



TRI DELTA TRANSIT

Board of Directors Meeting Agenda

Wednesday, June 25, 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.

Board of Directors Meeting Agenda

Wednesday, June 25, 2025

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

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 May 28, 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)

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Wednesday, June 25, 2025

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7. ACTION and DISCUSSION ITEMS

- a. **ACTION ITEM:** Clipper START Regional Means-Based Fare Program

(see attachment: tab #3)

Requested Action: Adopt Resolution #250625A authorizing participation in the Clipper START Means-Based Fare Program at the rate of 50% off fares for card holders, in partnership with MTC and Bay Area transit agencies, subject to final guidance from the FTA.

- b. **ACTION ITEM:** SB1 State of Good Repair Program

(see attachment: tab #4)

Requested Action: Approve Resolution #250625B, approving ECCTA's fiscal year 2025-26 State of Good Repair Program project list submittal.

- c. **ACTION ITEM:** Nelson/Nygaard Contract Amendment

(see attachment: tab #5)

Requested Action: Adopt Resolution #250625C authorizing the CEO to amend Contract #2023-04 with Nelson\Nygaard, increasing the contract amount by \$21,500 for a revised total of \$418,500.

- d. **ACTION ITEM:** Zero-Emission Bus Rollout Plan Update

(see attachment: tab #6)

Requested Action: Adopt Resolution #250625D to approve the revised Zero-Emission Bus Rollout Plan and authorize the CEO to submit the plan to CARB in accordance with the Innovative Clean Transit Regulations.

Board of Directors Meeting Agenda

Wednesday, June 25, 2025

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e. ACTION ITEM: FY2025- 2026 ECCTA Board of Directors Election of Officers

(see attachment: tab #7)

Requested Action:

#1: Elect City of Brentwood representative Tony Oerlemans as Chair of the ECCTA Board of Directors for FY2025-2026.

#2: Elect City of Pittsburg representative Dionne Adams to serve as Vice-Chair of the ECCTA Board of Directors for FY2025- 2026.

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: July 23, 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 June 25, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

May 28, 2025

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

ROLL CALL / CALL TO ORDER

BOARD MEMBERS

PRESENT: Dionne Adams (Pittsburg); Donald Freitas (Antioch); Sue Higgins (Member-At-Large Alternate); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood)*; Tony Oerlemans (Brentwood); Louie Rocha (Antioch); Kevin Romick (County); Shannon Shaw (Oakley); Anissa Williams (Oakley)*
*Arrived after roll call

ABSENT: Shanelle Scales-Preston (Pittsburg)

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)
Toan Tran, Chief Operations Officer (COO)
Eli Flushman, General Counsel
Rosanna Dominguez, Executive Assistant
Leeann Lorono, Manager of Customer Service and Marketing
Maceo Wiggins, Compliance Manager
Michael Gonsalves, Parts Supervisor
Wil Omaque, Facilities Supervisor
Martha Rojas, Accounts Receivable Associate

OTHERS

PRESENT: Myeisha Williams, Transdev General Manager
Renato Cruz, Transdev Assistant General Manager
Ben Trejo, Safety Manager
Lori Sprinkle, Transdev Office Manager
Debra Steidle, Paratransit Coordinator
Bill Faye, VP Sales Gillig

PLEDGE OF ALLEGIANCE

Vice-Chair Oerlemans led the Pledge of Allegiance.

PUBLIC COMMENT

There was no public comment.

CHAIR'S REPORT

No Chair's report.

CONSENT CALENDAR

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

- A. Minutes of the Board of Directors meeting of April 23, 2025
- B. Marketing and Customer Service Activities Report
- C. Legislative Report

AYES: Adams, Freitas, Higgins, Lopez, Meyer, Oerlemans, Rocha, Shaw, Williams

NOES: None

ABSTAIN: Romick

ABSENT: Scales-Preston

CHIEF EXECUTIVE OFFICER'S REPORT

A. Operations Report

Chief Executive Officer Rashidi Barnes reported on meetings with various legislative members and their input. Mr. Barnes showed two videos, one for All Aboard Transit Day and the other for the Shred-It event at the Oakley Mobility Hub. Mr. Barnes presented a letter that a resident of Brentwood sent to Tri Delta Transit expressing some of her concerns regarding her son receiving a ride with our paratransit service. Changes have since happened to ensure that the issue will not reoccur and there was immediate communication with the concerned mother.

Mr. Barnes announced two retirements; one was Tina VanDaam, our lead dispatcher and supervisor. The other retiree was Martha Rojas, Accounts Receivable Associate, who dedicated 18 years to the agency.

ACTION ITEM AND DISCUSSION ITEMS

A. Hydrogen Production and Bus Manufacturing Update

Chief Executive Officer Rashidi Barnes reported on our current bus manufacturer's position in the United States as the second-largest transit bus manufacturer in North America. Mr. Barnes reviewed Tri Delta Transit's zero-emission goal and invited Gillig to speak on the hydrogen fuel cell market.

Bill Faye reviewed Gillig's history as a company, its financial structure, overall production, and workforce. The manufacturing floor is reaching pre-COVID levels, and Gillig is 100% US-owned. Mr. Faye also reviewed Gillig's relationship with Tri Delta Transit. There was a lot of support previously for zero-emission buses and the California Hydrogen Hub program. Gillig has completed a full design for a hydrogen fuel cell bus; however, at this time, they have decided not to invest further in hydrogen fuel cell buses. Comparisons were given between different types of buses, displaying their range and cost. Tri Delta Transit will be investing in diesel buses and carrying what credits there are from previous electric buses forward for the near future.

This was an informational item only; no action was needed at this time.

B. Letter of Concern for Potential Sale of Brentwood Park and Ride

Chief Executive Officer Rashidi Barnes reported on the announcement of the potential sale of the Brentwood Park and Ride property. He emphasized what the location provides to the community and the financial impact that it would have on Tri Delta Transit. BART is investigating not only selling the Brentwood location but additional properties further West. Tri Delta Transit would like to request a letter asking BART to retain the Brentwood Park and Ride property.

On motion by Director Williams, seconded by Director Shaw the ECCTA Board of Directors authorized staff to submit the attached letter to BART Board of Director Mark Foley outlining the agency's position on the potential sale of the Brentwood Park and Ride, located in Brentwood, which was carried by the following vote:

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

C. Assembly Bill 394 Letter of Support (Wilson)

Chief Executive Officer Rashidi Barnes presented the history of difficulty in protecting transit workers historically. Mr. Barnes gave a summary of the bill and expressed the importance of not only protecting transit employees but also transit properties.

On motion by Director Adams, seconded by Director Lopez, the ECCTA Board of Directors adopted Resolution #250528C adopting a “support” position for AB 394 and issuing the attached letter to Assemblymember Lori Wilson, which was carried by the following vote:

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

D. Regional Tax Measure – Senate Bill 63

Chief Executive Officer Rashidi Barnes reviewed SB 63 overall and noted that an amendment is being requested to set aside a fund for small operators. If this is amended, Tri Delta Transit will support this bill.

On motion by Director Freitas, seconded by Director Meyer, the ECCTA Board of Directors adopt resolution #250528D as a position of support if amended on SB 63. If authorized by the Board of Directors, issue the attached letter to the bill’s author, Tri Delta Transit legislative delegation members, and relevant legislative committees, which was carried by the following vote:

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

E. June and July Youth Ride Free Pilot Program

Manager of Customer Service and Marketing Leeann Loroño provided the history of the Summer Youth Pass program, which previously helped youth throughout the summer. 511 Contra Costa has funded this program but due to a lack of funding, it is discontinuing it this summer. The East Bay operators have been able to work on an alternative program to replace the Summer Youth Pass program by providing a youth ride-free pilot program on fixed routes and express routes. No IDs, passes, or applications will be required.

