



TRI DELTA TRANSIT

# Board of Directors Meeting Agenda

## Wednesday, February 26, 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 - Chair  
Shanelle Scales-Preston

#### CITY OF BRENTWOOD

Susannah Meyer  
Tony Oerlemans - Vice-Chair

#### CITY OF PITTSBURG

Dionne Adams  
Angelica Lopez

#### MEMBER-AT-LARGE

Merl Craft

## **PUBLIC COMMENT GUIDELINES:**

- Public comments can be submitted via e-mail to 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.

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**Available Online: <https://trideltatransit.com/board.aspx>**

**1. CALL TO ORDER** Chair Diane Burgis

- 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 Diane Burgis

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

*(see attachment: tab #1)*

- a. Minutes of the Board of Directors meeting of January 22, 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)*

**7. CLOSED SESSION**

**a. CONFERENCE WITH LEGAL COUNSEL -**

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Mark Wilson

Employee organization: Amalgamated Transit Union (ATU) Local 192

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**8. ACTION and DISCUSSION ITEMS**

- a. **ACTION ITEM:** Authorization of filing for Regional Measure 2 (RM2) Operating Assistance Program FY2024-2025  
*(see attachment: tab #3)*  
**Requested Action:** Staff requests that Resolution #250226A be adopted, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM2 operating assistance funds for the ECCTA.
  
- b. **ACTION ITEM:** Authorization for filing for Regional Measure 3 (RM3) Operating Assistance Program FY2024-2025  
*(see attachment: tab #4)*  
**Requested Action:** Staff requests that Resolution #250226B be adopted, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM3 operating assistance funds for the ECCTA.
  
- c. **ACTION ITEM:** Micro-transit Software and Support Services  
*(see attachment: tab #5)*  
**Requested Action:** Adopt Resolution #250226C authorizing the CEO to enter into a three-year contract, with three one-year options, for provision and support of micro-transit software as a service with Via Mobility, Inc. for \$33,600 per year for the first three years.

**9. BOARD OF DIRECTOR'S 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**

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Next Meeting: March 26, 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 February 26, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

January 22, 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 Burgis at 4:18 P.M.

**ROLL CALL / CALL TO ORDER**

BOARD MEMBERS

PRESENT: Dionne Adams (Pittsburg)\*; Diane Burgis (Chair); Merl Craft (Member-At-Large); Louie Rocha (Antioch); Shanelle Scales-Preston (Pittsburg); Shannon Shaw (Oakley)\*; Anissa Williams (Oakley)

\*roll was taken at 4:05 pm, but the roll was repeated at 4:18 pm after a short break when a quorum was achieved by the arrival of these board members

ABSENT: Donald Freitas (Antioch); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Tony Oerlemans (Brentwood);

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)  
Toan Tran, Chief Operating Officer (COO)  
Angeline Loeffler, Chief Financial Officer (CFO)  
Eli Flushman, General Counsel  
Agustin Diaz, Manager of Planning and Grants  
Rosanna Dominguez, Executive Assistant  
Mike Gonsalves, Parts Supervisor  
Irene Schaefer, Receptionist

OTHERS

PRESENT: Lori Sprinkle, Transdev Office Manager  
Renato Cruz, Assistant General Manager  
Ben Trejo, Transdev Safety Manager  
Debra Steidle, Paratransit Coordinator  
Peter Soderberg, Nelson/Nygaard  
Thomas Whittman, Nelson/Nygaard

**PLEDGE OF ALLEGIANCE**

Director Craft led the Pledge of Allegiance.

## **PUBLIC COMMENT**

No public comment

## **CHAIR'S REPORT**

No chair's report

## **CONSENT CALENDAR**

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

- A. Minutes of the Board of Directors meeting of December 11, 2024
- B. Financial Report
- C. Marketing and Customer Service Activities Report
- D. Legislative Report

AYES: Adams, Burgis, Craft, Rocha, Scales-Preston, Shaw, Williams

NOES: None

ABSTAIN: None

ABSENT: Freitas, Lopez, Meyer, Oerlemans

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

- A. Operations Report

Chief Executive Officer Rashidi Barnes opened by announcing the final two members of the Board of Directors have been selected. Director Lopez and Director Meyer will fill the final seats for Pittsburg and Brentwood.

Mr. Barnes gave an update on the regional measure. Next month, the MTC Commission will be updated on what voters would like to have included in the bill to ensure that it passes. Tri Delta Transit will continue in conversations, and Mr. Barnes will keep in contact with local legislative representatives. The county representative will be Sue Novak as Chair, and Candace Anderson will fill the position of Federal Glover.

BART will close the Pittsburg Center Station in the next couple of months. Tri Delta Transit will potentially provide a bus bridge. Operations are working with BART to accommodate riders; the station is only in construction, and the tracks will still be in service. Director Craft requested the City of Pittsburg inform its residents of this interruption. Details, once available, will be shared on Tri Delta Transit social media.



## ACTION ITEM AND DISCUSSION ITEMS

### A. FY2024-2025 ECCTA Mid-Year Budget Review

Chief Financial Officer Angeline Loeffler provided an update for the midway point of the fiscal year, reporting any changes since the approved budget. Ms. Loeffler reported on revenue sources, which were not received from MTC. A breakdown of all revenues was given. Although this funding was not received, Tri Delta Transit was able to secure grant reimbursements and grant funding to be able to balance out the deficit. One of the revenues that will be discontinued is the BART feeder funding, which will expire on July 2026. This is responsible for 8% of our revenue sources. Measure J is expected to expire in May 2034; however, at this time, the measure will most likely be extended, or a new measure will take its place.

Going forward, the budget will be managed at a departmental level. In the first half of this year, the managers were able to manage their own budget and reduce expenses, which had a positive impact. Ms. Loeffler reviewed the expenses that accrued during the first half of the year.

This was a discussion item only, no action was needed.

### B. Authorization for Filing for FTA Formula Program Funds

Manager of Planning and Grants Agustin Diaz presented a background on the MTC allocation of the FTA Formula Program Funds. Tri Delta Transit needs to submit a transit capital process. The project will be evaluated, and it must include certain scoring criteria to be funded. Six projects are being submitted for FY 2025-2026. Mr. Diaz reviewed the submitted projects.

On motion by Director Craft, seconded by Director Rocha, the board of directors approved authorizing Tri Delta Transit to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of \$12,865,915 for Fiscal Year 2025 and Fiscal Year 2026, which was carried by the following vote:

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

### C. Comprehensive Operational Analysis Update

Chief Operational Officer Toan Tran provided background information that initiated the Comprehensive Operational Analysis (COA). Thomas Whittman reviewed the different phases of the COA and the intake of feedback from the public. Two alternatives were presented to the board, reviewing the differences between both. Mr. Whittman reviewed all the concerns from both operators and the public regarding better service. Concerns were stated by the Directors regarding the time it takes to use public transportation. The direction from the Directors was to improve

service so that it is faster and more convenient for seniors and youth especially. There was discussion around Tri MyRide and improvements that need to be made to this service. Current resources were discussed, such as the Transit app, to help riders have more certainty of the bus location.

Staff requested direction and feedback on the proposed service alternatives, direction was given.

D. Bus Transit Ex-Officio to the Contra Costa Transportation Authority

Executive Assistant Rosanna Dominguez presented the board member assignment to the Contra Costa Transportation Authority as the alternate Ex-Officio seat representing WestCat, County Connection, AC Transit, and Tri Delta Transit for a term of two years.

