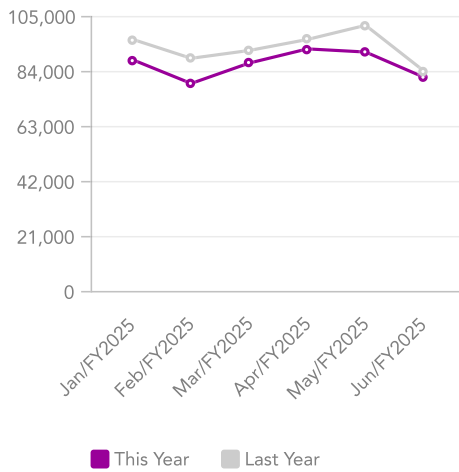
## Non-Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide

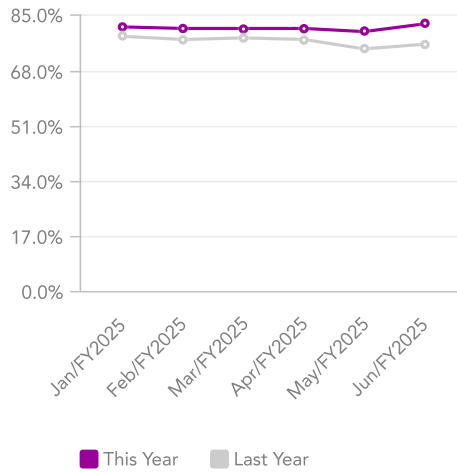


# Fixed Route Performance

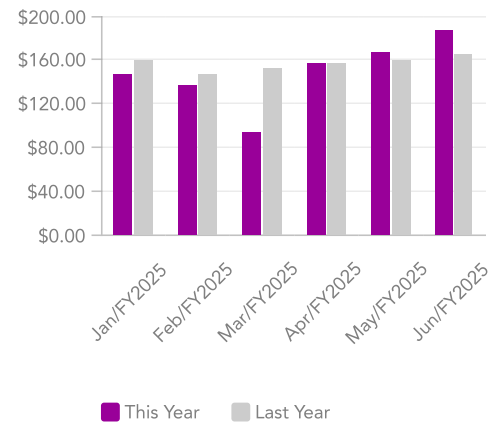
### Total Ridership



### On Time Performance



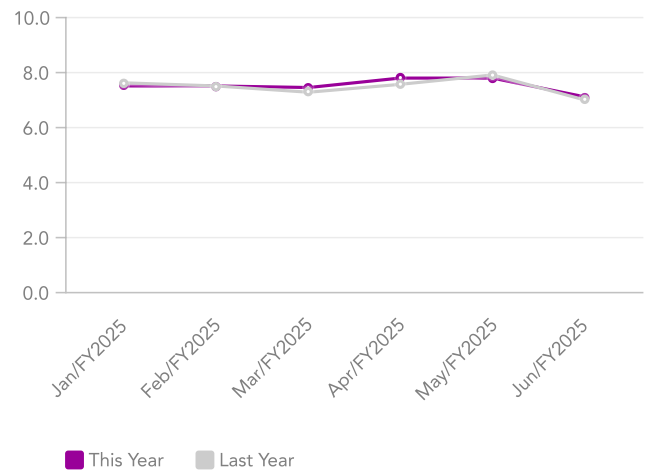
### Operating Cost Per Revenue Hour



### Year-over-Year Report - Fixed Route

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	82.71	80.32	+3.0%
	Average Miles Between Roadca	7,829.53	11,132.54	-29.7%
	Complaints Per 100k Riders	23.28	21.92	+6.2%
	Ridership Per Rev. Hour	7.06	7.76	-9.0%
Financial	Operating Costs Per Rev. Hour	187.08	166.52	+12.3%
Ridership	Ridership	81,598.00	91,260.00	-10.6%

### Passengers Per Revenue Hour





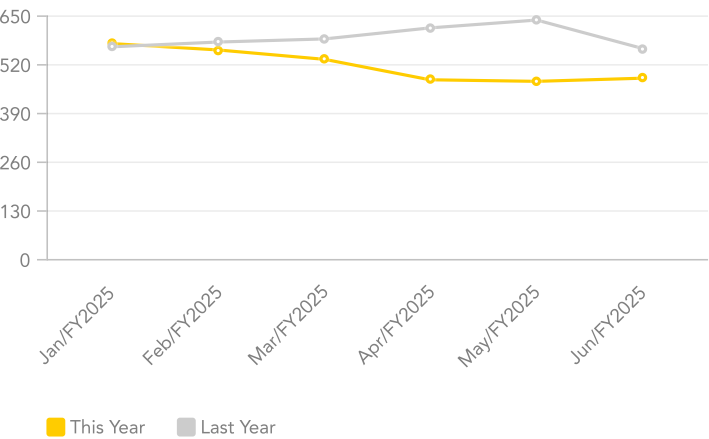
# MedVan, Paratransit, and MOD Performance