On motion by Director Higgins, seconded by Director Meyer, the ECCTA Board of Directors authorizes staff to implement the June and July Youth Ride Free Pilot Program on Tri Delta Transit’s fixed and express routes by offering youth 6-18 years of age free rides from June 1 to July 31, 2025, which was carried by the following vote:

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

BOARD OF DIRECTORS COMMENT

Director Williams
Director Romick
Director Freitas
Director Shaw
Director Higgins
Director Oerlemans

ADJOURNMENT

The meeting of the Eastern Contra Costa Transit Authority adjourned at 5:15 p.m. until June 25, 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 May 31, 2025 >
(unaudited)

	FY 25 YTD Actual			FY25 Adopted Budget			YTD % of FY 25 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR	ECCTA	FR	DR
OPERATING REVENUES									
Passenger Fares	\$ 1,871,884	\$ 1,214,043	\$ 657,841	\$ 1,986,465	\$ 1,013,097	\$ 973,368	94%	120%	68%
Other Income	\$ 127,889	\$ 127,889		\$ 120,000	\$ 120,000	\$ -	107%	107%	
	\$ 1,999,773	\$ 1,341,932	\$ 657,841	\$ 2,106,465	\$ 1,133,097	\$ 973,368	95%	118%	68%
<i>Total Operating Revenues:</i>									
NON-OPERATING REVENUES									
Federal Funds	\$ 1,979,112	\$ 155,138	\$ 1,823,974	\$ 2,089,582	\$ 254,827	\$ 1,834,755	95%	61%	99%
State Funds	\$ 17,283,718	\$ 16,160,892	\$ 1,122,826	\$ 24,188,138	\$ 19,030,535	\$ 5,157,603	71%	85%	22%
Local Funds	\$ 3,457,575	\$ 1,596,268	\$ 1,861,307	\$ 4,367,255	\$ 2,398,449	\$ 1,968,806	79%	67%	95%
Inter-Operator Agreements (Bart Feeder)	\$ 2,665,851	\$ 2,665,851		\$ 2,665,851	\$ 2,665,851	\$ -	100%	100%	n/a
Interest & Other Misc Income	\$ 66,420	\$ 54,728	\$ 11,692	\$ 50,000	\$ 40,000	\$ 10,000	133%	137%	117%
	\$ 25,452,676	\$ 20,632,877	\$ 4,819,799	\$ 33,360,826	\$ 24,389,662	\$ 8,971,164	76%	85%	54%
<i>Total Non-operating Revenues:</i>									
Total Revenues:	\$ 27,452,449	\$ 21,974,809	\$ 5,477,640	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532	77%	86%	55%
OPERATING EXPENSES									
Purchased Transportation	\$ 18,796,021	\$ 11,877,668	\$ 6,918,353	\$ 21,187,290	\$ 13,613,752	\$ 7,573,538	89%	87%	91%
Materials and Supplies	\$ 3,579,141	\$ 2,901,264	\$ 677,877	\$ 5,294,307	\$ 4,261,135	\$ 1,033,172	68%	68%	66%
Salaries & Benefits	\$ 5,280,047	\$ 4,187,822	\$ 1,092,225	\$ 6,408,589	\$ 5,639,566	\$ 769,023	82%	74%	142%
Services	\$ 1,258,876	\$ 904,613	\$ 354,262	\$ 1,372,102	\$ 1,002,585	\$ 369,517	92%	90%	96%
Casualty and liability insurance	\$ 351,798	\$ 291,315	\$ 60,483	\$ 478,493	\$ 384,080	\$ 94,413	74%	76%	64%
Utilities	\$ 270,395	\$ 217,814	\$ 52,581	\$ 333,846	\$ 284,719	\$ 49,127	81%	77%	107%
Other (Dues, Travel, Taxes, and Other)	\$ 507,228	\$ 325,278	\$ 181,950	\$ 392,664	\$ 336,921	\$ 55,743	129%	97%	326%
Total Operating Expenses:	\$ 30,043,504	\$ 20,705,775	\$ 9,337,729	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532	85%	81%	94%
EXCESS REV/(EXP)	\$ (2,591,055)	\$ 1,269,034	\$ (3,860,090)	n/a	n/a	n/a			

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

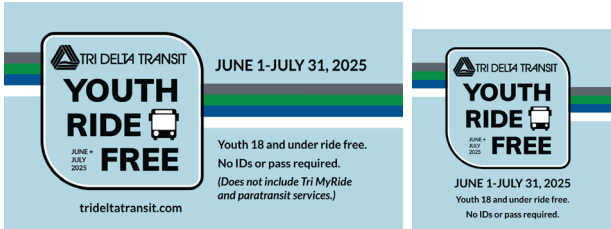
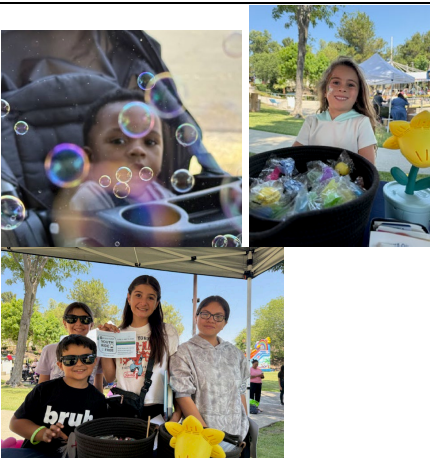
Agenda Item: Marketing/Communications Activities – Agenda Item #5c

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.



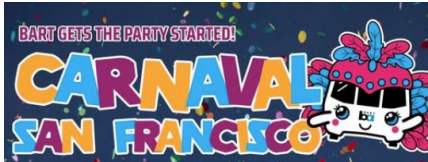





	<h3>June Marketing Campaign</h3> <p>Youth Ride Free in June and July, so we're getting the word out. We thank you very much for your assistance.</p> <p>Promotion of this great program has gone out on the fixed route and express buses, on admin office TVs, Grapevine, City newsletters and some message boards, Tri Delta Transit website and social media, and to some school offices. We are also handing out fliers at all our recent events. Can't wait to see Youth Ride FREE!</p>
	<h3>Tri Delta Transit Outreach</h3> <p>Tri Delta Transit has been out and about promoting riding our service, answering all kinds of questions, talking about Youth Ride Free, and more. Here are some places we've been recently:</p> <ul style="list-style-type: none">• Contra Costa County Fair• Antioch Re-entry Job and Resource Fair• Green Footprint Festival, Pittsburg• Touch a Truck, Pittsburg Library• Exploration Station, Brentwood

Agenda Item #5c

Eastern Contra Costa Transit Authority

Board of Directors Meeting

June 25, 2025

 	<h2>General Messages and National Campaigns</h2> <p>Tri Delta Transit strives to celebrate, honor and educate about various messages. Here are a few for April/May</p> <ul style="list-style-type: none"> • Happy World Bicycle Day • Memorial Day holiday service
<h2>Ongoing Projects:</h2>    	<h2>Transit Takes You Places</h2> <p>Riders are encouraged to take public transportation to get to and from events safely.</p> <p>With the assistance of our City of Antioch intern, Owi Akpan, riders were encouraged to take transit to the following events (some not shown here):</p> <ul style="list-style-type: none"> • TDT to BART to Carnaval San Francisco • Food Truck Thursdays • Juneteenth Celebrations • Green Footprint Festival (which we also attended) • Oakley Concerts in the Park
 	<h2>Collaborations and Information</h2> <p>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 the May collaborations:</p> <ul style="list-style-type: none"> • 511 Contra Costa Take Transit Thursday • Opening of the Pittsburg Courtyard Marriott

SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS	MONTHS		
Followers	MARCH 2025	APRIL 2025	MAY 2025
Facebook	1.4k	1.4k	1.4k
Instagram	1,081	1,094	1,101
LinkedIn	667	677	687
BlueSky	26	27	28

ALERT ACCOUNTS			
Followers	MARCH 2025	APRIL 2025	MAY 2025
Facebook	83	88	90
Instagram	89	87	88

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
June 25, 2025*



June 13, 2025

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

From: Chris Lee, Partner, Politico Group

Re: **June Legislative & Budget Updates**

Politico Group is pleased to provide the following report to Tri Delta Transit on legislation and the fiscal year 2025-26 state budget bill, which the Legislature approved on June 13. Budget negotiations between the Assembly, Senate, and Governor Newsom will continue until a three-party agreement is reached.

May Legislative Updates

The Legislature adjourned on June 5 after voting on hundreds of bills to meet the June 6 house of origin deadline. Bills that were approved now must go through the same process of policy committee hearings, appropriations hearings, and full floor votes in the opposite house. 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.

