



TRI DELTA TRANSIT

Board of Directors Meeting Agenda

Wednesday, May 28, 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/about/board-meetings-agendas/>

1. CALL TO ORDER Vice-Chair Tony Oerlemans

a. Roll Call

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

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

4. CHAIR'S REPORT Vice-Chair Tony Oerlemans

5. CONSENT CALENDAR (ACTION ITEM):

(see attachment: tab #1)

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

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

6. CEO'S REPORT Rashidi Barnes

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7. ACTION and DISCUSSION ITEMS

- a. **DISCUSSION ITEM:** Hydrogen Production and Bus Manufacturing Update
(see attachment: tab #2)
Requested Action: None. This is an informational item only.

- b. **ACTION ITEM:** Letter of Concern for Potential Sale of Brentwood Park and Ride
(see attachment: tab #3)
Requested Action: Adopt resolution #250528B, authorizing staff to submit the attached letter to BART board Director Mark Foley outlining the agency's position on the potential sale of the Brentwood Park and Ride, located in Brentwood.

- c. **ACTION ITEM:** Assembly Bill 394 Letter of Support (Wilson)
(see attachment: tab #4)
Requested Action: The board adopt resolution #250528C adopting a "support" position for AB 394 and issuing the attached letter to Assemblymember Lori Wilson.

- d. **ACTION ITEM:** Regional Tax Measure – Senate Bill 63
(see attachment: tab #5)
Requested Action: 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.

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e. ACTION ITEM: June and July Youth Ride Free Pilot Program

(see attachment: tab #6)

Requested Action: Authorize 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.

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: June 25, 2025, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

TAB 1

Agenda Item #5

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

Board of Directors Meeting

Wednesday May 28, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

April 23, 2025

The Eastern Contra Costa Transit Authority (ECCTA) meeting was called to order in the ECCTA Board Room, 801 Wilbur Avenue, Antioch, California by Chair Burgis at 4:10 P.M.

ROLL CALL / CALL TO ORDER

BOARD MEMBERS

PRESENT: Diane Burgis (Chair); Donald Freitas (Antioch); Sue Higgins (Member-At-Large Alternate); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Tony Oerlemans (Brentwood)

ABSENT: Dionne Adams (Pittsburg); Louie Rocha (Antioch); Shanelle Scales - Preston (Pittsburg); Shannon Shaw (Oakley); Anissa Williams (Oakley)

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)
Eli Flushman, General Counsel
Rosanna Dominguez, Executive Assistant
Agustin Diaz, Manager of Planning and Grants
Joe Chappelle, Manager of Administrative Services
Leeann Lorono, Manager of Customer Service and Marketing
Maceo Wiggins, Compliance Manager
Moises Trejo, Maintenance Manager
Michael Gonsalves, Parts Supervisor
Wil Omaque, Facilities Supervisor

OTHERS

PRESENT: Myeisha Williams, Transdev General Manager
Lori Sprinkle, Transdev Office Manager
Debra Steidle, Paratransit Coordinator
Thomas Whittmann, Nelson/Nygaard Consultant

PLEDGE OF ALLEGIANCE

Chair Burgis led the Pledge of Allegiance.

PUBLIC COMMENT

There was no public comment.

CHAIR'S REPORT

Chair Burgis of working with legislators, including Senator Weiner.

CONSENT CALENDAR

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

- A. Minutes of the Board of Directors meeting of February 26, 2025
- B. Minutes of the Board of Directors meeting of March 26, 2025
- C. Marketing and Customer Service Activities Report

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

CHIEF EXECUTIVE OFFICER'S REPORT

A. Operations Report

Chief Executive Officer Rashidi Barnes reported that the Senate Bill 63 amendment is expected to be in print on Friday. Small Operators have been singled out as needing to be provided some type of funding, especially as BART feeder funds will be going away. It is being asked that the 10% of revenues in the bill go to the small operators first (LAVTA, County Connection, Tri Delta Transit, and WestCat). Contra Costa Transit Authority will be developing an expenditure plan with the small operators in order to provide this to MTC and Senator Weiner's office. A letter of position will be brought to the Board of Directors at next month's meeting.