## Year-over-Year Report

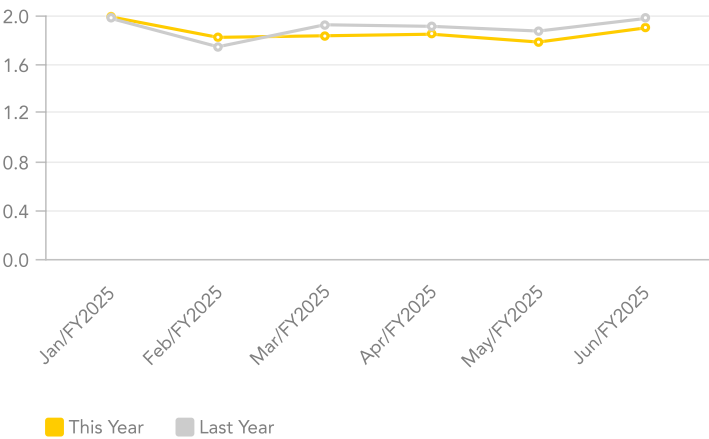
### MedVan

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	92.18	93.21	-1.1%
	Complaints Per 100k Riders	0.00	535.71	-100.0%
	Ridership Per Rev. Hour	1.90	1.98	-4.0%
Financial	Operating Costs Per Rev. Hour	136.33	144.06	-5.4%
Ridership	Ridership	484.00	560.00	-13.6%

Total Ridership



Passengers Per Revenue Hour

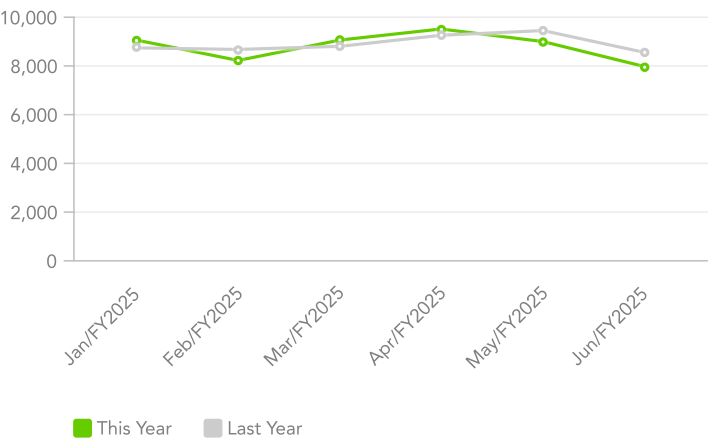


## Year-over-Year Report

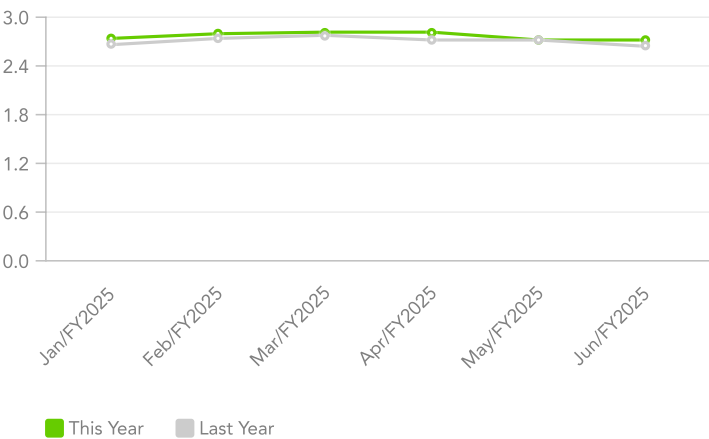
### Paratransit

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	89.94	88.53	+1.6%
	Complaints Per 100k Riders	0.00	82.14	-100.0%
	Ridership Per Rev. Hour	2.71	2.64	+2.7%
Financial	Operating Costs Per Rev. Hour	136.33	141.98	-4.0%
Ridership	Ridership	7,914.00	8,522.00	-7.1%