Active Bills – Eastern Contra Costa Transit Authority			
Measure	Topic	Status	Position
AB 259 (Rubio)	Brown Act: Remote Participation	Assembly Floor	Support
SB 63 (Wiener & Arreguín)	San Francisco Bay Area: local revenue measure: transportation funding	Assembly Floor	Support if Amended

Bay Area Transportation Revenue Measure Approved by Senate

SB 63 (Wiener & Arreguín) related to a 2026 Bay Area transit funding measure was approved by the full Senate on June 2 by a 28-10 vote, with Republican members voting “no.” Recent amendments to the bill express the authors’ intent to determine whether San Mateo and Santa Clara counties will join the measure, establish a proposed tax rate or variable rates by county, and incorporate a plan for allocating revenues generated by the measure by August 11. In May and June, Tri Delta continued to work with other East Bay bus operators to advocate for amendments that would make small transit operators in the East Bay eligible to receive dedicated funding from the revenue measure.

The bill is now in the Assembly, where it is been referred to the Assembly Transportation Committee, chaired by Lori Wilson, who represents Solano County and parts of Eastern Contra Costa County, and the Assembly Revenue and Taxation Committee, chaired by Mike Gipson from the Los Angeles area. The bill must be approved by both policy committees before the Legislature adjourns for its month-long summer recess on July 18. The bill must be approved by the Assembly Appropriations Committee by August 29 and by floor votes in both houses of the Legislature by September 12.

Senator Wahab Requests Audit of East Bay Bus Operators

Senator Aisha Wahab (D-Hayward) has requested an audit of “East Bay Transit Agencies – Administrative Oversight” via the Joint Legislative Audit Committee (JLAC). The audit request is scheduled to be considered by the Committee at a June 18 hearing, where agencies subject to the audit, including Tri Delta, will be given an opportunity to testify and provide their perspective on the request. Politico Group worked with Tri Delta staff to develop testimony for the upcoming hearing. Together, we also collaborated with the five other East Bay bus operators subject to the request to send a letter requesting that the Committee reject the audit, which is duplicative of numerous ongoing efforts to increase coordination of transit service in the region and improve the rider experience.

The scope of the requested audit is broad and veers into policy-related questions which the Senator has previously attempted to advance via legislation, including through amendments to last year’s SB 1031 (Wiener & Wahab). While the request asks the Auditor to examine financial condition of Tri Delta, County Connection, West CAT, AC Transit, Union City Transit, and LAVTA, it also seeks review of issues related to route planning, coordination of services, transfers, and ridership levels, including the Metropolitan Transportation Commission’s work and transit transformation. The Senator’s request also asks the Auditor to speculate on the “likely financial condition of a single transit agency for local bus service serving Contra Costa County and a single transit agency for local bus service serving Alameda County” and to investigate the legal and practical implications of combining existing bus operators.

The JLAC is comprised of both Assemblymembers and Senators and chaired by freshman Assemblymember John Harabedian from Los Angeles County. The only Bay Area members on the Committee are Senate Transportation Chair Dave Cortese and Josh Becker (D-San Mateo). If the request is approved by the Committee on June 18th, the State Auditor’s Office would complete the audit as its schedule and workload permit. The Committee can also deny the request altogether or push the request over to a subsequent agenda if they want to substantially amend its scope.

2025-26 State Budget

On June 13, the Senate and Assembly approved SB 101 (Wiener), which would enact the Legislature’s approach to the FY 2025-26 state budget. Passage of the bill fulfills the Legislature’s constitutional obligation to approve a balanced budget by June 15. Once presented to the Governor, he will have 12 days to sign or veto the bill. The Governor also has line-item veto authority to reduce or eliminate items of appropriation. While the bill departs from the Governor’s May budget proposal in several ways, it addresses the budget deficit, and – most importantly – serves as a starting point for continued negotiations with Governor Newsom.

The legislative budget agreement contrasts with the approach offered by the Governor in the May Revision by rejecting or delaying many of the proposed reductions in safety net programs, while acknowledging that future actions by Congress will likely have a considerable impact on these same programs. Further, the Legislature’s budget package includes considerable additional borrowing from state special funds and reserves beyond what the Governor proposed.

Politico Group will continue to monitor and report on ongoing budget negotiations. In the meantime, key items of interest to Tri Delta included in the Legislature’s budget bill include the following:

Public Transportation Funding

The Legislature's budget rejects the Governor's proposal to cut \$1.1 billion from the Cap-and-Trade program's Greenhouse Gas Reduction Fund to transit programs. Specifically, transit funding allocated via regional agencies from SB 125 (2023) through the Transit and Intercity Rail Capital Formula-Based Program and the Zero Emission Transit Capital Program are fully funded in the Legislature's budget.

SB 101 also includes a new, \$750 million lending program for BART, SF Muni, AC Transit and Caltrain to provide short-term assistance to cover operating costs. Loans would be conditioned on the agencies providing the California Department of Finance with satisfactory assurances that the funding would be repaid in full. This allocation is paired with a new \$1 billion state lending program for local governments in Los Angeles County that are recovering from wildfires. Further details of both lending mechanisms will be developed in the next round of budget negotiations with the Governor.

Cap-and-Invest

The Legislature's Budget does not include approval of the Governor's proposed extension of the Cap-and-Trade through 2045, instead the Legislature has indicated their interest in considering the future of the program through the typical policy bill process. The May Revise would have tapped the Cap-and-Trade program's Greenhouse Gas Reduction Fund to address General Fund shortfalls through a shift of \$1.54 billion in existing GGRF to backfill General Fund support for CalFIRE's fire prevention, fire control, and other resources management activities. This would have been an ongoing diversion, which would increase to \$1.9 billion annually by FY 2028-29. The Legislature rejected this proposal, instead allocating \$500 million annually from the GGRF to backfill General Fund expenditures in FY 2025-26 and 2026-27.

Attachment

Tri Delta Transit Legislative Tracking Report

Tri Delta Transit Legislative Report

Friday, June 13, 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: 6/5/2025-In Senate. Read first time. To Com. on RLS. for assignment.

Is Fiscal: Y

Location: 6/5/2025-S. RLS.

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](#)

([Aguiar-Curry D](#)) Autonomous vehicles.

Current Text: Amended: 4/1/2025 [html](#) [pdf](#)

Introduced: 12/2/2024

Last Amend: 4/1/2025

Status: 6/11/2025-Referred to Coms. on TRANS. and JUD.

Is Fiscal: Y

Location: 6/11/2025-S. TRANS.

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 operator on any highway within the State of California. The bill would declare that a violation of this prohibition is not an infraction and is instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions.

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: 5/14/2025-Referred to Coms. on L. GOV. and JUD.

Is Fiscal: N

Location: 5/14/2025-S. L. GOV.

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: 4/23/2025 [html](#) [pdf](#)

Introduced: 2/3/2025

Last Amend: 4/23/2025

Status: 6/11/2025-Referred to Coms. on PUB. S. and JUD.

Is Fiscal: Y

Location: 6/11/2025-S. PUB. S.

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, 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: 4/10/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Last Amend: 4/10/2025

Status: 6/4/2025-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 6/4/2025-S. TRANS.

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. 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 prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. 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: 5/23/2025 [html](#) [pdf](#)

Introduced: 1/9/2025

Last Amend: 5/23/2025

Status: 6/9/2025-Referred to Coms. on TRANS. and REV. & TAX.

Is Fiscal: Y

Location: 6/9/2025-A. TRANS.

Summary: (1)Existing 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. Existing 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. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.

Position

SIA

SB 71

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

Current Text: Amended: 5/29/2025 [html](#) [pdf](#)

Introduced: 1/14/2025

Last Amend: 5/29/2025

Status: 6/9/2025-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 6/9/2025-A. NAT. RES.

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: California Environmental Quality Act: public transit agency land.

Current Text: Amended: 5/29/2025 [html](#) [pdf](#)

Introduced: 1/15/2025

Last Amend: 5/29/2025

Status: 6/4/2025-In Assembly. Read first time. Held at Desk.