On motion by Director Craft, seconded by Director Shaw, the board of directors appointed Director Rocha to the alternate seat for the Ex-Officio Contra Costa Transportation Authority Board, effective February 1, 2025, for a two-year term, which was carried by the following vote.

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

**BOARD OF DIRECTORS COMMENT**

The following Board of Directors commented:

Director Craft  
Director Rocha  
Chair Burgis  
Director Williams

**ADJOURNMENT**

The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:58 p.m. until February 26, 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, 2024 through January 31, 2025 >  
(unaudited)

	FY 25 YTD Actual			FY25 Adopted Budget			YTD % of FY 25 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR	ECCTA	FR	DR
<b>OPERATING REVENUES</b>									
Passenger Fares	\$ 1,282,033	\$ 836,554	\$ 445,479	\$ 1,986,465	\$ 1,013,097	\$ 973,368	65%	83%	46%
Other Income	\$ 127,889	\$ 127,889	-	\$ 120,000	\$ 120,000	\$ -	107%	107%	46%
	\$ 1,409,922	\$ 964,443	\$ 445,479	\$ 2,106,465	\$ 1,133,097	\$ 973,368	67%	85%	46%
<i>Total Operating Revenues:</i>									
	\$ 1,979,112	\$ 155,138	\$ 1,823,974	\$ 2,089,582	\$ 254,827	\$ 1,834,755	95%	61%	99%
<b>NON-OPERATING REVENUES</b>									
Federal Funds	\$ 11,532,381	\$ 10,355,536	\$ 1,176,845	\$ 24,188,138	\$ 19,030,535	\$ 5,157,603	48%	54%	23%
State Funds	\$ 2,016,672	\$ 1,061,861	\$ 954,811	\$ 4,367,255	\$ 2,398,449	\$ 1,968,806	46%	44%	48%
Local Funds	\$ 2,665,851	\$ 2,665,851	\$ -	\$ 2,665,851	\$ 2,665,851	\$ -	100%	100%	n/a
Inter-Operator Agreements (Bart Feeder)	\$ 54,777	\$ 45,386	\$ 9,391	\$ 50,000	\$ 40,000	\$ 10,000	110%	113%	94%
Interest & Other Misc Income	\$ 18,248,793	\$ 14,283,772	\$ 3,965,021	\$ 33,360,826	\$ 24,389,662	\$ 8,971,164	55%	59%	44%
	\$ 19,658,715	\$ 15,248,215	\$ 4,410,500	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532			
<i>Total Non-operating Revenues:</i>									
<b>Total Revenues:</b>									
	\$ 12,044,821	\$ 7,616,937	\$ 4,427,884	\$ 21,187,290	\$ 13,613,752	\$ 7,573,538	57%	56%	58%
<b>OPERATING EXPENSES</b>									
Purchased Transportation	\$ 2,237,384	\$ 1,808,244	\$ 429,140	\$ 5,294,307	\$ 4,261,135	\$ 1,033,172	42%	42%	42%
Materials and Supplies	\$ 3,420,344	\$ 2,728,546	\$ 691,798	\$ 6,408,589	\$ 5,639,566	\$ 769,023	53%	48%	90%
Salaries & Benefits	\$ 829,511	\$ 554,605	\$ 274,906	\$ 1,372,102	\$ 1,002,585	\$ 369,517	60%	55%	74%
Services	\$ 262,186	\$ 217,236	\$ 44,950	\$ 478,493	\$ 384,080	\$ 94,413	55%	57%	48%
Casualty and liability insurance	\$ 179,983	\$ 146,688	\$ 33,295	\$ 333,846	\$ 284,719	\$ 49,127	54%	52%	68%
Utilities	\$ 312,336	\$ 193,043	\$ 119,293	\$ 392,664	\$ 336,921	\$ 55,743	80%	57%	214%
Other ( Dues, Travel, Taxes, and Other)	\$ 19,286,565	\$ 13,265,299	\$ 6,021,266	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532	54%	52%	61%
	\$ 372,150	\$ 1,982,916	\$ (1,610,766)	n/a	n/a	n/a			
<b>EXCESS REV/(EXP)</b>									

*Total Operating Revenues:*

**NON-OPERATING REVENUES**

Federal Funds  
State Funds  
Local Funds  
Inter-Operator Agreements (Bart Feeder)  
Interest & Other Misc Income

*Total Non-operating Revenues:*

**Total Revenues:**

**OPERATING EXPENSES**

Purchased Transportation  
Materials and Supplies  
Salaries & Benefits  
Services  
Casualty and liability insurance  
Utilities  
Other ( Dues, Travel, Taxes, and Other)

**Total Operating Expenses:**


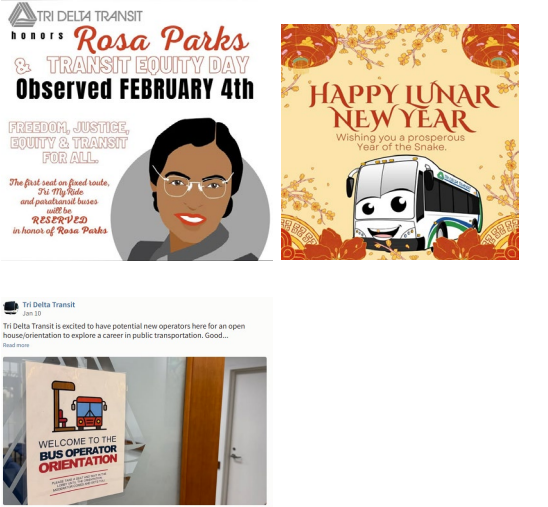
**EXCESS REV/(EXP)**

**Staff Report to ECCTA Board of Directors**

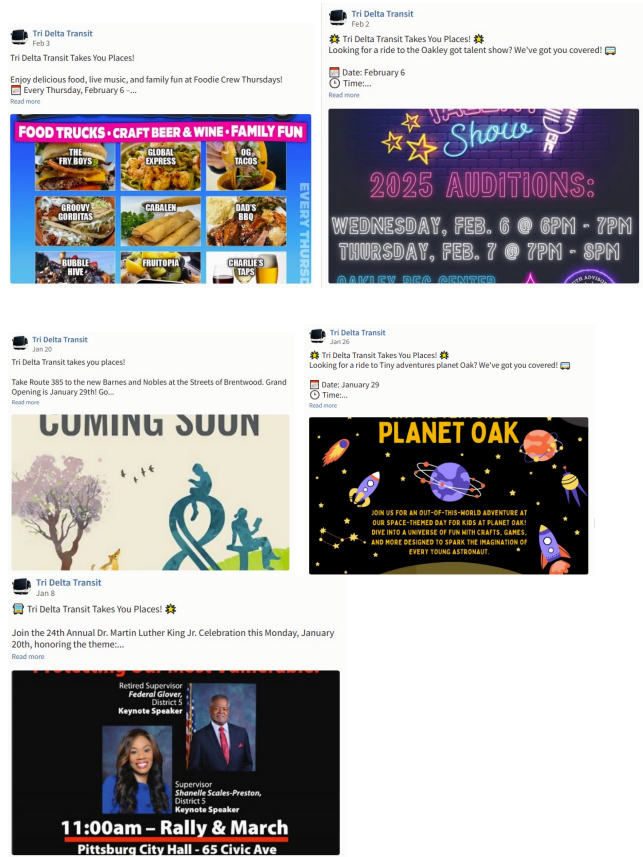
**Meeting Date:** February 26, 2025  
**Agenda Item:** Marketing/Communications Activities – Agenda Item #5c  
**Lead Staff:** Leeann Loroño, Manager of Customer Service and Marketing  
**Approved:** Rashidi Barnes, Chief Executive Officer



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.