Total Ridership



Passengers Per Revenue Hour

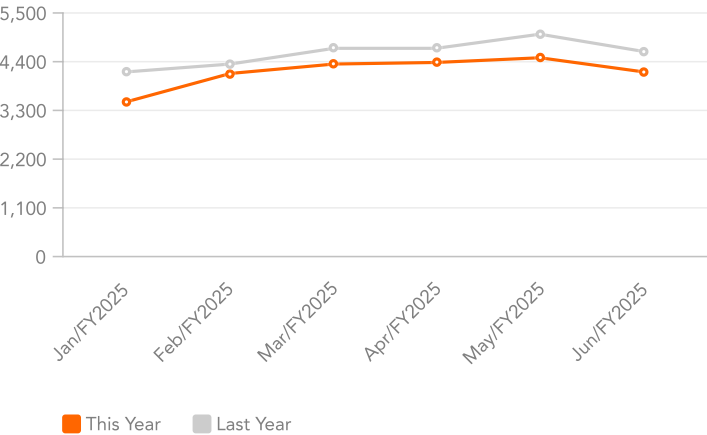


Year-over-Year Report

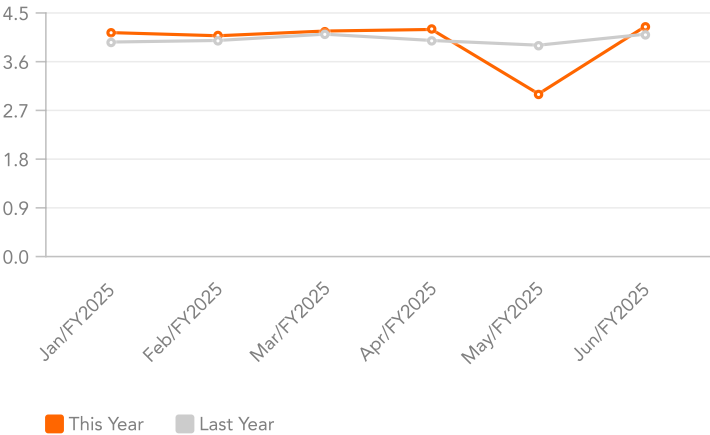
MOD

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.23	4.08	+3.7%
Financial	Operating Costs Per Rev. Hour	89.39	85.82	+4.2%
Ridership	Ridership	4,148.00	4,609.00	-10.0%

Total Ridership



Passengers Per Revenue Hour

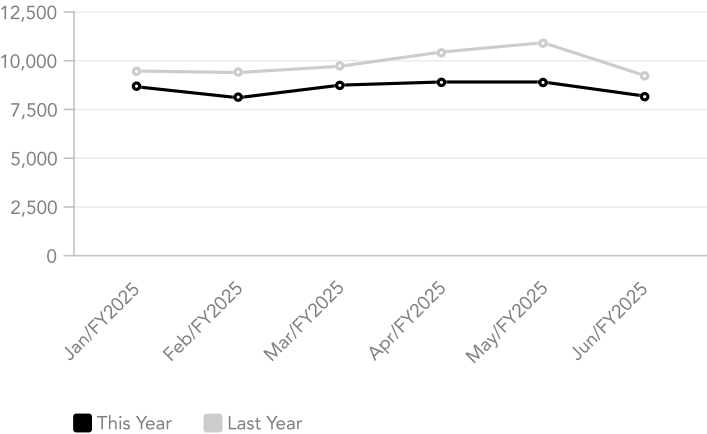


Year-over-Year Report

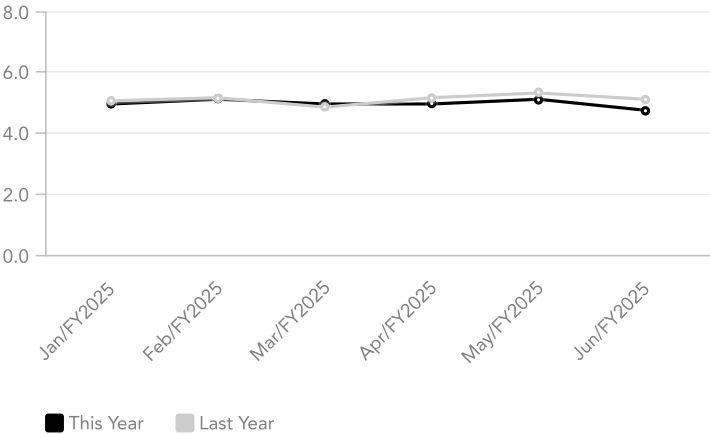
TMR

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	98.57	87.07	+13.2%
Service	Ridership Per Rev. Hour	4.73	5.10	-7.3%
Financial	Operating Costs Per Rev. Hour	136.33	140.86	-3.2%
Ridership	Ridership	8,116.00	9,188.00	-11.7%

Total Ridership



Passengers Per Revenue Hour



# **TAB 3**

Agenda Item #7a

ACTION ITEM: Regional Tax Measure – SB63

## **Board of Directors Meeting**

**Wednesday August 27, 2025**

**ECCTA Boardroom**

**801 Wilbur Avenue, Antioch, CA 94509**

## Staff Report to ECCTA Board of Directors

**Meeting Date:** August 27, 2025  
**Agenda Item:** Regional Tax Measure – SB63 – Agenda Item #7a  
**Lead Staff:** Rashidi Barnes, Chief Executive Officer  
**Approved:** Rashidi Barnes, Chief Executive Officer

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### Background

Senate Bill 63 is jointly authored by Senator Scott Wiener (D-San Francisco) and Senator Jesse Arreguin (D-Berkeley). As currently amended, the bill would establish a Transportation Revenue Measure District (district) consisting of Alameda, Contra Costa and San Francisco counties, with the option to extend the district to include San Mateo and Santa Clara counties prior to the anticipated final passage of the legislation in September. The San Mateo County Transportation District (SamTrans) voted on August 6 to join the revenue measure and Santa Clara Valley Transportation Authority (VTA) voted on August 7 to participate.

SB 63 authorizes a sales tax applying to the entire district to be imposed by the district's board or by a qualified voter initiative for a duration of 14 years, in an amount of up to 0.5%, subject to voter approval at the November 2026 statewide general election.