Is Fiscal: Y

Location: 6/3/2025-A. DESK

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 land use element and a housing element. Current law requires that the land use element designate the proposed general distribution and general location and extent of the uses of the land, as specified. 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. This bill would require that a housing development project, as defined, proposed within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. 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: 5/23/2025 [html](#) [pdf](#)

Introduced: 1/22/2025

Last Amend: 5/23/2025

Status: 6/9/2025-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 6/9/2025-A. NAT. RES.

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. This bill would require the state board, on or before January 1, 2027, to finalize the standardized system described above. The bill would require the state board, on or before January 1, 2028, to adopt a method of quantification 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, 2028, 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. This bill contains other related provisions and other existing laws.

Position
Watch

SB 239

(Arreguín 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: 5/29/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Last Amend: 5/29/2025

Status: 6/9/2025-Referred to Com. on L. GOV.

Is Fiscal: Y

Location: 6/9/2025-A. L. GOV.

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. 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

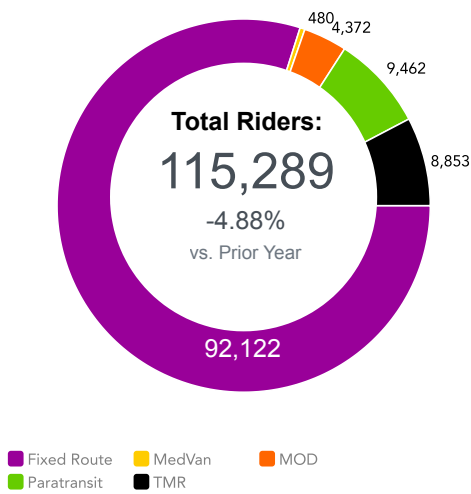
Wednesday June 25, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

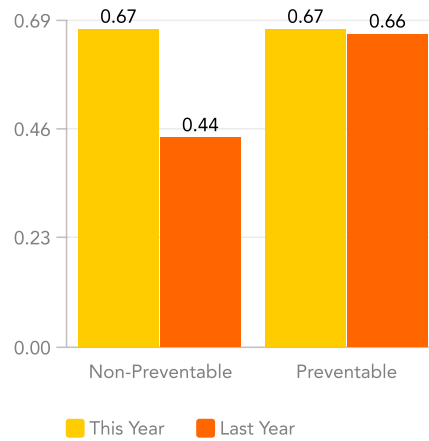


Performance Summary

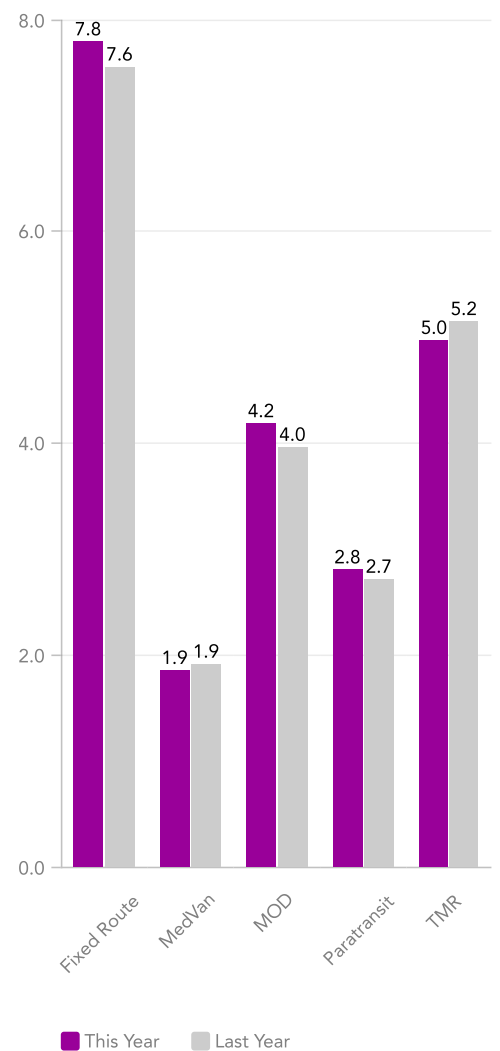
Ridership



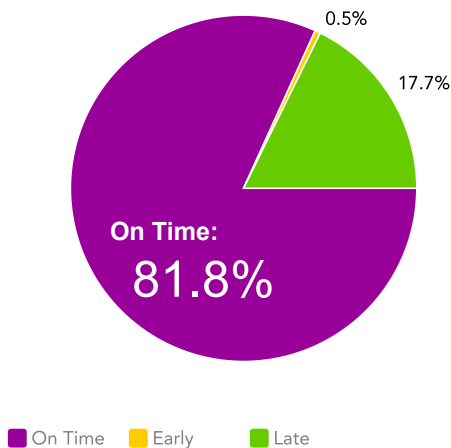
Accidents / 100K Miles



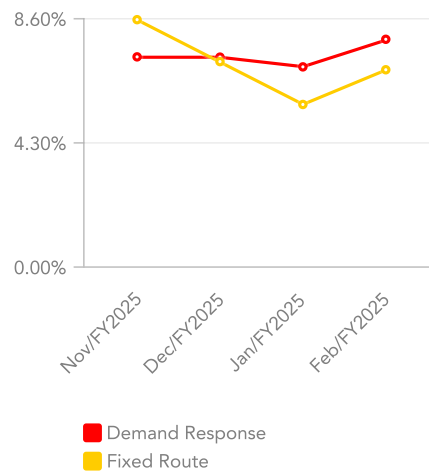
Passengers Per Revenue Hour



On Time Performance



Cost Recovery Ratio



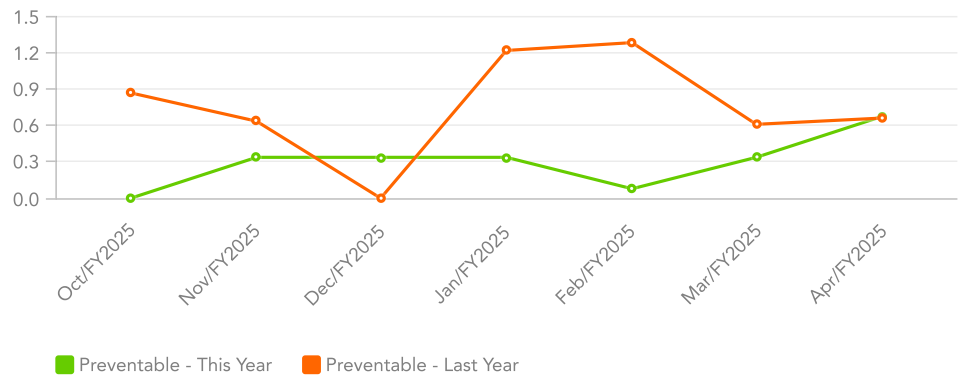
Safety Performance

Preventable Accident Report

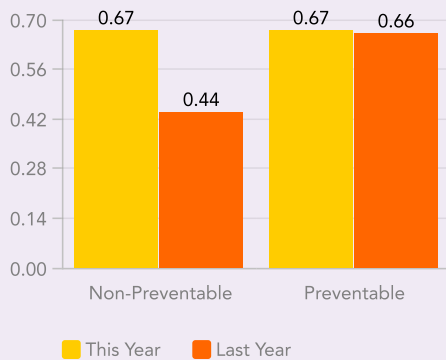
	Accidents	Per 100,000 Miles
Nov/FY2025	1	0.34
Dec/FY2025	1	0.33
Jan/FY2025	1	0.33
Feb/FY2025	1	0.08
Mar/FY2025	1	0.34
Apr/FY2025	2	0.67
YTD 2024	3	0.66
YTD 2025	2	0.67
YTD Change		
Values	-1	1.52%