	<p><b>End December/January campaign</b></p> <p>Human Trafficking Awareness Month (January) will continue to be featured through our bus back program through February and part of March.</p>
	<p><b>General Messages and National Campaigns</b></p> <p>Tri Delta Transit strives to celebrate, honor, and educate about various messages. Here are a few for February.</p> <ul style="list-style-type: none"> <li>• Rosa Parks Day observed</li> <li>• Lunar New Year</li> <li>• Trandev Open House for potential operators</li> </ul>

## 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):


- Antioch Food Truck Thursdays
- Oakley's Got Talent Show
- Oakley's Planet Oak
- Streets of Brentwood Barnes and Nobles Grand Opening
- Oakley's Lunar New Year Celebration
- Brentwood's Spring Activities Program
- Pittsburg Martin Luther King Celebration Rally and March



## Collaborations and Information

Tri Delta Transit is an integral part of Bay Area transportation and essential to making our slice of heaven accessible to everyone. As part of that venture, we work in collaboration with transit, transportation entities and more. Here are some examples from February.

- Promoting and sharing the Contra Costa Transit Authority County Transportation Plan (CTP)
- Spreading the word about 511 Contra Costa's fun new program where you ride and win big.
- Conveying information about and providing a bus bridge for the SUV/BART rail accident.

	<h2 style="text-align: center;">Some Fun</h2> <p><b>Influencers</b> Tri Delta Transit was excited to have influencers 'Miles in Transit' attempt to ride every transit agency in the Bay Area in 24 Hours with Clipper. This time around, they road Tri Delta Transit! So glad to have you.</p> <p><b>Congratulations</b> Congratulations to retired Supervisor Federal Glover on receiving a 2025 WTS Award for your dedication, hard work, and impactful contributions to the transportation industry. It is well deserved.</p>
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### SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS	MONTHS			
Followers	SEPTEMBER	NOVEMBER to date	DECEMBER	JANUARY 2025
Facebook	1.3k	1.3k	1.3k	1.4k !!!
Instagram	1,047	1,051	1,056	1,071
X (Twitter)	1,066	1,066	1,065	Analytics paid service now
LinkedIn	621	631	641	653
BlueSky			11	20

ALERT ACCOUNTS	MONTHS			
Followers	SEPTEMBER	NOVEMBER to date	DECEMBER	JANUARY 2025
Facebook	66	67	71	73
Instagram	85	85	87	87
X (Twitter)	25	25	24	Same as above

*Agenda Item #5c  
Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
February 26, 2025*

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*  
*February 26, 2025*



February 6, 2025

To: East Bay Small Operator Transit Coalition

From: Chris Lee, Partner, Politico Group

**Re: January State Advocacy Report & Legislative and Budget Updates**

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Politico Group is pleased to provide the following report to the East Bay Small Operators Transit Coalition (Coalition) on recent advocacy activities, as well as state legislative and budget updates.

### January Advocacy Activities

In January, Politico Group coordinated a day of legislative meetings for the Coalition in early February to discuss key 2025 priorities, including regional transportation funding, ongoing cap-and-trade funding for transit, rider/operator safety, and workforce development. Meetings will be held with the Assembly and Senate Transportation Committees, the members of the East Bay legislative delegation, and the California Workforce Development Board. Politico Group also provided a summary and analysis of Governor Newsom's proposed 2025-26 state budget and continued to review legislative bill introductions for impacts to the Coalition.

The Legislative session is now well underway, with hundreds of bills introduced in each house. Politico Group continues to monitor bill introductions and flag bills potentially of interest to NCTC (see attached report). Once introduced, bills must be in print for 30 days before they can be amended or heard by a committee. Accordingly, hearings typically pick up steam in late March and early April in advance of the May 2 deadline for bills to be approved by legislative policy committees.

### Legislative Updates

#### **Assembly Transportation Chair Wilson Introduces Transit Safety Legislation**

On February 3, Assemblymember Lori Wilson (D-Suisun City) introduced AB 394, which would allow courts to impose a prohibition order barring reentry to public transit property following a conviction for specified crimes against transit operators or passengers, including battery. The bill expands these protections to apply to public transit property, including vehicles and property, of a county transportation commission, transportation authority, joint powers authority, or operator, where policing responsibilities are provided to a local government pursuant to an operations and maintenance agreement or similar interagency agreement.

AB 394 also expands the above protections for employees or contractors of a public transportation provider and allows the prohibition orders to be enforced by state and local law enforcement or transit enforcement officers. For the purposes of the bill, transit enforcement officers include individuals designated by a public transit agency to enforce rules and regulations on transit property, including security personnel authorized to issue citations, provided they have been trained to issue citations and enforce trespass violations.



AB 394 will be eligible for a hearing on March 6. It will likely be referred to both the Transportation and Public Safety Committees.

### **Brown Act Remote Meetings Bills Return**

Legislators have reintroduced two bills related to the Brown Act and remote participation in public meetings. Assemblymember Rubio introduced AB 259 on January 16. This bill eliminates the 2026 sunset date from her prior legislation AB 2449 (2022), which allowed the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. AB 259 also indefinitely extends the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.

Senator Arreguín, a freshman legislator from Berkeley, introduced SB 239 related to the Brown Act and advisory bodies on January 30. The bill is nearly identical to last year's AB 817, which stalled in the Senate Local Government Committee. Like the prior attempt, SB 239 would allow flexibility for remote meetings of advisory bodies under the Brown Act. It addresses some—but not all—of the issues raised by the Committee last year. In particular, the bill does not include a requirement for meetings using the remote flexibility option to also have an in-person quorum.

Senator Arreguín is a member of the Local Government Committee, but the Committee has the same chair as last year, Senator Durazo (D-Los Angeles). Accordingly, it is unclear whether these bills will have different outcomes than the prior efforts, which stalled when stakeholders and policy committees could not reach agreement on amendments.

### **Legislative Leaders Announce Committee Assignments**

President pro Tempore McGuire announced the chairs and membership of Senate policy and fiscal committees in early January. Speaker Rivas had previously announced committee chairs in late December and unveiled full committee assignments on January 17.

The Coalition's legislative delegation members serve in the following leadership and/or key committee roles:

- **Senator Arreguín** (D-Berkeley)
  - Member, Transportation Committee
  - Member, Local Government Committee
  - Chair, Public Safety Committee and Human Services Committee
- **Senator Cabaldon** (D-West Sacramento)
  - Member, Local Government Committee
  - Chair, Budget Subcommittee No. 4 (includes oversight of housing)
- **Senator Grayson** (D-Concord)
  - Member, Transportation Committee
  - Chair, Banking and Financial Institutions Committee
- **Senator McNeerney** (D-Pleasanton)
  - Chair, Revenue and Taxation Committee
- **Assemblymember Bauer-Kahan** (D-Orinda)
  - Chair, Privacy and Consumer Protection Committee

- **Assemblymember Ortega** (D-San Leandro)
  - Chair, Labor and Employment Committee
- **Assemblymember Wicks** (D-Oakland)
  - Chair, Appropriations Committee
- **Assemblymember Wilson** (D-Suisun City)
  - Chair, Transportation Committee
  - Member, Local Government Committee

There were limited leadership changes across the broader transportation policy and budget area. **Senator Laura Richardson** (D-San Pedro, Los Angeles County), who previously served in both the Assembly and in Congress, is the new chair of Senate Budget Subcommittee No. 5, which includes transportation in its jurisdiction. Assemblymember **Steve Bennett (D-Ventura)** continues as chair of the corresponding Assembly Budget Subcommittee No. 4. On the policy committee side, **Senator Dave Cortese** (D-San Jose) continues as Chair of the Senate Transportation Committee. As noted above, **Assemblymember Lori Wilson** will continue to chair the corresponding Assembly committee.