On July 23, the joint authors announced an expenditure plan for a five-county measure. The plan assumes that Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties all participate in the measure. 4.4% of revenue would be dedicated to MTC's rider-facing transit transformation work, and 0.22% would go to the administration of the measure. The majority of funding would be dedicated to transit operations in the five counties as follows:

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain*	7%	\$75

**Agenda Item #7a**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
August 27, 2025*

Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

*\* Specific allocations to BART, Muni and Caltrain are subject to continued conversation among the counties these entities serve.*

In addition to amendments to incorporate the expenditure plan, other issues that must be resolved include provisions related to financial accountability and efficiency. The bill currently includes a requirement for a comprehensive independent third-party financial efficiency review of AC Transit, BART, Caltrain, and Muni, following passage of a sales tax pursuant to the bill. The bill also expresses the intent of the Legislature to condition the funding on regional network management policies and programs with a goal of increasing transit ridership by improving the customer experience for transit riders. In the July 23 letter, the authors said that they would continue to work with local stakeholders to finalize the financial efficiency and accountability language in the bill, with a goal of including specific provisions prior to formal votes by San Mateo County and Santa Clara County entities to join the proposed measure.

#### Assembly Policy Committee Hearings

On Monday, July 7, the Assembly Transportation Committee approved SB 63 on a party-line vote with Republicans voting “no” and one member absent. The Transportation Committee is Chaired by Lori Wilson, who represents a part of Tri Delta’s service areas in Eastern Contra Costa County, as well as all of Solano County. Chair Wilson took a strong position in support of small transit operators in the East Bay by passing the bill with amendments that reflect those requested by Tri Delta and other East Bay small operators. Following the Assembly Transportation Committee hearing, SB 63 was approved on July 14 by the Assembly Revenue and Taxation Committee, chaired by Mike Gipson (D-Carson), on a party-line vote.

The lack of an expenditure plan was a sore point for Chair Wilson, who expressed some frustration that the bill was not fully developed while in her committee. She stated that she was allowing the bill to advance with the understanding that the Transportation Committee would be involved in the negotiation of those final details—a comment reiterated by another Bay Area member of the Committee, Diane Papan (D-San Mateo). With the approval of the Speaker of the Assembly, the Committee would also be able to pull the bill back for an additional hearing following substantive amendments, such as the expenditure plan and other details. This would

provide the Chair with an additional opportunity to ensure that her concerns are addressed before the bill is sent back to the Senate for final approval.

### Next Steps

SB 63 now heads to the Assembly Appropriations Committee, which must consider the fiscal impacts of the bill. The bill is a likely candidate for the Committee's suspense file, where all bills with a fiscal impact on the state are considered in bulk at a hearing tentatively scheduled for Friday, August 29. If approved by the Appropriations Committee, the full Assembly must vote to approve the bill before the end of the session on September 12. The bill must also be approved by a final Senate vote to concur in the Assembly's amendments.

### SB 63 (Wiener) – Key Legislative Deadlines:

- August 29: must be passed by the Assembly Appropriations Committee
- September 12: must be passed by the Assembly (since the bill was amended in the Assembly, the Senate must also vote again to concur in the Assembly's amendments)
- October 12: last day for Governor Newsom to sign or veto bills

## Discussion

Following the recommendations of the Blue Ribbon task force, TDT has consistently participated in all MTC-led and operator-co-led regional transit initiatives and has been working in good faith with fellow Bay Area transit operators and MTC to establish and make good use of the new Regional Network Manager Council (RNM Council), including the effort to develop clear accountability measures for all transit operators. Based on these past efforts, TDT supports the stated goals of this legislation, which envisions a safe, clean, reliable and accessible public transit network that meets the diverse needs of Bay Area residents, combats climate change, and serves both regional and local trips for residents of all income levels. TDT also supports advancing legislation enabling Bay Area voters to weigh in on generating new revenues to support and expand transit in the Bay Area.

Tri Delta and other small bus operators in the East Bay had been meeting with the authors and our state legislative delegation members to discuss opportunities to ensure that smaller operators will also benefit from a potential Bay Area transit revenue measure authorized by SB 63 since last year. These ongoing lobbying efforts resulted in amendments taken in the Assembly Transportation Committee, which prioritized funding for East Bay small operators above regional transit transformation work—prior to the amendments from Assembly Transportation Chair Wilson, funding would have only been available to the small operators after large operator needs were addressed and up to 10% of measure revenues were allocated to MTC transit transformation work.



As discussed above, the July 23 expenditure plan aligns with the Assembly Transportation Committee amendments, dedicating 1.5% of measure revenues to Contra Costa County small transit operators, estimated at \$15.75 million annually mid-way through the 14-year measure.

## **Financial Impact**

There is no fiscal impact associated with adopting a position on SB 63.

## **Requested Action**

Adopt resolution #250827A as a position of "Support" pending amendments to incorporate the July 23 expenditure plan into the measure. If authorized by the Board of Directors, staff will prepare a letter to be sent to the bill authors, members of the Tri Delta Transit legislative delegation, and relevant legislative committees.

## **Attachments**

1. SB 63 expenditure plan letter from Senators Wiener and Arreguín
2. Tri Delta Transit June 30 SB 63 "Support if Amended" letter to Chair Wilson



# TRI DELTA TRANSIT

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

## **RESOLUTION #250828A REGIONAL TAX MEASURE – SENATE BILL 63**

**Resolution #250827A is a position of support on SB 63.**

**WHEREAS**, Senate Bill 63 (SB 63) is a bill authored by Senator Scott Wiener (D-San Francisco) and Senator Jesse Arreguin (D-Berkeley) that establishes a Transportation Revenue District consisting of Alameda, Contra Costa, and San Francisco counties.