Preventable Accidents Per 100,000 Miles

Last Six Months - System Wide

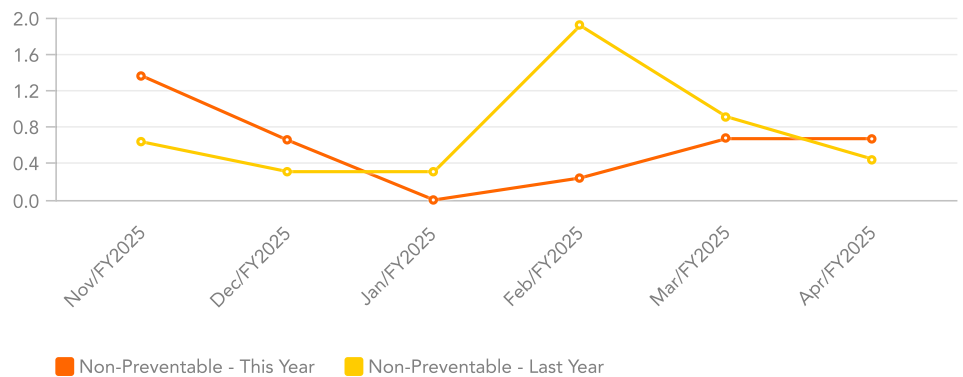


Year-over-Year - System Wide Accidents Per 100,000 Miles



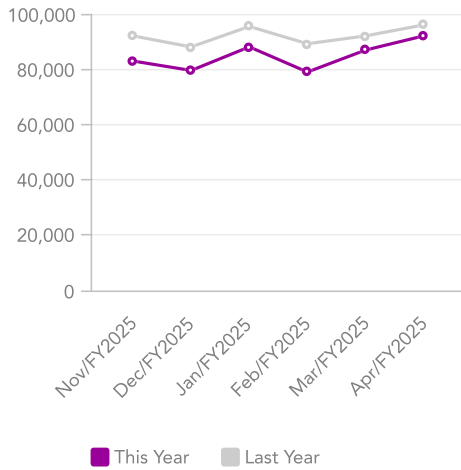
Non-Preventable Accidents Per 100,000 Miles

Last Six Months - System Wide

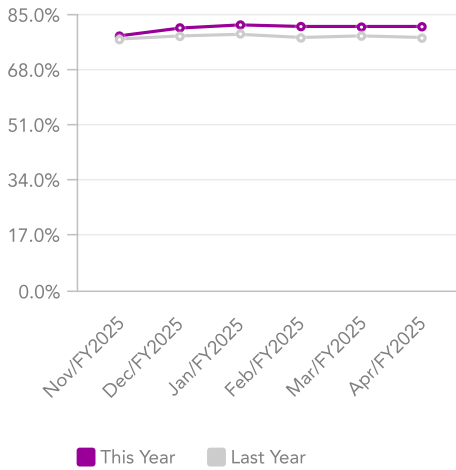


Fixed Route Performance

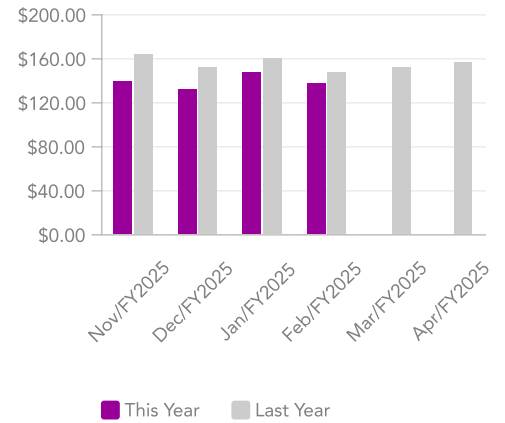
Total Ridership



On Time Performance



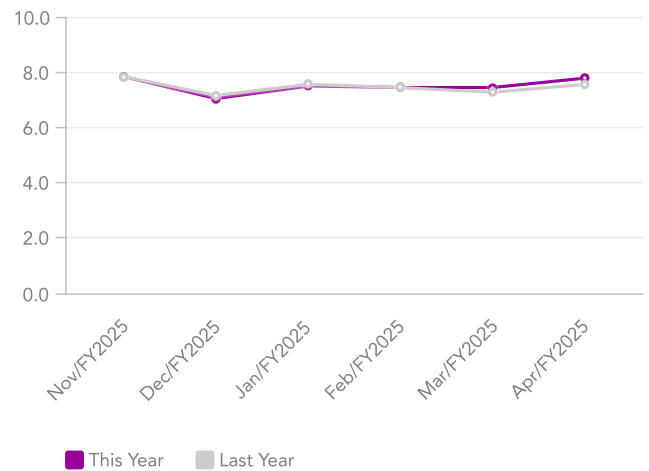
Operating Cost Per Revenue Hour



Year-over-Year Report - Fixed Route

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	81.04	80.93	+0.1%
	Average Miles Between Roadca	5,438.00	16,689.52	-67.4%
	Complaints Per 100k Riders	40.16	26.38	+52.2%
	Ridership Per Rev. Hour	7.79	7.42	+5.0%
Ridership	Ridership	92,122.00	87,190.00	+5.7%

Passengers Per Revenue Hour





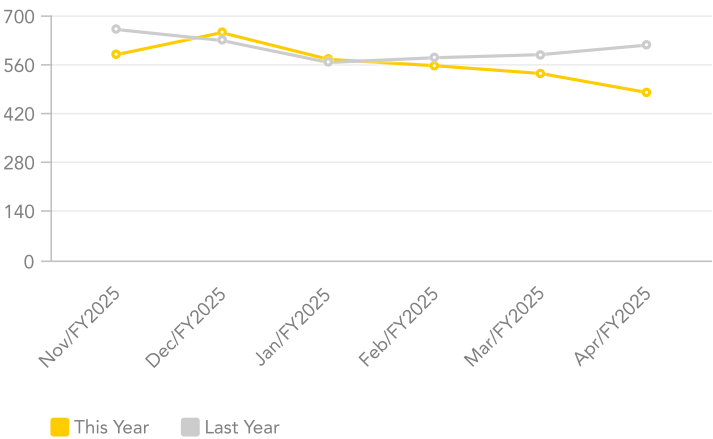
MedVan, Paratransit, and MOD Performance

Year-over-Year Report

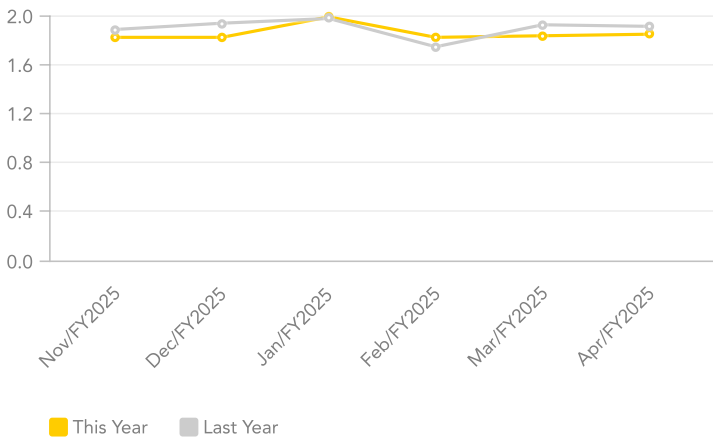
	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	94.87	94.83	+0.0%
	Complaints Per 100k Riders	0.00	0.00	
	Ridership Per Rev. Hour	1.85	1.91	-3.1%
Financial	Operating Costs Per Rev. Hour		120.08	
Ridership	Ridership	480.00	616.00	-22.1%