Mr. Barnes also discussed the selling of BART's local properties, including a parcel that is the current location of the Brentwood Park and Ride. Mr. Barnes will work with the leaders of Brentwood to determine how we will proceed moving forward. BART is able to sell this on the open market. Chair Burgis is willing to provide support and encourages all Directors to be involved on a regional level. This item was on BART's agenda for this past month's meeting, but was pulled. Director Freitas recommends that this item be brought to the Delta 6 meeting for discussion.

Mr. Barnes gave updates on events, including the Shred-It event at the Oakley Park and Ride. Mr. Barnes also mentioned upcoming conferences that are occurring.

ACTION ITEM AND DISCUSSION ITEMS

A. Update on Comprehensive Operational Analysis (COA) – Presentation of Preferred Service Alternative

Chief Executive Officer Rashidi Barnes introduced this item by giving a history of the travel changes that prompted this analysis. Chief Operations Officer, Toan Tran, reviewed ridership and operational challenges that also contributed. Mr. Tran reviewed the timetable that the COA has followed and introduced Thomas Whittmann, who will present the preferred service change.

Mr. Whittmann presented the process for analyzing the services, which routes have high ridership, and partners in this process that were considered in order to provide service to their students or patrons. It is recommended that this analysis take place every 5 to 7 years to ensure that the service is efficient and relevant for current ridership. There can be service changes made at the time of the contractor bids throughout the year if needed. The preferred service allows operators to work fewer split shifts and keep the same number of operators.

ECCTA ensures that the BART schedule is considered in any ECCTA service changes or timelines, which is also incorporated into the COA to ensure alignment. Having seamless timelines increases safety for riders when transferring from BART to an ECCTA service.

On motion by Director Oerlemans, seconded by Director Higgins, ECCTA Board members approved Resolution #250423A authorizing the Chief Executive Officer to implement the Preferred Service Alternative as outlined in the Comprehensive Operational Analysis, which was carried by the following vote:

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

B. Proposed FY2025- 2026 ECCTA Budget

Chief Financial Officer Angeline Loeffler presented the FY2025- 2026 ECCTA Budget. This budget includes revenue, expenditures, and the capital budget. Ms. Loeffler reviewed funding that ECCTA receives, including grants that will be received, and funding that will be discontinued. Staff have worked on expenditures and tried to lower expenses to help balance the budget. Ms. Loeffler reviewed any variances within expenses and increases that will occur in the future. A comparison was shown based on what was approved and what the actuals are to date.

Chief Executive Officer Rashidi Barnes reviewed a fare-free service and how agencies that went fare-free have had difficulties with individuals riding the bus for extended periods. Director Higgins reviewed utility expenses and suggested looking into using MCE.

On motion by Director Freitas, seconded by Director Meyer, the ECCTA Board of Directors adopted Resolution #250423B approving the proposed FY2025- 2026 ECCTA operating and capital budget, which was carried by the following vote:

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

C. Authorization for filing of TDA, STA, RM2, and RM3 Funding

Chief Financial Officer Angeline Officer presented the authorization to file TDA, STA, RM2, and RM3 funding.

On motion by Director Lopez, seconded by Director Meyer, the ECCTA Board of Directors adopted Resolution #250423C authorizing the Chief Executive Officer or their designee to file an application with the MTC for the FY2025- 2026 allocation of TDA, STA, RM2, and RM3 funds, which was carried by the following vote:

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

D. Paratransit Bus Purchase

Manager of Administrative Services Joe Chappelle presented the Paratransit Bus Purchase.

On motion by Director Freitas, seconded by Director Oerlemans, the ECCTA Board of Directors adopt Resolution #250423D authorizing the Chief Executive Officer to enter into a contract with Model 1 Commercial Vehicles through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of 10 paratransit vehicles for an amount not to exceed \$1,689,220, which includes a 10% contingency, which was carried by the following vote:

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

E. State Advocacy Services

Chief Executive Officer Rashidi Barnes presented State Advocacy Services. Mr. Barnes reviewed the services that have been provided. There were two candidates for this service, and Politico was chosen. There was no additional cost to this contract. Chair Burgis has encouraged the legislative partner to work with the Directors for advocacy.