**WHEREAS**, Tri Delta Transit respectfully requested that SB 63 be amended to provide dedicated revenue for East Bay small bus operators from SB 63's designated "up to 10%" share for transit transformation expenditures.

**WHEREAS**, The San Mateo County Transportation District (SamTrans) voted on August 6 to join the revenue measure and Santa Clara Valley Transportation Authority (VTA) voted on August 7 to participate.

**WHEREAS**, On July 23, the joint authors announced an expenditure plan for a five-county regional funding measure, which will be amended into SB 63.

**WHEREAS**, The plan assumes that Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties all participate in the measure. Funding from the measure would be allocated to transit operators in the five counties with 4.4% of revenue dedicated to MTC's rider-facing transit transformation work and 0.22% for administration of the measure.

**WHEREAS**, Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT) will receive 1.5% of the total revenue generated annually for an estimated amount of \$15.75 million.

**WHEREAS**, through pending amendments, SB 63 will now authorize a sales tax applying to the entire district to be imposed by the district's board or by a qualified voter initiative for a duration of 14 years, in an amount of up to 0.5%, subject to voter approval at the November 2026 statewide general election.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt resolution #250827A as a position of "Support" on SB 63, pending the adoption of the above referenced amendments and expenditure plan. If authorized by the Board of Directors, Attachment A is the letter that staff have prepared to be sent to the bill's author, Tri Delta Transit legislative delegation members, and relevant legislative committees.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250828A REGIONAL TAX MEASURE – SENATE BILL 63**

**Resolution #250827A is a position of support on SB 63.**

**PASSED AND ADOPTED THIS 27<sup>th</sup> day of August 2025, by the following votes:**

### **EASTERN CONTRA COSTA TRANSIT AUTHORITY**

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Tony Oerlemans, Vice-Chair

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Rashidi Barnes, Chief Executive Officer

**AYES:** \_\_\_\_\_  
**NOES:** \_\_\_\_\_  
**ABSENT:** \_\_\_\_\_  
**ABSTENTIONS:** \_\_\_\_\_

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## California State Senate

SENATOR  
SCOTT WIENER

威善高  
ELEVENTH SENATE DISTRICT



LEGISLATIVE JEWISH CAUCUS  
CO-CHAIR

COMMITTEES:

BUDGET & FISCAL REVIEW  
CHAIR

JOINT LEGISLATIVE BUDGET  
CHAIR

LEGISLATIVE ETHICS  
CHAIR

HEALTH

JUDICIARY

LOCAL GOVERNMENT

PUBLIC SAFETY

JOINT RULES

## California State Senate

SENATOR  
JESSE ARREGUÍN

SEVENTH SENATE DISTRICT



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HOUSING

LOCAL GOVERNMENT

TRANSPORTATION

July 23, 2025

**Sue Noack**

Chair, Metropolitan Transportation Commission (MTC)

**David Haubert**

Chair, Alameda County Transportation Commission (ACTC)

**Aaron Meadows**

Chair, Contra Costa Transportation Authority (CCTA)

**Myrna Melgar**

Chair, San Francisco County Transportation Authority (SFCTA) and MTC Commissioner

**Jeff Gee**

Chair, San Mateo County Transportation District (SMCTD)

**Carlos Romero**

Chair, San Mateo County Transportation Authority (SMCTA)

**Sergio Lopez**

Chair, Santa Clara Valley Transportation Authority (SCVTA)

**Re: Senate Bill 63 (Wiener, Arreguin) - Proposed Five-County Expenditure Plan**

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

We write with an update regarding our work to provide critically needed revenue to preserve and improve public transportation service in the Bay Area. Our region's major public transportation

systems — including BART, AC Transit, Caltrain, and Muni — are at a crossroads. These public transit operators face the prospect of devastating service cuts that would force them into a death spiral after emergency federal and state assistance runs out in the next few years. Other operators — such as SamTrans and VTA — may also face growing financial needs in the coming years as they seek to sustain and enhance services or invest in transit capital projects.

A future with severely diminished public transportation is unacceptable for the Bay Area's residents, visitors, and economy. Close to 60% of Bay Area public transportation riders use transit five or more days per week and 91% expect to ride transit the same or more next year.<sup>1</sup> According to recent polling, two thirds of likely Bay Area voters agree that Bay Area public transit needs more operations funding, and a majority of likely voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties would support a sales tax to provide this critically needed funding.<sup>2</sup>

We introduced SB 63 to authorize a Bay Area sales tax measure that would — in combination with other local strategies — prevent these devastating service cuts while improving the rider experience. Over the past several years, both before and since introducing SB 63, we have engaged with numerous local stakeholders to ensure we understand key considerations related to a potential regional transportation revenue measure. This led us to propose a three-county sales tax measure, with the opportunity for San Mateo and Santa Clara counties to opt in to the measure. We resolved to seek technical assistance from staff at the five county transportation authorities that may be part of the measure, transit operators, and other stakeholders in order to inform a potential expenditure plan.