Finally, the Local Government committees in both houses retain the same leaders as last year: **Senator María Elena Durazo** (D-Los Angeles) and **Assemblymember Juan Carrillo** (D-Palmdale).

## State Budget Update

### Overview of the Governor’s 2025-26 Budget Proposal

On January 10, the Department of Finance released the Governor’s 2025-26 Proposed Budget, showcasing a relatively status quo state budget, especially for transportation programs. Due to the final budget agreement for 2024-25 that spread the state’s \$45 billion deficit over a two-year period, the 2025-26 proposed budget brings the state back to a more stable fiscal footing, with a modest \$363 million surplus. Unlike last year, when the Governor’s revenue estimates and projected deficit differed dramatically from those of the Legislative Analyst’s Office, the Legislature’s non-partisan fiscal advisor has only slightly different estimates from the Department of Finance this year, projecting an approximately \$2.2 billion deficit.

Major fiscal uncertainty remains, however, as the impacts of January’s devastating fires in Southern California were not contemplated when the budget was prepared. Governor Newsom quickly expanded his existing special session declaration to encompass response and recovery costs for the LA fires. The Legislature responded by approving two budget bills providing up to \$2.5 billion state funding for these purposes. While legislators have discussed potentially tapping the recently approved \$10 billion Proposition 4 climate bond for Southern California fire recovery costs, the budget bills defer decisions about using these funds until later in the budget process in April. Legislators also passed special session legislation appropriating \$25 million for the State’s legal costs in initiating litigation against the Trump administration and defending against any federal litigation and an additional \$25 million for legal aide groups, with a focus on immigration-related legal services.

We anticipate that the May Revision will have a more robust evaluation of the budgetary impacts of these emergencies, including the availability of federal emergency aid and the impacts to revenue estimates based on the extension until October 15, 2025, of state and federal income tax payments due from taxpayers in Los Angeles County between January 7, 2025, and that date.

## **Transportation Budget Proposals**

The January budget was uneventful for transportation funding, with no additional cuts and limited new General Fund spending proposals beyond what was included in last year's budget deal. The Governor's budget maintains existing General Fund commitments to multimodal transportation programs and projects, totaling approximately \$14.2 billion, and maintains all special funds for their intended transportation purposes. This includes multi-year funding for the competitive and formula Transit and Intercity Rail Capital Program, the Zero Emission Transit Capital Program, and other previously awarded programs. The budget also maintains a \$100 million supplement to the Active Transportation Program in 2025-26, but this funding is only sufficient to maintain the current Cycle 7 funding commitments.

Finally, the transportation budget includes \$2.3 million to support regulatory work at the California Air Resources Board to increase ethanol content in gasoline from 10 percent to 15 percent in California as a strategy to further increase gasoline supply and reduce gasoline prices, and \$25 million for the Clean California Program. The latter investment would allow Cities and counties with a "Clean California Community" designation to access a "Community Cleanup and Employment Pathways Grant Program" as a matching grant for litter remediation and job creation.

## **Cap-and-Trade Reauthorization**

California's cap-and-trade program expires in 2030. While the Governor's summary acknowledged the need to extend the program to achieve the state's carbon neutrality goals, the January budget did not include a specific proposal related to cap-and-trade reauthorization to kick-off negotiations with the Legislature. The summary does list the Governor's priorities for the investment of cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund, including investments in "programs that deliver effective pollution reduction results, support clean transportation and communities, and help address energy affordability."

Since its inception, the cap-and-trade program has reduced GHG emissions by 109.2 million metric tons and generated \$28 billion from auction proceeds (commonly referred to as GGFR, for the Greenhouse Gas Reduction Fund which holds revenues from the auctions). Sixty-five percent of GGFR is continuously appropriated and the other thirty-five percent is subject to annual appropriation. GGFR continuous appropriations fund the following programs (thirty-five percent of all GGFR must be directed to disadvantaged and low-income communities):

- California High-Speed Rail (25%)
- Affordable Housing and Sustainable Communities (20%)
- Transit and Intercity Rail Capitol Program (10%)
- Low Carbon Transit Operations Program (5%)
- Safe and Affordable Drinking Water (5%)

The Newsom Administration and Legislature are looking to extend the program in 2025, in large part to give regulated business certainty in long-term plans and state administrators similar assurances that the programs funded by cap-and-trade revenue and the recipients of those funds can plan for long-term investments. It is unclear whether the budget language means the Governor will wait for the Legislature to develop an initial proposal or if he will outline a plan later this year in his May Revision.

## **Attachment**

East Bay Coalition Legislative Tracking Report

# East Bay Small Operators Transit Coalition Legislative Report

## Thursday, February 06, 2025

### [AB 21](#)

#### **(DeMaio R) Taxpayer Protection Act of 2025.**

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** N

**Location:** 12/2/2024-A. PRINT

**Summary:** Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.

#### **Position**

Watch

### [AB 23](#)

#### **(DeMaio R) The Cost of Living Reduction Act of 2025.**

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** N

**Location:** 12/2/2024-A. PRINT

**Summary:** Current law establishes the Milton Marks "Little Hoover" Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.

#### **Position**

Watch

### [AB 30](#)

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

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** Y

**Location:** 12/2/2024-A. PRINT

**Summary:** Current law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution under specified circumstances. This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.

#### **Position**

Watch

### [AB 33](#)

#### **(Aguiar-Curry D) Autonomous vehicles.**

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** N

**Location:** 12/2/2024-A. PRINT

**Summary:** Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would make technical, nonsubstantive changes to these provisions.

#### **Position**

Watch

**[AB 35](#) (Alvarez D) California Environmental Quality Act: clean hydrogen transportation projects.**

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** Y

**Location:** 12/2/2024-A. PRINT

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also 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.

**Position**

Watch

**[AB 41](#) (Macedo R) State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.**

**Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Is Fiscal:** Y

**Location:** 12/2/2024-A. PRINT

**Summary:** Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.

**Position**

Watch

**[AB 259](#) (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Current Text:** Introduced: 1/16/2025 [html](#) [pdf](#)

**Introduced:** 1/16/2025

**Status:** 1/17/2025-From printer. May be heard in committee February 16.

**Is Fiscal:** N

**Location:** 1/16/2025-A. PRINT

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency 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, 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

**Position**

Watch

**[AB 394](#) (Wilson D) Crimes: public transportation providers.**

**Current Text:** Introduced: 2/3/2025 [html](#) [pdf](#)

**Introduced:** 2/3/2025

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Is Fiscal:** Y

**Location:** 2/3/2025-A. PRINT

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. 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 or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

**Position**

Watch

**[SB 63](#) (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

**Current Text:** Introduced: 1/9/2025 [html](#) [pdf](#)

**Introduced:** 1/9/2025

**Status:** 1/29/2025-Referred to Com. on RLS.

**Is Fiscal:** N

**Location:** 1/9/2025-S. RLS.

**Summary:** Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.

**Position**

Watch

**[SB 71](#) (Wiener D) California Environmental Quality Act: exemptions: transit projects.**

**Current Text:** Introduced: 1/14/2025 [html](#) [pdf](#)

**Introduced:** 1/14/2025

**Status:** 1/29/2025-Referred to Coms. on E.Q. and TRANS.

**Is Fiscal:** Y

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also 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.