On motion by Director Higgins, seconded by Director Meyer, the ECCTA Board of Directors adopted Resolution #250423E authorizing the Chief Executive Officer to enter into a one-year contract, with two one-year options, for the provision of state advocacy support services in regulatory, legislative, operations, and funding issues of interest to ECCTA with Politico for a monthly retaining fee of \$2,500 per month, which was carried by the following vote:

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

BOARD OF DIRECTORS COMMENT

None

ADJOURNMENT

The meeting of the Eastern Contra Costa Transit Authority adjourned at 5:55 p.m. until May 28, 2025, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave, Antioch, California.

Respectfully submitted,

Rosanna Dominguez

Executive Assistant

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 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.



February/March Campaign

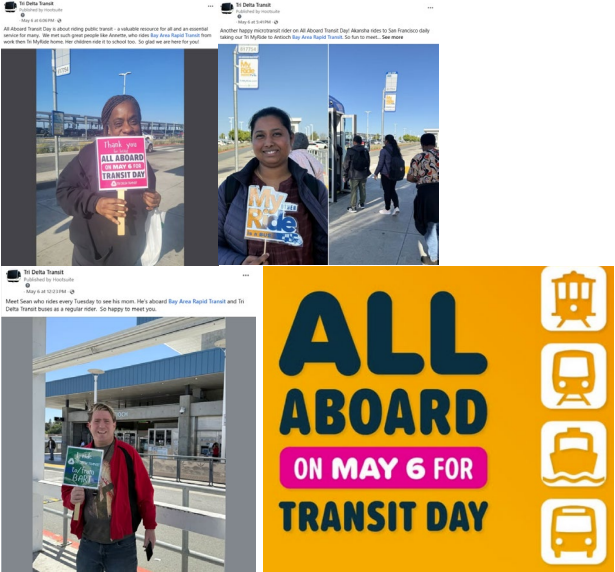

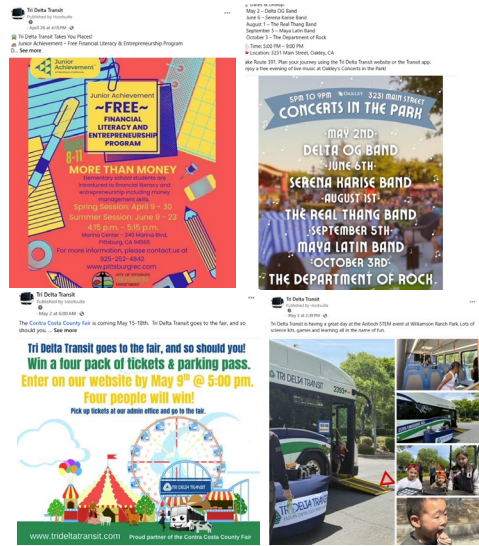
Our annual community drive-thru Shred-It event at the Oakley Mobility Hub was a huge success.

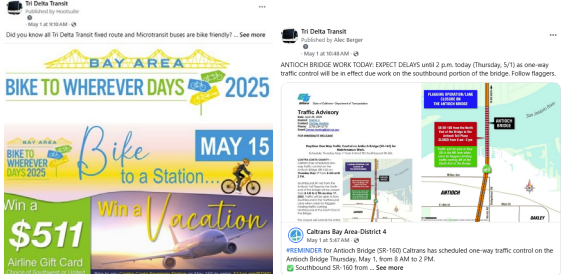
Thanks to our sponsors: City of Antioch, Republic Services, City of Oakley, Mt. Diablo Resource Recovery and Assemblywomen Lori D. Wilson, we were able to have, for the first time, THREE trucks. We almost filled all of the trucks up, which equals to about 30,000 pounds of paper. The estimate was over 300 cars.

Videos of the event are available on the Tri Delta Transit Facebook page.

Thank you so much for everyone's support.