In order to provide counties with the information they need to determine whether to opt in to the sales tax measure proposed by SB 63, these counties — as well as all of the other counties that are in the measure — need to understand what the expenditure plan would be. **To that end, we propose the following five-county expenditure plan for an SB 63 sales tax measure.** This expenditure plan does *not* contemplate a three- or four-county measure should San Mateo or Santa Clara counties not opt in to a measure. Separate conversations are necessary to determine an expenditure plan for a three- or four-county measure.

### **Proposed Expenditure Plan Informed by Local Input and Technical Assistance**

We would like to thank county transportation authority and transit operator staff for their technical assistance while SB 63 has proceeded through the legislative process. Staff responded in a timely manner to our requests for information related to operator deficits, ridership data, and different ridership-based methodologies for attributing responsibility for operator deficits amongst counties for the purposes of SB 63. We also appreciate MTC for engaging, at the request of various counties, in an independent third-party review of BART's, Caltrain's, Muni's, and AC Transit's deficits. We also thank MTC for providing technical assistance on various measure administrative costs and working to develop more consensus at the commission level on potential transit transformation expenditures and levels. Finally, we appreciate staff at Caltrain

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<sup>1</sup> [MTC Travel Survey Summary](#)

<sup>2</sup> [MTC Polling Report](#)

and its member agencies for socializing and discussing a variety of options to address Caltrain's reported deficit. To date, this specific expenditure plan was not provided or explicitly endorsed by specific staff or local boards, but it is informed by the described technical assistance.

Existing transit funding relationships among Bay Area counties and transit operators are complex and varied, making it especially challenging to develop an expenditure plan for a regional measure that both addresses key transit needs and is as fair and consistent as possible. This technical assistance we received from local agency staff and policy makers was instrumental in helping us develop an expenditure plan that results in counties paying for systems their residents use in a fair manner.

We acknowledge the complexity and long history behind existing Bay Area public transportation agency funding relationships. This expenditure plan is not intended to set a new precedent for locally governed funding relationships. Rather, it provides medium-term stability for public transit systems in a manner that is as fair and consistent as possible, allowing transit systems to maintain service while longer term conversations over local funding relationships can continue as needed.

## **Revenue Measure Overview**

Revenue Mechanism: Sales Tax

Geography: Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco

Rates: ½ cent in Alameda, Contra Costa, San Mateo, and Santa Clara Counties and one cent in San Francisco

Duration: 14 years

## **Expenditure Plan Overview**

The expenditure plan included in SB 63 will dedicate a specified *percentage of the total measure* for each recipient referenced in the expenditure plan. These target funding amounts are informed by technical assistance received during the expenditure plan development process. The designated recipients are:

- The Transportation Revenue Measure District (TRMD) created by the bill, for administration
  - The administrative allocation is 0.22% (calculated as the sum of 0.25% of each county's ½-cent revenue generation)
  - In addition to an annual administrative allocation, one-time administrative costs to be taken off the top of the measure, including the financial efficiency review and ballot-related expenses
- MTC, to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP):
  - Fare programs (Clipper START and free/discounted transfers)
  - Accessibility
  - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding

- The Transit Transformation allocation is 4.4% (calculated as the sum of 5% of each county's ½-cent revenue generation)
- MTC to allocate to the following operators for public transit operations expenses. Note that additional conversations related to accountability of such funds continue and will be further socialized prior to planned opt-in votes by counties. For example, the language regarding the financial efficiency review is being finalized. Also, San Mateo County partners have expressed a desire for additional accountability measures. The operators to receive their specified allocations from MTC are:
  - BART
  - Caltrain
    - Caltrain figure is based on a distribution discussed at the most recent Caltrain ad hoc meeting. Additional conversations by Caltrain member agencies to confirm this figure continue. The Caltrain funding amount shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.
  - AC Transit
  - Muni
  - SF Bay Ferry
  - Golden Gate Transit
  - Alameda County small bus operators dedicated pot (LAVTA and Union City Transit)
    - The magnitude of the allocations to each individual operator identified in this pot determined by ACTC on an annual basis
  - Contra Costa County small bus operators dedicated pot (County Connection, Tri Delta Transit, and WestCAT)
    - The magnitude of the allocations to each individual operator identified in this pot determined by CCTA on an annual basis
- The following county transportation entities receive all remaining funds – if any – generated in their counties not used for the transit operators/initiatives in the expenditure plan, for public transportation expenses, with no ability for the TRMD/MTC to withhold these funds
  - ACTC
  - CCTA
  - SFCTA
  - SMCTD
  - SCVTA

**Expenditure Plan – Annual TRMD/MTC Funding**

Entity/Purpose	% of Measure	FY 31 \$s (\$millions)
TRMD, Administration	0.22%	\$2.32
MTC, rider-focused T-TAP	<b>4.4%</b>	\$46.40

In the bill, MTC Transit Transformation amounts will be split up into the below programs:

**MTC Transit Transformation Detailed Breakdown**

Program/Investments	% of Measure	FY 31 \$s (\$millions)
Clipper START/Free Transfers	2.5%	\$25.78
Accessibility	1.0%	\$10.31
Transit Priority (i.e. TSP) and Mapping and Wayfinding	1.0%	\$10.31
Totals	<b>4.4%</b>	\$46.40

**Operator Recipients** (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain**	7%	\$75
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

\*Conversations with specific counties regarding accountability related to BART and Muni continue. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

\*\*The Caltrain funding figure is provisional pending further confirmation from member agencies. The Caltrain funding figure shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.