MedVan

Total Ridership



Passengers Per Revenue Hour

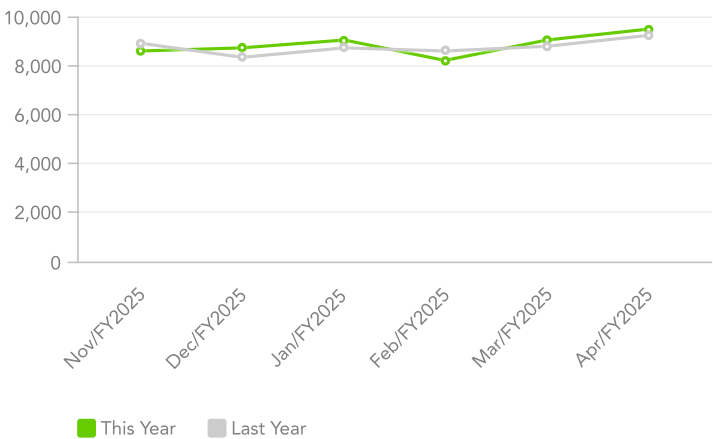


Year-over-Year Report

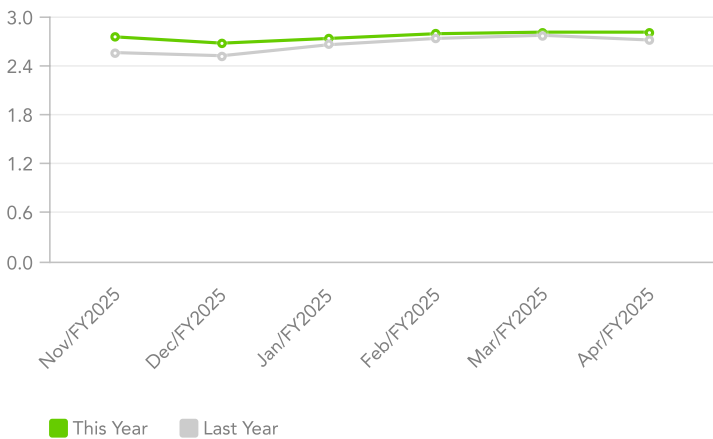
	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	83.94	89.98	-6.7%
	Complaints Per 100k Riders	31.71	162.53	-80.5%
	Ridership Per Rev. Hour	2.80	2.71	+3.3%
Financial	Operating Costs Per Rev. Hour		132.64	
Ridership	Ridership	9,462.00	9,229.00	+2.5%

Paratransit

Total Ridership



Passengers Per Revenue Hour

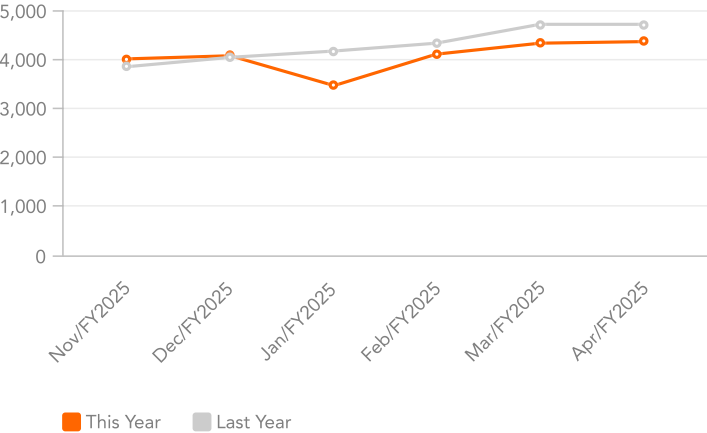


Year-over-Year Report

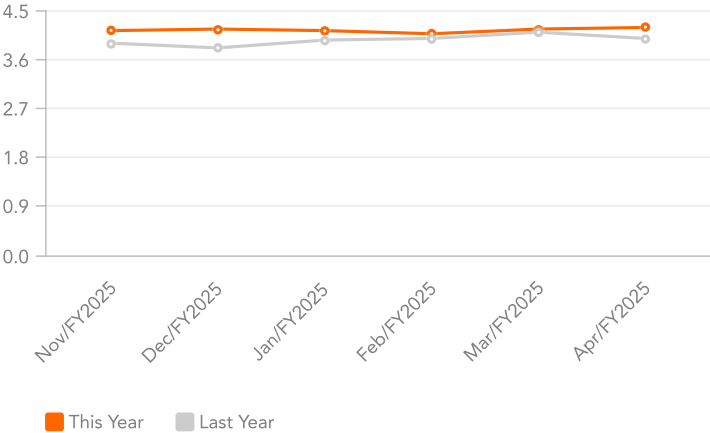
MOD

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.19	3.97	+5.5%
Financial	Operating Costs Per Rev. Hour		81.14	
Ridership	Ridership	4,372.00	4,697.00	-6.9%

Total Ridership



Passengers Per Revenue Hour

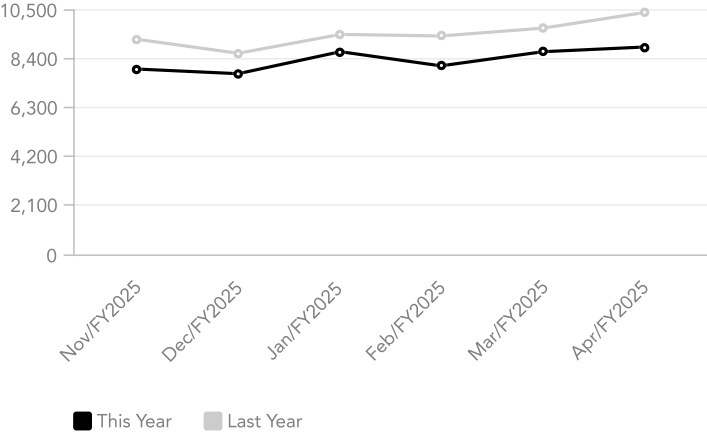


Year-over-Year Report

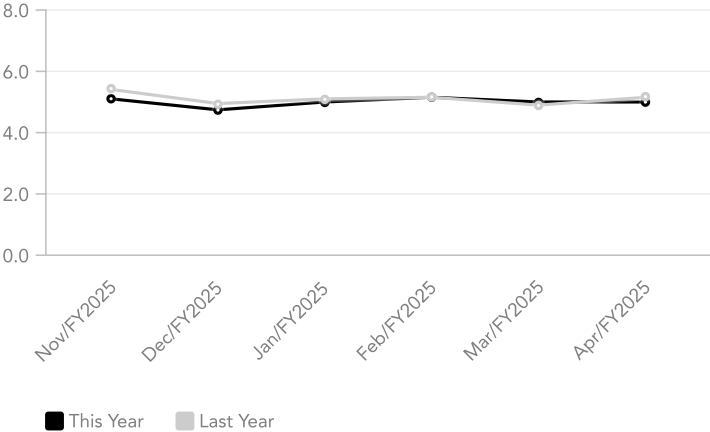
TMR

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	45.18	86.79	-47.9%
Service	Ridership Per Rev. Hour	4.97	5.15	-3.5%
Financial	Operating Costs Per Rev. Hour		117.97	
Ridership	Ridership	8,853.00	10,370.00	-14.6%

Total Ridership



Passengers Per Revenue Hour



TAB 3

Agenda Item #7a

**ACTION ITEM: Clipper START Regional Means-Based
Fare Program**

Board of Directors Meeting

Wednesday June 25, 2025

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

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

Agenda Item: Clipper START Regional Means-Based Fare Program – Agenda Item #7a

Lead Staff: Leeann Lorono, Manager of Customer Service and Marketing

Approved: Rashidi Barnes, Chief Executive Officer



Background

The Metropolitan Transportation Commission (MTC) established a pilot program to offer discounted transit fares to low-income individuals in 2020, known as Clipper START. The program allows adults who live in the Bay Area, and whose annual earnings are up to 200 percent of the federal poverty level, to receive a discount determined by each transit agency. The pilot was originally approved for an 18-month period scheduled to end in mid-January 2022, during which ECCTA offered a 20% discount on fares on Tri Delta Transit. The program was then extended through June 30, 2023 with Tri Delta Transit contributing a 50% discount on fares till June 2025.

In May 2025, MTC approved the Clipper Start Regional Means-Based Fare Program to start June 30, 2025, which continues the Clipper START program as an ongoing program and not as a pilot.

Discussion

Currently there are 22 Bay Area Transit agencies at a 50% discount including WestCAT, Wheels, and County Connection.

Making the program ongoing, means riders using the Clipper START card will seamlessly continue to receive a 50 percent discount on fares. ECCTA views the program as a necessary program to decrease the barriers to transit and increase the opportunity for employment for eastern Contra Costa County residents who may be economically challenged. We support continued participation. This fare change is being implemented while we await guidance from the FTA regarding Title VI requirements to make this change permanent, if necessary staff will notify the board once resolved.

Agenda Item #7a
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
June 25, 2025*

Financial Impact

MTC board document states that they will continue to provide compensation to agencies participating in the program to fund part of the foregone revenue. ECCTA has been notified that MTC will be working on a new Master Funding Agreement supplement to cover activities beginning July 1, 2025, for the ongoing Clipper START program.