**Position**

Watch

**[SB 79](#) (Wiener D) Planning and zoning: housing development: transit-oriented development.**

**Current Text:** Introduced: 1/15/2025 [html](#) [pdf](#)

**Introduced:** 1/15/2025

**Status:** 1/29/2025-Referred to Com. on RLS.

**Is Fiscal:** N

**Location:** 1/15/2025-S. RLS.

**Summary:** Would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines

to encourage transit-oriented development.

**Position**

Watch

**SB 239 (Arreguín D) Open meetings: teleconferencing: subsidiary body.**

**Current Text:** Introduced: 1/30/2025 [html](#) [pdf](#)

**Introduced:** 1/30/2025

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Is Fiscal:** N

**Location:** 1/30/2025-S. RLS.

**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 the primary physical meeting location. 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

**Total Measures: 12**

**Total Tracking Forms: 12**

# **TAB 2**

Agenda Item #6  
ACTION ITEM: CEO Report

## **Board of Directors Meeting**

Wednesday February 26, 2025

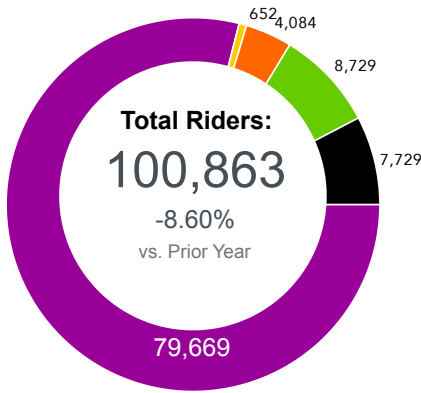
ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509





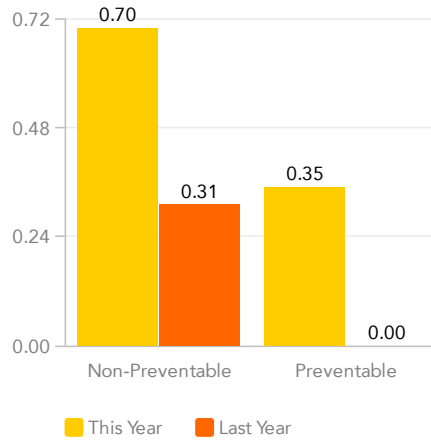
# Performance Summary

Ridership

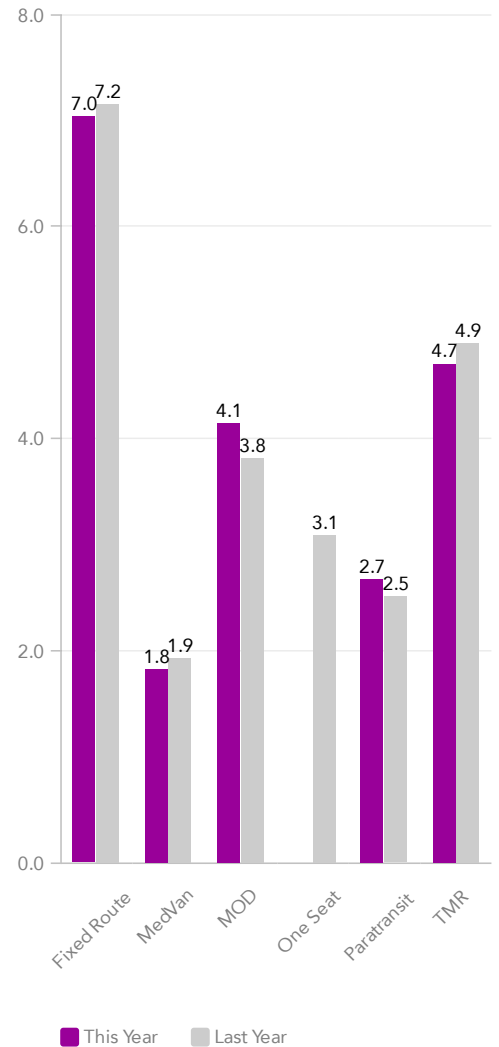


- Fixed Route
- MedVan
- MOD
- Paratransit
- TMR

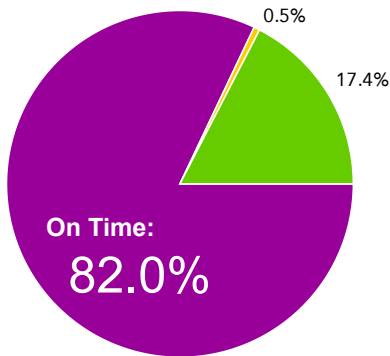
Accidents / 100K Miles



Passengers Per Revenue Hour

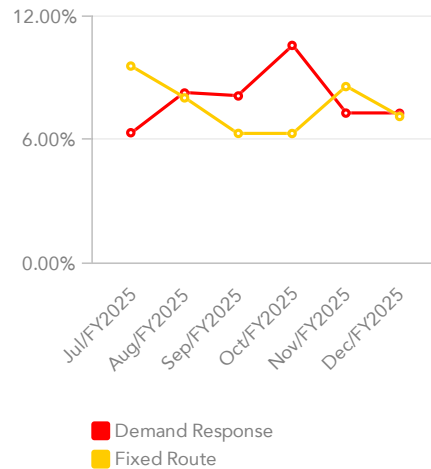


On Time Performance



- On Time
- Early
- Late

Cost Recovery Ratio



- Demand Response
- Fixed Route

## Preventable Accident Report

	Accidents	Per 100,000 Miles
Jul/FY2025	4	0.82
Aug/FY2025	3	0.91
Sep/FY2025	5	1.62
Oct/FY2025	2	0.61
Nov/FY2025	1	0.34
Dec/FY2025	1	0.35

YTD 2025	1	0.35
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### YTD Change

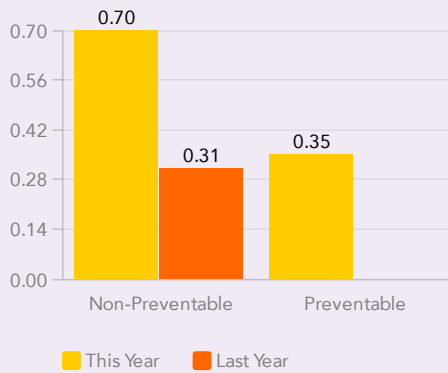
No data

## Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide

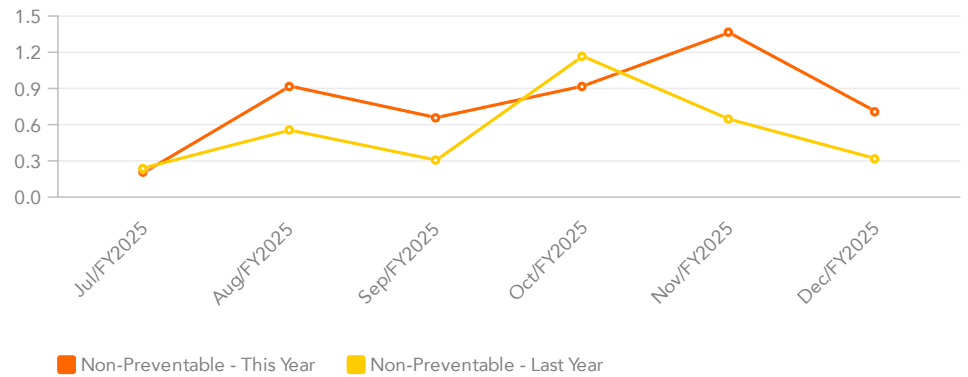


## Year-over-Year - System Wide Accidents Per 100,000 Miles



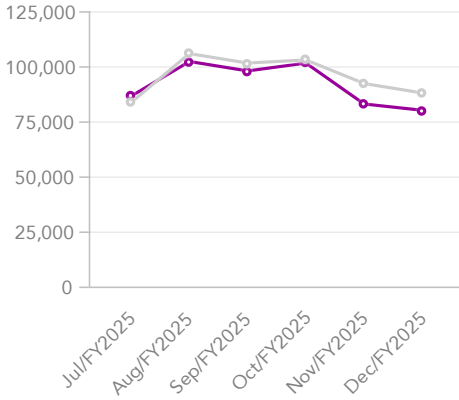
## Non-Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide



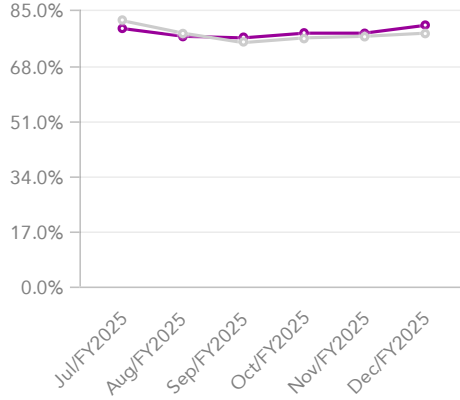
# Fixed Route Performance

### Total Ridership



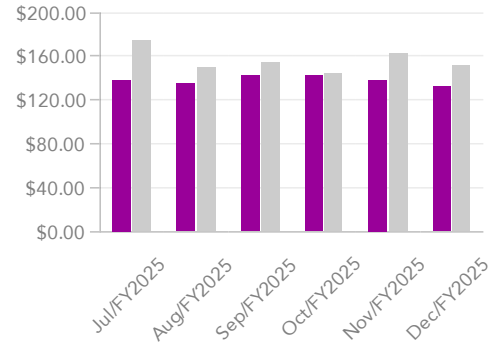
■ This Year ■ Last Year

### On Time Performance



■ This Year ■ Last Year

### Operating Cost Per Revenue Hour

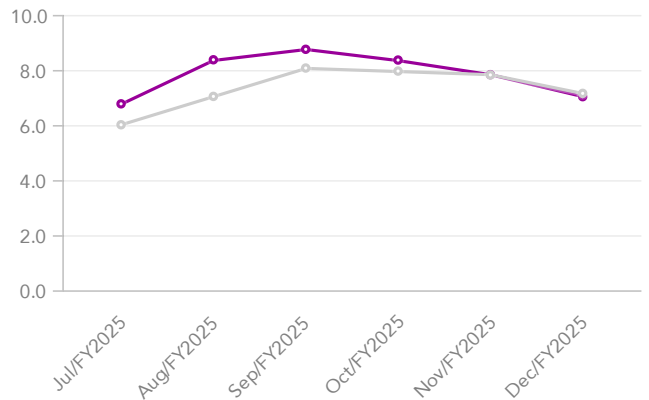


■ This Year ■ Last Year

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

Metric	This Year	Prior Year	% Change
<b>Customer</b> % of Trips On Time	80.69	78.17	+3.2%
<b>Service</b> Average Miles Between Roadca	3,773.88	9,118.79	-58.6%
Complaints Per 100k Riders	27.61	18.09	+52.6%
Ridership Per Rev. Hour	7.03	7.83	-10.2%
<b>Financial</b> Operating Costs Per Rev. Hour	131.86	138.62	-4.9%
<b>Ridership</b> Ridership	79,669.00	82,933.00	-3.9%

### Passengers Per Revenue Hour



■ This Year ■ Last Year

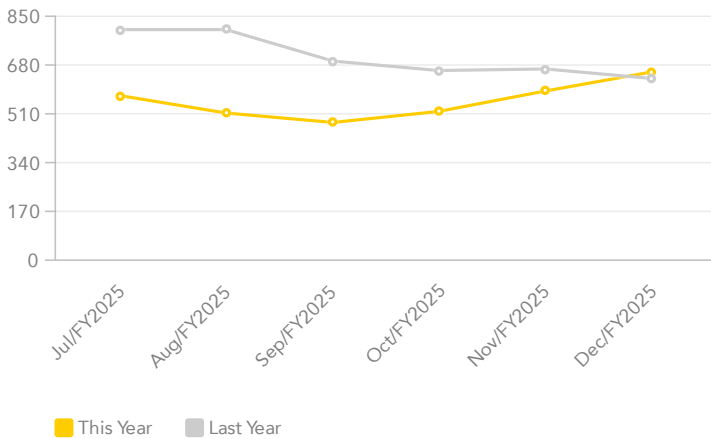
# MedVan, Paratransit, and MOD Performance

## Year-over-Year Report

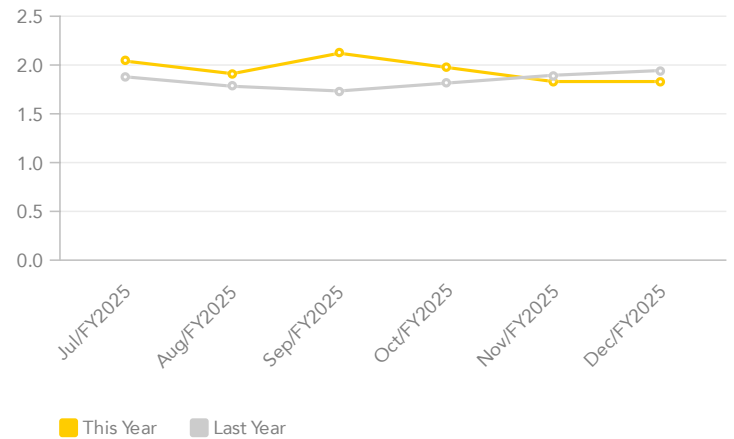
### MedVan

	Metric	This Year	Prior Year	% Change
Customer	% of Trips On Time	94.23	92.67	+1.7%
Service	Complaints Per 100k Riders	0.00	0.00	
	Ridership Per Rev. Hour	1.82	1.93	-5.7%
Financial	Operating Costs Per Rev. Hour	124.69	128.87	-3.2%
Ridership	Ridership	652.00	630.00	+3.5%