**County Transportation Entities** (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Entity	% of Measure	FY 31 (\$s) (\$millions)
ACTC	1.0%	\$10.26
CCTA	2.5%	\$26.51
SFCTA	0%	\$0
SMCTD	4.7%	\$50.00
VTA	25.1%	\$264.07

**Resolution Related to Accountability and Financial Efficiency is Necessary**

Separate from the discussion of the expenditure plan, we continue to work with local stakeholders to finalize the financial efficiency review language in the bill. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. We will be in touch with relevant staff and stakeholders on this language. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure.

Thank you for your consideration of the proposed five-county SB 63 expenditure plan. Should you have any questions, please reach out to us directly or to Raayan Mohtashemi or Luis Amezcua on our staff at [raayan.mohtashemi@sen.ca.gov](mailto:raayan.mohtashemi@sen.ca.gov) or [luis.amezcua@sen.ca.gov](mailto:luis.amezcua@sen.ca.gov).

Sincerely,



**Scott Wiener**  
Senator, 11th District



**Jesse Arreguin**  
Senator, 7th District

Cc:

President Pro Tempore Mike McGuire - Member, Bay Area Caucus

Speaker Robert Rivas - Member, Bay Area Caucus

Senator Josh Becker - Chair, Bay Area Caucus

Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly Appropriations Committee

Senator Dave Cortese - Chair, Senate Transportation Committee

Assemblymember Lori Wilson - Chair, Assembly Transportation Committee

Senator Jerry McNerney - Chair, Senate Revenue and Taxation Committee

Assemblymember Mike Gipson - Chair, Assembly Revenue and Taxation Committee

Senator Anna Caballero - Chair, Senate Appropriations Committee

Candace Andersen, President, Contra Costa County Board of Supervisors and MTC Commissioner  
Rafael Mandelman, President, City and County of San Francisco Board of Supervisors  
David Canepa, President, San Mateo County Board of Supervisors and MTC Commissioner  
Otto Lee, President, Santa Clara County Board of Supervisors  
Barbara Lee, Mayor, City of Oakland and MTC Commissioner  
Daniel Lurie, Mayor, City and County of San Francisco  
Matt Mahan, Mayor, City of San Jose and MTC Commissioner  
Gary Singh - Mayor, City of Union City  
Margaret Abe-Koga, MTC Commissioner  
Marilyn Ezzy Ashcraft, MTC Commissioner  
Pat Burt, MTC Commissioner  
Alicia John-Baptiste, MTC Commissioner  
Nate Miley, MTC Commissioner  
Gina Papan, MTC Commissioner  
Adam Rak - Chair, City/County Association of Governments of San Mateo County (C/CAG)  
Mark Foley - Chair, Bay Area Rapid Transit District (BART)  
Diane Shaw - President, Alameda-Contra Costa Transit District (AC Transit)  
Janet Tarlov - Chair, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors  
Steve Heminger - Chair, Peninsula Corridor Joint Powers Board (Caltrain)  
Kevin Wilk - Chair, Central Contra Costa Transit Authority (County Connection)  
Diane Burgis - Chair, Eastern Contra Costa Transit Authority (Tri Delta Transit)  
Tiffany Grimsley - Chair, Western Contra Costa Transit Authority (WestCAT)  
Julie Testa - Chair, Livermore Amador Valley Transit Authority (LAVTA)  
Jim Wunderman - Chair, San Francisco Bay Ferry  
Gerald D. Cochran - President, Golden Gate Bridge Highway and Transportation District  
Andrew Fremier - Executive Director, MTC  
Tony Tavares - Executive Director, ACTC  
Timothy Haile - Executive Director, CCTA  
Tilly Chang - Executive Director, SFCTA  
April Chan - General Manager/CEO, SMCTD and Executive Director, SMCTA  
Carolyn Gonot - General Manager/CEO, SCVTA  
Sean Charpentier - Executive Director, C/CAG  
Robert Powers - General Manager, BART  
Salvador Llamas - General Manager/CEO, AC Transit  
Julie Kirschbaum - Director of Transportation, SFMTA  
Michelle Bouchard - Executive Director, Caltrain  
Bill Churchill - General Manager, County Connection  
Rashidi Barnes - CEO, Tri Delta Transit  
Rob Thompson - General Manager, WestCAT  
Christy Wegener - Executive Director, LAVTA  
Stephen Adams - Transit Manager, Union City Transit  
Seamus Murphy - Executive Director, San Francisco Bay Ferry  
Denis Mulligan - General Manager, Golden Gate Bridge Highway and Transportation District

Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez

July 23, 2025

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Senator Christopher Cabaldon - Member, Bay Area Caucus