With rising gas and food prices, anticipation of tariffs, and the expected increase in ridership resulting from our new network, we expect the program participation to increase in eastern Contra Costa County as the program continues to be a valuable part of the services we provide. Therefore, we anticipate that our annual financial impact will increase from previous years, not to exceed \$15,000 annually.

Requested Action

Adopt Resolution #250625A authorizing participation in the Clipper START Means-Based Fare Program at the rate of 50% off fares for card holders, in partnership with MTC and Bay Area transit agencies, subject to final guidance from the FTA.



TRI DELTA TRANSIT

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

RESOLUTION #250625A CLIPPER START REGIONAL MEANS-BASED FARE PROGRAM

Resolution #250625A authorizes ECCTA to continue to participate in the Clipper START program from June 2025 ongoing.

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, MTC had established the framework for the Regional Means-Based Transit Fare Pilot Program in 2020 to improve transit affordability and access to job opportunities for eligible low-income residents, which was extended and then set to expire June 2025; and

WHEREAS, MTC has adopted the Clipper START Regional Means-Based Program framework and approved it during their May 2025 Board Meeting to now be an ongoing program with participating operators; and

WHEREAS MTC will annually allocate funds to compensate transit agencies participating in the program; now, therefore, be it:

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250625A authorizing participation in the Clipper START Regional Means-Based Fare Program, allowing ECCTA to participate in the program ongoing at the current discount offering of 50%, which was effective since January 2024, subject to final guidance from the FTA.



TRI DELTA TRANSIT

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

RESOLUTION #250625A

CLIPPER START REGIONAL MEANS-BASED FARE PROGRAM

Resolution #250625A authorizes ECCTA to continue to participate in the Clipper START Regional Means-Based Program ongoing from June 2025 as a permanent program, offering the 50% fare discount.

PASSED AND ADOPTED this 25th day of June 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 #7b

ACTION ITEM: SB1 State of Good Repair Program

Board of Directors Meeting

Wednesday June 25, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

Agenda Item: SB1 State of Good Repair Program – Agenda Item #7b

Lead Staff: Agustin Diaz, Manager of Planning and Grants

Approved: Rashidi Barnes, Chief Executive Officer



Background

Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair.

Financial Impact

In order to qualify for these funds, ECCTA is required to submit a proposed project list to the Metropolitan Transportation Commission on an annual basis. ECCTA's share of SGR funds for fiscal year 2025-26 is estimated to be \$77,487. ECCTA staff proposes that we use these funds for the following facility project:

Project Name: ECCTA Parking Lot Repairs

SGR Funding - \$77,487

Project Summary – ECCTA needs to repair sections of the parking lot at the combined administrative and maintenance facility that have severe deterioration. This is a continuation of FY22 and FY23 STA-SGR funded parking lot repair projects.

Requested Action

Approve Resolution #250625B, approving ECCTA's fiscal year 2025-26 State of Good Repair Program project list submittal.



TRI DELTA TRANSIT

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

RESOLUTION #250625B

APPROVING THE FY 2025-26 PROJECT LIST FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, SGR funds are allocated by the Metropolitan Transportation Commission; and

WHEREAS, the ECCTA share of SGR funds for fiscal year 2025-26 is estimated to be \$77,487; and

WHEREAS, these funds will be used for project ECCTA Parking Lot Repairs; and

WHEREAS, in order to qualify for these funds, ECCTA is required to submit a proposed project list to the Metropolitan Transportation Commission on an annual basis; and

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the ECCTA hereby approves the SB1 State of Good Repair Project List for FY 2025-26; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the ECCTA that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Chief Executive Officer, or their designee, is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

PASSED AND ADOPTED THIS 25th day of June 2025, by the following votes:

Eastern Contra Costa Transit Authority

Diane Burgis, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

ABSENT: _____

NOES: _____

ABSTENTIONS: _____

TAB 5

Agenda Item #7c

ACTION ITEM: Nelson/Nygaard Contract Amendment

Board of Directors Meeting

Wednesday June 25, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

Agenda Item: Nelson/Nygaard Contract Amendment – Agenda Item #7c

Lead Staff: Toan Tran, Chief Operating Officer

Approved: Rashidi Barnes, Chief Executive Officer



Background

On February 28, 2024, the Eastern Contra Costa Transit Authority (ECCTA) Board of Directors approved Resolution #240228B, authorizing the CEO to enter into a contract with Nelson\Nygaard for a Comprehensive Operational Analysis (COA), not to exceed \$397,000. The contract is funded by \$100,000 in federal funds and \$297,000 from Transportation Development Act (TDA) funds.

On March 26, 2025, the Metropolitan Transportation Commission (MTC) approved an allocation of \$175,000 in Regional Measure 2 (RM 2) revenue funds to ECCTA for FY 2024–25 operating assistance. These funds are available for eligible expenses incurred between July 1, 2024, and June 30, 2025.

Discussion

Following the February 2024 board approval, the COA was launched and is on schedule for implementation as part of the August 2025 service change. The COA has been conducted in three phases:

- **Phase 1** – Market Assessment & Existing Conditions Analysis
- **Phase 2** – Develop Service Alternatives
- **Phase 3** – Finalize Preferred Service Alternative and Implementation

Phases 1 and 2 have been completed, and Phase 3 is nearing completion. The Preferred Alternative, now branded as the New TDT Network, is in the final stage of preparation for launch.

To support the rollout of the New TDT Network, ECCTA staff and Nelson\Nygaard developed a marketing plan. The original plan, limited by budget constraints, focused on grassroots efforts such as pop-up events, social media outreach, and flyer distribution. With the additional funding from MTC, the marketing plan was significantly expanded to include:

- Professionally produced video content

Agenda Item #7c
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
June 25, 2025*

- Geofenced digital advertising
- Large-scale informational displays at BART stations
- Media ride-along event with a television journalist
- Enhanced bus stop amenities

These enhancements are expected to increase the project cost by approximately \$21,500, bringing the total contract amount to \$418,500. This overage will be fully covered by the RM 2 funds allocated by MTC.

Financial Impact

None. Although the additional \$21,500 was not included in the adopted FY 2024–25 budget, it is fully offset by the additional RM 2 funds from MTC.

Requested Action

Adopt Resolution #250625C authorizing the CEO to amend Contract #2023-04 with Nelson\Nygaard, increasing the contract amount by \$21,500 for a revised total of \$418,500.



TRI DELTA TRANSIT

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

RESOLUTION #250625C NELSON/NYGAARD CONTRACT AMENDMENT

Resolution#250625C authorizes the CEO to amend Contract #2023-04 with Nelson\Nygaard, increasing the contract amount by \$21,500 for a revised total of \$418,500.

WHEREAS, following the February 2024 board approval, the COA was launched and is on schedule for implementation as part of the August 2025 service change. The COA has been conducted in three phases

WHEREAS, Phases 1 and 2 have been completed, and Phase 3 is nearing completion. The Preferred Alternative, now branded as the New TDT Network, is in the final stage of preparation for launch.

WHEREAS, to support the rollout of the New TDT Network, ECCTA staff and Nelson\Nygaard developed a marketing plan. The original plan, limited by budget constraints, focused on grassroots efforts such as pop-up events, social media outreach, and flyer distribution.

WHEREAS, with additional funding from MTC, the marketing plan will expand to include; professionally produced video content, geofenced digital advertising, large-scale informational displays at BART stations, media ride-along event with television journalist, and enhanced bus amenities.

WHEREAS, these enhancements are expected to increase the project cost by approximately \$21,500, bringing the total contract amount to \$418,500. This overage will be fully covered by the RM 2 funds allocated by MTC.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250625C authorizing the CEO to amend Contract #2023-04 with Nelson\Nygaard, increasing the contract amount by \$21,500 for a revised total of \$418,500.

PASSED AND ADOPTED THIS 25th day of June 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Diane Burgs, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____
NOES: _____

ABSTENTIONS: _____
ABSENT: _____

TAB 6

Agenda Item #7d

ACTION ITEM: Zero-Emission Bus Rollout Plan Update

Board of Directors Meeting

Wednesday June 25, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

Agenda Item: Zero-Emission Bus Rollout Plan Update – Agenda Item #7d

Lead Staff: Toan Tran, Chief Operating Officer

Approved: Rashidi Barnes, Chief Executive Officer



Background

On December 14, 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation, establishing a goal for all California public transit agencies to operate 100% zero-emission bus (ZEB) fleets by 2040. The regulation outlines a phased transition, specifying the minimum percentage of new bus purchases that must be zero-emission for each year during the transition period (2023–2040).