Agenda Item #5c
*Eastern Contra Costa Transit Authority
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	<h2>All Aboard Transit Day</h2> <p>May 6th was All Aboard Transit Day. Bay Area Transit staff rode the buses to engage with their riders and encourage new riders.</p> <p>Tri Delta Transit staff rode throughout the system, and on BART, then visited Pittsburg Center BART and Antioch BART. We heard all about how important Tri Delta Transit is to riders going to work, school, the senior center, the doctors, and to visit family.</p>
	<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"> • Cinco de Mayo • Memorial Day
<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, riders were encouraged to take transit to the following events (some not shown here):</p> <ul style="list-style-type: none"> • Restoring our Community Resource Fair, Pittsburg • Pittsburg Financial Literacy • Brentwood Veterans Rummage Sale • Brentwood Peddlers in the Park • Brentwood Liberty Car Show

Transit Takes You Places Continued.....,	<ul style="list-style-type: none"> • Celebrate Antioch Foundation events • Antioch Food Truck Thursday • Antioch STEM event, which we also attended • Oakley Concerts in the Park • County Fair, which we are attending
	Collaborations and Information <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 March/April collaboration:</p> <ul style="list-style-type: none"> • Communicated Antioch Bridge Work • 511 Contra Costa, Bike to Wherever Day, which we are an energizer station at BART

SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS	MONTHS			
Followers	JANUARY 2025	FEBRUARY 2025	MARCH 2025	APRIL 2025
Facebook	1.4k	1.4k	1.4k	1.4k
Instagram	1,071	1,076	1,081	1,094
LinkedIn	653	663	667	677
BlueSky	20	23	26	27

ALERT ACCOUNTS	MONTHS			
Followers	JANUARY 2025	FEBRUARY 2025	MARCH 2025	APRIL 2025
Facebook	73	79	83	88
Instagram	87	88	89	87

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
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May 14, 2025

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

From: Chris Lee, Partner, Politico Group

Re: May Legislative Update & Summary of Governor's 2025-26 May Revision

Politico Group is pleased to provide the following report to Tri Delta Transit on legislation and the release of Governor Newsom's 2025-26 May Revision.

May Legislative Updates

Following the May 2 deadline for policy committees to report bills with a fiscal impact, the Legislature's attention turned to the Appropriations Committees, which must approve all bills with a fiscal impact on the state by May 23. Politico Group has started to work with Tri Delta staff to monitor transit-related legislation with potential impacts on Tri Delta's operational needs, including working other East Bay bus operators to advocate for opportunities to ensure that smaller operators can also benefit from a potential Bay Area transit revenue measure authorized by SB 63 (Wiener & Arreguín) related to a 2026 Bay Area transit funding measure. A full list of legislation currently being tracked by Tri Delta is attached to this report.

2025-26 May Revise Overview

Governor Newsom began his 2025-26 May Revision press conference by "bragging, even more than usual" on California – currently the 4th largest economy in the world – and blaming President Trump for economic policies that are hurting California and causing significant uncertainty for lawmakers currently trying to pen a spending plan. While revenues are up significantly over January Budget projections (by \$7.9 billion), those revenues are associated with economic activity in 2024. The Department of Finance (DOF) is projecting a \$16 billion decline in revenue in 2025-26 – \$10 billion in reduced capital gains, \$2.5 billion less corporate taxable profits, \$2 billion in lower wages and personal income tax withholding, and \$1.5 billion reduced personal income tax items.

The Governor's May Revision balances the \$321.9 billion overall budget by closing \$12 billion shortfall with \$5 billion in reductions, \$5.3 billion in borrowing, and \$1.7 billion in fund shifts. The May Revisions also acknowledged the use of \$7.1 billion in previously authorized reserve funds. An overwhelming majority of the budget solutions are in the state's health and human services programs, including freezing the enrollment undocumented adults in Medi-Cal.

Transportation

The May Revise proposes \$17.6 million one-time from the State Highway Account to support the 2028 Olympic and Paralympic Game in Los Angeles, including facility development, ongoing planning efforts, and work on the Games Route Network project.

The May Revision does not make any other transportation funding related proposals, including the Budget Act of 2023's Transportation Package that included significant support from the General Fund for transit programs, although the Governor's proposed expenditures from the Greenhouse Gas Reduction Fund (discussed below) could have implications on funding available to transit operators under SB 125 (Committee on Budget, 2023), including the Zero Emission Transit Capital Program, which allows operators to flex capital funding to support transit operations, as well as other transportation and transit funding.

Cap-and-Invest

As expected, the May Revision confirmed the Governor's commitment to extend the state's Cap-and-Trade program this year. Accompanying trailer bill language would extend the program through 2045 and rename it as the Cap-and-Invest program but is light on other potential programmatic adjustments or changes to the expenditure plan for auction proceeds in the Greenhouse Gas Reduction Fund (GGRF). The May Revision also proposes to tap GGRF to address General Fund shortfalls, including 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 is an ongoing diversion, which would increase to \$1.9 billion annually by FY 2029-30.