### Total Ridership



### Passengers Per Revenue Hour

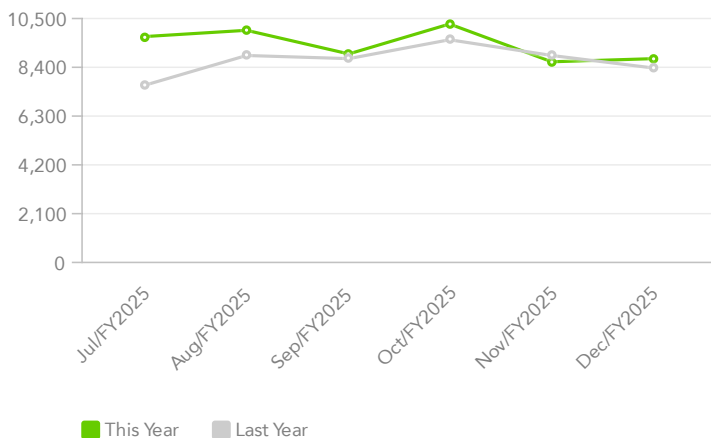


## Year-over-Year Report

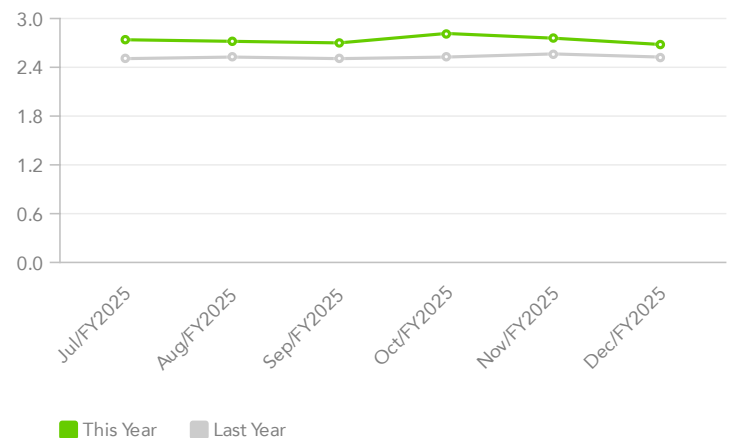
### Paratransit

	Metric	This Year	Prior Year	% Change
Customer	% of Trips On Time	86.27	88.85	-2.9%
Service	Complaints Per 100k Riders	148.93	35.94	+314.4%
	Ridership Per Rev. Hour	2.67	2.51	+6.4%
Financial	Operating Costs Per Rev. Hour	124.69	126.68	-1.6%
Ridership	Ridership	8,729.00	8,347.00	+4.6%

### Total Ridership



### Passengers Per Revenue Hour

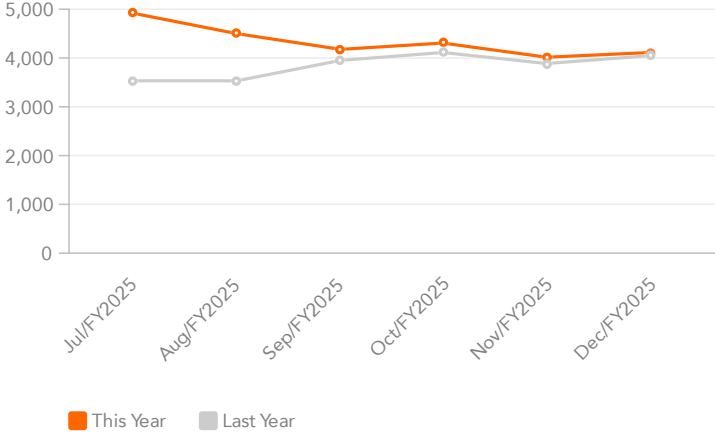


### Year-over-Year Report

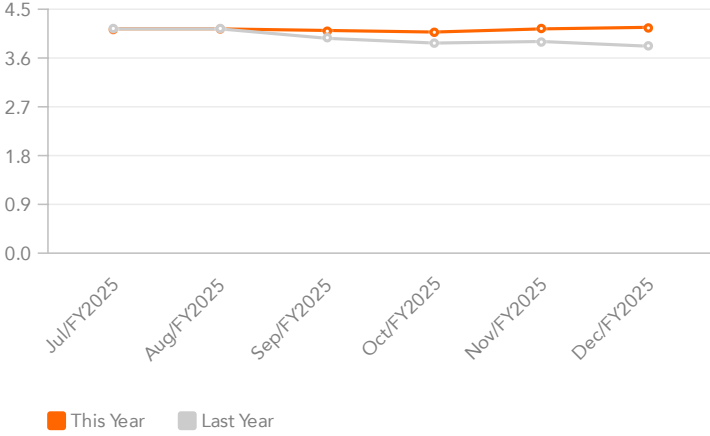
**MOD**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.14	3.81	+8.7%
Financial	Operating Costs Per Rev. Hour	87.89	75.98	+15.7%
Ridership	Ridership	4,084.00	4,040.00	+1.1%

Total Ridership



Passengers Per Revenue Hour

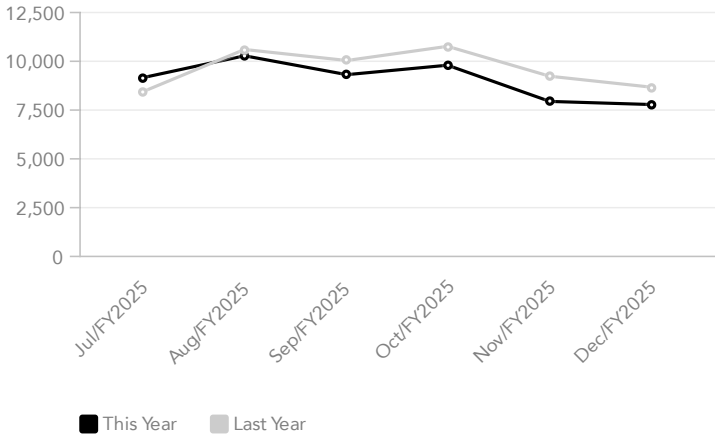


### Year-over-Year Report

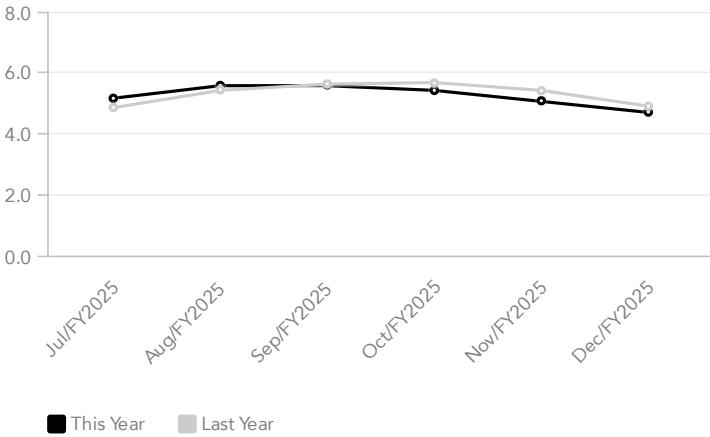
**TMR**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	51.75	23.27	+122.4%
Service	Ridership Per Rev. Hour	4.71	4.90	-3.9%
Financial	Operating Costs Per Rev. Hour	124.69	124.69	
Ridership	Ridership	7,729.00	8,596.00	-10.1%

Total Ridership



Passengers Per Revenue Hour



# **TAB 3**

Agenda Item #8a

**ACTION ITEM:** Authorization of filing for Regional  
Measure 2 (RM2) Operating Assistance Program FY2024-2025

## **Board of Directors Meeting**

**Wednesday February 26, 2025**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** February 26, 2025

**Agenda Item:** Authorization of filing for Regional Measure 2 (RM2) Operating Assistance Program FY2024-2025 – Agenda Item #8a

**Lead Staff:** Angeline Loeffler, Chief Financial Officer

**Approved:** Rashidi Barnes, Chief Executive Officer



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### Background

On March 2, 2004, voters passed RM2, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors

### Financial Impact

The RM2 operating funds must be claimed within the year they are allocated. In order to be eligible for these funds, ECCTA must submit an amended FY2024-2025 claim to MTC, which includes the RM2 funding allocation request. ECCTA is ready to submit an amended claim to MTC for \$445,449 of RM2 for FY2024-2025.