Senator Tim Grayson - Member, Bay Area Caucus

Senator Aisha Wahab - Member, Bay Area Caucus

Assemblymember Cecilia M. Aguiar-Curry - Member, Bay Area Caucus

Assemblymember Patrick J. Ahrens - Member, Bay Area Caucus

Assemblymember Anamarie Avila Farias - Member, Bay Area Caucus

Assemblymember Rebecca Bauer-Kahan - Member, Bay Area Caucus

Assemblymember Marc Berman - Member, Bay Area Caucus

Assemblymember Mia Bonta - Member, Bay Area Caucus

Assemblymember Damon Connolly - Member, Bay Area Caucus

Assemblymember Matt Haney - Member, Bay Area Caucus

Assemblymember Ash Kalra - Member, Bay Area Caucus

Assemblymember Alex Lee - Member, Bay Area Caucus

Assemblymember Liz Ortega - Member, Bay Area Caucus

Assemblymember Diane Papan - Member, Bay Area Caucus

Assemblymember Gail Pellerin - Member, Bay Area Caucus

Assemblymember Chris Rogers - Member, Bay Area Caucus

Assemblymember Catherine Stefani - Member, Bay Area Caucus



June 30, 2025

The Honorable Lori Wilson  
Chair, Assembly Transportation Committee  
1020 N Street, Room 112  
Sacramento, CA 95814

**Re: Senate Bill 63 (Wiener, Arreguin) – Connect Bay Area Act  
As amended May 23, 2025 - Support if Amended**

Dear Chair Wilson:

On behalf of the Tri Delta Transit, I am writing to thank you for your support of our region's transit providers and to share our **Support if Amended** position on Senate Bill 63, the Bay Area Regional Transportation Measure. Specifically, we request an amendment to provide a dedicated revenue stream to East Bay small bus operators, including Tri Delta Transit, from a revenue measure authorized by SB 63.

Tri Delta Transit is the public transit agency serving nearly 326,000 residents of eastern Contra Costa County, including the cities of Pittsburg, Antioch, Oakley, and Brentwood. We provide over 1.3 million trips annually across our portfolio of fixed-route bus, paratransit, and micro transit services. Approximately 77% of our riders are low-income and/or minority, and our bus connections to BART and Amtrak are often the only means for these priority populations to have meaningful access to high-paying jobs and services that are located in the urban cores of Alameda, San Francisco, and Santa Clara counties. This is especially vital in our region, which faces some of the longest average commute times in the nation.<sup>1</sup> Tri Delta Transit does not just move people; it is also an economic engine for the county. Of our approximately \$35 million operating budget, millions are reinvested in local businesses, and approximately 90% of our 250 front-line workers, including our operators, mechanics, and support staff, live in the county.

Unfortunately, operational deficits are not unique to the larger transit operators identified in SB 63. While Tri Delta took action to reduce costs and adjust service levels, and commute and transportation patterns changed during the COVID-19 pandemic, we still face an operational shortfall beginning in fiscal year 2026-27 in the amount of \$8.2 million. The cumulative projected shortfall through FY 2029-30 is approximately \$33 million, which includes Transportation Development Act funding revenue declines and an estimated annual average loss of \$3.6 million for BART feeder bus service funds.

Tri Delta Transit and the other small operators of the East Bay have been providing feeder bus service to BART from areas within the counties that do not have a BART station *since 1997*. Despite this clear need for and

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<sup>1</sup> ["Residents of this Bay Area city have the longest average commute time in the U.S."](#) San Francisco Chronicle, February 17, 2025



tangible benefits of our service, BART and MTC have signaled to Tri Delta Transit and all other local operators that at the beginning of FY27, our BART feeder bus funding will be eliminated. In order to meet this moment, it is essential that our top priority is protecting our existing sources of operating revenues and ensuring quality mobility services to transit dependent patrons.

Accordingly, Tri Delta Transit respectfully requests that SB 63 be amended to provide dedicated revenue to address operating shortfalls and the loss of BART feeder bus funding for East Bay small bus operators. This funding should come from SB 63's currently designated "up to 10%" share for transit transformation. While we recognize and appreciate the importance of Transit Transformation as part of this legislation, such an effort will not be successful if the operators feeding the regional rail systems are forced to reduce or eliminate service. In Tri Delta Transit's service area, this will move more people onto an already congested Highway 4, 80 and 680 as residents commute to job centers. We strongly believe that this must also be a formula-driven approach that ensures that taxes collected as part of this legislation return to the source in the respective counties that are part of the bill. This is likely to yield a more holistic approach to addressing regional transportation needs and is more likely to garner support from our region.

We look forward to working with you and the joint authors to address the Bay Area's transit fiscal crisis while ensuring that areas served by small bus operators like Tri Delta Transit have a pathway to maintain the vital connections our services provide to the broader Bay Area.

Sincerely,

Rashidi Barnes  
Chief Executive Officer  
Eastern Contra Costa Transit Authority

CC    The Honorable Scott Wiener  
      The Honorable Jesse Arreguín  
      Honorable Members, Assembly Transportation Committee  
      Consultants, Assembly Transportation Committee  
      Eastern Contra Costa State Legislative Delegation