The May Revision states Governor Newsom's intent to work with the Legislature to design an expenditure plan while also signaling at least one Cap-and-Invest priority of his own – raising the annual funding amount for the High-Speed Rail (HSR) project. Currently, the HSR project receives 25% of GGRF revenue which fluctuates year-over-year. The May Revision proposes a flat allocation of \$1 billion annually for HSR, regardless of overall auction proceeds, which will have an impact on the availability of funding for other carbon reducing programs.

Since the inception of the Cap-and-Trade program in the fiscal year 2012-13, funding generated from a 25% share of GGRF revenues has ranged from a low of \$61 million in the first year to a high of \$1.28 billion in 2023-24. The HSR project has received GGRF allocations greater than \$1 billion in each of the last three fiscal years. As a reminder, in addition to HSR, the following programs receive ongoing percentage-based allocations of GGRF revenues under existing law:

- Affordable Housing and Sustainable Communities (20%)
- Transit and Intercity Rail Capital Program (10%)
- Low Carbon Transit Operations Program (5%)
- Safe and Affordable Drinking Water (5%)

Continued funding for these programs could be in doubt under the proposed May Revision allocations to HSR and CalFire wildfire and forest resiliency programs.

Attachment

Tri Delta Transit Legislative Tracking Report

Tri Delta Transit Legislative Report

Tuesday, May 20, 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: 4/9/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

Is Fiscal: Y

Location: 4/9/2025-A. APPR. SUSPENSE FILE

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: 5/14/2025-In committee: Set, first hearing. Referred to suspense file.

Is Fiscal: Y

Location: 5/14/2025-A. APPR. SUSPENSE FILE

Summary: Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human 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: 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Is Fiscal: Y

Location: 4/30/2025-A. APPR. SUSPENSE FILE

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

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: 5/15/2025-Read second time. Ordered to Consent Calendar.

Is Fiscal: Y

Location: 5/14/2025-A. CONSENT CALENDAR

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: 4/29/2025 [html](#) [pdf](#)

Introduced: 1/9/2025
Last Amend: 4/29/2025
Status: 5/16/2025-Set for hearing May 23.
Is Fiscal: Y

Location: 5/12/2025-S. APPR. SUSPENSE FILE

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

Position
Watch

SB 71

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

Current Text: Amended: 3/25/2025 [html](#) [pdf](#)

Introduced: 1/14/2025

Last Amend: 3/25/2025

Status: 5/16/2025-Set for hearing May 23.

Is Fiscal: Y

Location: 4/28/2025-S. APPR. SUSPENSE FILE

Summary: The California Environmental Quality Act (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) Local government land: public transit use: housing development: transit-oriented development.

Current Text: Amended: 5/13/2025 [html](#) [pdf](#)

Introduced: 1/15/2025

Last Amend: 5/13/2025

Status: 5/19/2025-May 19 hearing: Placed on APPR. suspense file.

Is Fiscal: Y

Location: 5/19/2025-S. APPR. SUSPENSE FILE

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law defines "agency's use" for these purposes to include land that is being used for agency work or operations, as provided. Current law exempts from this definition of "agency's use" certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, "agency's use" may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of "agency's use," as described above.

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: 5/8/2025-Read second time. Ordered to third reading.

Is Fiscal: N

Location: 5/8/2025-S. THIRD READING

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: 4/7/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Last Amend: 4/7/2025

Status: 5/6/2025-Read second time. Ordered to third reading.

Is Fiscal: Y

Location: 5/6/2025-S. THIRD READING

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 a city council or a county board of supervisors to comply with additional meeting requirements, including that 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, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified.

Position

Watch

Total Measures: 11

Total Tracking Forms: 11

TAB 2

Agenda Item #7a

DISCUSSION ITEM: Hydrogen Production and Bus
Manufacturing Update

Board of Directors Meeting

Wednesday May 28, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 2025

Agenda Item: Hydrogen Production and Bus Manufacturing Update – Agenda Item #7a

Lead Staff: Rashidi Barnes, Chief Executive Officer

Approved: Rashidi Barnes, Chief Executive Officer

Background

The Innovative Clean Transit (ICT) regulation became effective October 1, 2019 and requires all public transit agencies to gradually transition their bus fleets to zero-emission technologies (ZET). The ICT regulation applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. It covers standard, articulated, over-the-road, double-decker, and cutaway buses. The ICT regulation requires a percentage of new bus purchases to be ZETs. The ZET purchase requirements begin in 2026 for small transit agencies.