For **Small Transit Agencies**, the ZEB purchase requirements are as follows:

ICT Zero-Emission Bus Purchase Requirements – Small Agencies

- **January 1, 2026** – At least 25% of all new bus purchases must be zero-emission
- **January 1, 2027** – At least 25% of all new bus purchases must be zero-emission
- **January 1, 2028** – At least 25% of all new bus purchases must be zero-emission
- **January 1, 2029 and beyond** – 100% of all new bus purchases must be zero-emission
- **March 2021 – March 2050** – Annual compliance reports must be submitted to CARB

This phased procurement schedule is designed to support a smooth transition to zero-emission fleets by 2040, while minimizing the need for early retirement of buses before the end of their 12-year useful life.

In compliance with the ICT regulation, each transit agency is required to develop and adopt a Zero-Emission Bus Rollout Plan, approved by the agency's governing board via resolution.

Agenda Item #7d
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
June 25, 2025*

On March 23, 2022, the Board of Directors of the Eastern Contra Costa Transit Authority (ECCTA) adopted Resolution #250625A, approving ECCTA's ZEB Rollout Plan and authorizing the Chief Executive Officer to submit the plan to CARB in accordance with the ICT regulation.

Discussion

Zero-Emission Bus (ZEB) Rollout Plan Overview

The ZEB Rollout Plan is a living document that serves as a strategic guide for implementing ECCTA's transition to a 100% zero-emission fixed-route bus fleet. Based on ECCTA's fleet replacement schedule, the current plan targets full ZEB deployment by 2036—four years ahead of the 2040 deadline established under the ICT regulation. The plan outlines a mixed fleet strategy, incorporating both Fuel Cell Electric Buses (FCEBs) and Battery Electric Buses (BEBs), with the next major procurement scheduled for 2026, consisting of 25 FCEBs.

Industry Challenges Since Plan Adoption

Since the ZEB Rollout Plan was adopted in 2022, the zero-emission vehicle market has faced several unforeseen challenges:

- Battery range limitations
- Reliability of charging infrastructure
- Instability in the hydrogen fuel market

These factors have significantly impacted ECCTA's transition timeline and strategy.

At the May 2025 ECCTA Board meeting, GILLIG presented an update on the hydrogen and fuel cell market. Due to continued uncertainty in federal funding and the unpredictable state of the hydrogen market, GILLIG announced it would suspend its fuel cell bus development program. As a result, only one original equipment manufacturer (OEM) currently offers a Buy America-compliant FCEB, significantly limiting procurement options. Additionally, data from the Metropolitan Transportation Commission (MTC) indicates substantial cost disparities:

- 40-foot diesel bus: \$736,000
- 40-foot FCEB: \$1,617,000

While federal programs cover 80% of vehicle costs, agencies are responsible for securing the remaining 20% local match, which presents increasing fiscal challenges.

ZEB Rollout Plan Update

In response to these market shifts and funding uncertainties, ECCTA staff is revising the ZEB Rollout Plan to better align with current conditions and maintain fiscal responsibility, while still remaining in compliance with ICT regulations.

Original Procurement Schedule (Next 5 Years – All ZEBs)

- 2025–26: 25 FCEBs
- 2026–27: 5 FCEBs, 15 BEBs
- 2028–29: 9 BEBs

Revised Procurement Schedule (Hybrid ZEB/Diesel Approach)

- 2025–26: 25 diesel buses
- 2026–27: 5 BEBs, 15 diesel buses
- 2028–29: 9 BEBs

This updated schedule will defer approximately \$7.12 million in required local match funding, helping to preserve ECCTA's financial sustainability during this transitional period.

Attachment A provides a full timeline of the revised fleet transition plan through 2040.

Financial Impact

The revised procurement schedule is projected to result in approximately \$7.12 million in local match savings over the next five years.

Requested Action

Adopt Resolution #250625D to approve the revised Zero-Emission Bus Rollout Plan and authorize the CEO to submit the plan to CARB in accordance with the Innovative Clean Transit Regulations.

ATTACHMENT A: Updated Revenue Fleet Plan



TRI DELTA TRANSIT

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

RESOLUTION #250625D ZERO-EMISSION BUS ROLLOUT PLAN UPDATE

Resolution#250625D to approve the revised ZEB Rollout Plan and authorize the CEO to submit the plan to CARB in accordance with the ICT Regulations.

WHEREAS, on December 14, 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation, establishing a goal for all California public transit agencies to operate 100% zero-emission bus (ZEB) fleets by 2040; and

WHEREAS, in compliance with the ICT regulation, each transit agency is required to develop and adopt a Zero-Emission Bus Rollout Plan, approved by the agency's governing board via resolution; and

WHEREAS, on March 23, 2022, the Board of Directors of the Eastern Contra Costa Transit Authority (ECCTA) adopted Resolution #220323A, approving ECCTA's ZEB Rollout Plan and authorizing the Chief Executive Officer to submit the plan to CARB in accordance with the ICT regulation; and

WHEREAS, the ZEB Rollout Plan is a living document that serves as a strategic guide for implementing ECCTA's transition to a 100% zero-emission fixed-route bus fleet; and

WHEREAS, since the ZEB Rollout Plan was adopted in 2022, the zero-emission vehicle market has faced several unforeseen challenges that have and will impact ECCTA operationally and fiscally;

WHEREAS, due to continued uncertainty in federal funding and the unpredictable state of the hydrogen market, one major United States bus manufacturer has announced it would suspend its fuel cell bus development program, leaving only one federally approved bus manufacturer in the United States; and

WHEREAS, in response to these market shifts and funding uncertainties, ECCTA staff is revising the ZEB Rollout Plan to better align with current conditions and maintain fiscal responsibility, while still remaining in compliance with ICT regulations; and

WHEREAS, the revised bus procurement schedule is projected to result in approximately \$7.12 million in local match savings over the next five years; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt Resolution #250625D to approve the revised ZEB Rollout Plan and authorize the CEO to submit the plan to CARB in accordance with the ICT Regulations.



TRI DELTA TRANSIT

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

RESOLUTION #250625D ZERO-EMISSION BUS ROLLOUT PLAN UPDATE

PASSED AND ADOPTED THIS 25th day of June 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Diane Burgs, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

ABSTENTIONS: _____

NOES: _____

ABSENT: _____

TAB 7

Agenda Item #7e

ACTION ITEM: FY2025- 2026 ECCTA Board of Directors
Election of Officers

Board of Directors Meeting

Wednesday June 25, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: June 25, 2025

Agenda Item: FY2025- 2026 ECCTA Board of Directors Election of Officers –
Agenda Item #7e

Lead Staff: Rashidi Barnes, Chief Executive Officer

Approved: Rashidi Barnes, Chief Executive Officer

Background

The first amendment to the Restated Joint Exercise of Powers Agreement establishing the Eastern Contra Costa Transit Authority, dated May 21st, 2000, and approved by all members of the JPA, addresses the rotation of officers of the Board of Directors. The designated rotation is:

	Chair	Vice-chair
2023-2024	Antioch	County
2024-2025	County	Brentwood
2025-2026	Brentwood	Pittsburg
2026-2027	Pittsburg	Oakley
2027-2028	Oakley	Antioch

Discussion

Currently, Brentwood representative Tony Oerlemans of the ECCTA Board of Directors will presumably assume the role of chair when officially elected by the entire Board of Directors.

The City of Pittsburg representatives (Council Member Adams and Council Member Lopez) have agreed that Director Adams will assume the vice-chair position for FY2025-2026 when officially elected by the entire Board of Directors.

Agenda Item #7e
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
June 25, 2025*

Financial Impact

None

Requested Action

#1: Elect City of Brentwood representative Tony Oerlemans as Chair of the ECCTA Board of Directors for FY2025-2026.

#2: Elect City of Pittsburg representative Dionne Adams to serve as Vice-Chair of the ECCTA Board of Directors for FY2025-2026.