### Requested Action

Staff requests that Resolution #250226A be adopted, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM2 operating assistance funds for ECCTA.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250226A RM2 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE OPERATING AGREEMENT**

**Implementing Agency:** Eastern Contra Costa Transit Authority  
**Project Title:** ECCTA Regional Express Bus

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Eastern Contra Costa Transit Authority (ECCTA) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the ECCTA Regional Express Bus project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which the ECCTA is requesting that MTC allocate Regional Measure 2 funds; and

**WHEREAS**, Part 2 of the project application, attached hereto and incorporated herein as though



set forth at length, includes the certification by the ECCTA of assurances required for the allocation of funds by MTC; now, therefore, be it

**RESOLVED**, that ECCTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that ECCTA certifies that the project is consistent with the Regional Transportation Plan (RTP)

**RESOLVED**, that ECCTA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

**RESOLVED**, that ECCTA approves the certification of assurances, attached to this resolution; and be it further

**RESOLVED**, that ECCTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that ECCTA is authorized to submit an application for Regional Measure 2 funds for ECCTA Regional Express Bus in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that ECCTA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to ECCTA making allocation requests for Regional Measure 2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of ECCTA to deliver such project; and be it further

**RESOLVED**, that ECCTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that ECCTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of ECCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

**RESOLVED**, that ECCTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC’s percentage participation in the projects(s); and be it further

**RESOLVED**, that ECCTA authorizes its Chief Executive Director, or their designee to execute and submit an allocation request for operating or planning costs for Fiscal Year 2024-2025 with MTC for Regional Measure 2 funds; and be it further

**RESOLVED**, that the Chief Executive Director, or their designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the ECCTA application referenced herein.

**PASSED AND ADOPTED THIS** 26th day of February 2025, by the following votes:

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Diane Burgis, Chair

\_\_\_\_\_  
Rashidi Barnes, Chief Executive Officer

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

# **TAB 4**

Agenda Item #8b

ACTION ITEM: Authorization of filing for Regional Measure 3  
(RM3) Operating Assistance Program FY2024-2025

## **Board of Directors Meeting**

Wednesday February 26, 2025

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** February 26, 2025

**Agenda Item:** Authorization of filing for Regional Measure 3 (RM3) Operating Assistance Program FY2024-2025 – Agenda Item #8b

**Lead Staff:** Angeline Loeffler, Chief Financial Officer

**Approved:** Rashidi Barnes, Chief Executive Officer



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### Background

On June 5, 2018, voters passed Regional Measure 3 (RM3), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3.00, phased in through one-dollar increments. The three \$1 increments went into effect on January 1, 2019, January 1, 2022, and January 1, 2025, for vehicles that travel on the state-owned bridges in Bay Areas.

This toll increases funds for various transportation projects within the region that have been determined to reduce congestion or improve travel in the toll bridge corridors.

### Financial Impact

The RM3 operating funds must be claimed within the year they are allocated. In order to be eligible for these funds, ECCTA must submit an amended FY2024-2025 claim to MTC, which includes the RM3 funding allocation request. ECCTA is prepared to submit an amended claim to MTC for RM3 fund allocation for FY2024-2025.

### Requested Action

Staff requests that Resolution #250226B be adopted, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM3 operating assistance funds for ECCTA.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250226B RM3 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE – OPERATING AGREEMENT**

**Implementing Agency:** Eastern Contra Costa Transit Authority  
**Project Title:** ECCTA Regional Express Bus

**WHEREAS**, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

**WHEREAS**, the Eastern Contra Costa Transit Authority (ECCTA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the ECCTA Regional Express Bus project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

**WHEREAS**, the Regional Measure 3 allocation request, attached hereto in the Operating Agreement and incorporated herein as though set forth at length, enumerates the project details for which ECCTA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

**RESOLVED**, that ECCTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that ECCTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that ECCTA approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that ECCTA approves the updated Operating Agreement, attached to this resolution; and be it further

**RESOLVED**, that ECCTA approves the certification of assurances, attached to this resolution; and be it further

**RESOLVED**, that ECCTA is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that ECCTA is authorized to submit an application for Regional Measure 3 funds for ECCTA Regional Express Bus in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that ECCTA certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to ECCTA making allocation requests for Regional Measure 3 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of ECCTA to deliver such project; and be it further

**RESOLVED**, that ECCTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that ECCTA indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits,

demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of ECCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. ECCTA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that ECCTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC’s percentage participation in the projects(s); and be it further

**RESOLVED**, that ECCTA authorizes its Chief Executive Officer, or their designee, to execute and submit an allocation request for operating or planning costs for Fiscal Year 2024-2025 with MTC for Regional Measure 3 funds; and be it further

**RESOLVED**, that the Chief Executive Officer, or their designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the Operating Agreement as he/she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the ECCTA application referenced herein.

**PASSED AND ADOPTED THIS 26th day of February 2025, by the following votes:**

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Diane Burgis, Chair

\_\_\_\_\_  
Rashidi Barnes, Chief Executive Officer

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

# **TAB 5**

Agenda Item #8c

ACTION ITEM: Micro-transit Software and Support Services

## **Board of Directors Meeting**


Wednesday February 26, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509



## Staff Report to ECCTA Board of Directors

**Meeting Date:** February 26, 2025  
**Agenda Item:** Micro-transit Software and Support Services – Agenda Item #8c  
**Lead Staff:** Toan Tran, Chief Operating Officer  
**Approved:** Rashidi Barnes, Chief Executive Officer 

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### Background

First demonstrated in 2019, ECCTA's Tri MyRide service has since proven to be immensely successful. The current contract with Via Mobility is set to expire on May 4, 2025. In order to continue the Tri MyRide service, RFP #2024-04 was published for the provision and support of micro-transit software as a service within ECCTA's service area on November 18, 2024. ECCTA received five responsive proposals from:

- Via Mobility, Inc.
- SpareLabs
- HBSS Connect Corp
- RideCo US Inc.
- The Routing Company

An internal review team consisting of ECCTA staff and a colleague from Rebel Group evaluated and scored the responsive proposals, with two proposers being selected for interviews. The interviews were held on January 30. The review team determined that Via Mobility, Inc. was the most qualified firm, offering the best quality for the best value possible.

### Discussion

None.

### Financial Impact

Proposer Cost Totaling: \$100,800 for a contract term of three years.

### Requested Action

Adopt Resolution #250226C authorizing the CEO to enter into a three-year contract, with three one-year options, for provision and support of micro-transit software as a service with Via Mobility, Inc. for \$33,600 per year for the first three years.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250226C AUTHORIZATION FOR AWARD OF CONTRACT FOR MICRO-TRANSIT SOFTWARE AND SUPPORT SERVICES**

**Resolution #250226C authorizes the CEO to enter into a contract for the provision and support of micro-transit software as a service within ECCTA’s service area.**

**WHEREAS**, Eastern Contra Costa Transit Authority’s (ECCTA) desires to continue its successful Tri MyRide micro-transit service; and

**WHEREAS**, the current contract is due to expire on May 4, 2025; and

**WHEREAS**, RFP #2024-04 was published and advertised by ECCTA on November 18, 2024; and

**WHEREAS**, Via Mobility, Inc. is the recommendation of ECCTA, having offered the highest quality service at the best value possible;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250226C authorizing the CEO to enter into a three-year contract, with three one-year options, for the provision and support of micro-transit software as a service with Via Mobility, Inc. for \$100,800 over the course of the contract term.

**PASSED AND ADOPTED THIS** 26<sup>th</sup> day of February 2025, by the following votes:

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

\_\_\_\_\_  
Diane Burgis, Chair

\_\_\_\_\_  
Rashidi Barnes, Chief Executive Officer

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