ECCTA is considered a small transit agency by the ICT regulation's definition (13 CCR§ 2023(b)(30)) because it meets the following criteria: ECCTA operates less than 100 buses, excluding demand response vehicles. Starting in 2029, 100% of all transit agencies' new fixed-route bus purchases must be ZETs, with a goal of complete transition to ZETs by 2040.

ECCTA's approved Rollout Plan was developed to transition the agency's fixed-route bus fleet to 100% zero-emission by 2036, which is four years ahead of the deadline set in the ICT Regulation. Per ECCTA's approved Rollout plan, it will deploy both Fuel Cell Electric Bus (FCEB) and Battery Electric Buses (BEB) as the fleet is transitioned to 100% zero-emission. In 2026 ECCTA has plans to purchase its next round of buses, a total of twenty-five FCEB.

Since the submission and approval of the Rollout plan in 2022, the zero-emission market has faced challenges. From battery range limitations to charging infrastructure reliability to an unstable hydrogen fuel market, these outside factors are dramatically impacting the progress of the transition.

Agenda Item #7a
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
May 28, 2025*

Discussion

Gillig our current bus manufacturer is located in Livermore, California. By volume, Gillig is the second-largest transit bus manufacturer in North America and has built 90% of ECCTA's large buses. Gillig will provide a hydrogen and fuel cell market update to include hydrogen fuel trends and infrastructure challenges.

Financial Impact

There is no fiscal impact associated with this update.

Requested Action

None. This is an informational item only.

Attachment

1. Presentation from GILLIG

GILIG

HYDROGEN AND FUEL CELL MARKET UPDATE May 12, 2025

Bill Fay
Vice President, Sales



HISTORY OF LONG-TERM SUCCESS & LEADING TRANSIT'S ZERO-EMISSION TRANSFORMATION



PRIVATELY OWNED BUSINESS
SINCE 1890



LEADER IN AMERICAN-BUILT
HEAVY-DUTY TRANSIT BUSES



#1 US MARKET SHARE IN HD
ZERO-EMISSION BUSES

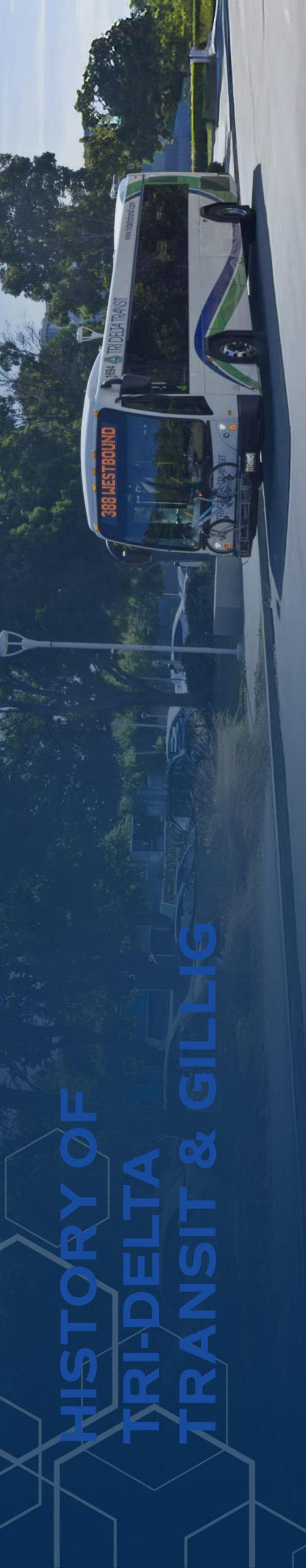


MOST STABLE, SUCCESSFUL
TRANSIT BUS
MANUFACTURER IN THE US



GILLES

HISTORY OF TRI-DELTA TRANSIT & GILLIG



1990s

GILLIG
PHANTOMS IN
SERVICE



2008

GILLIG LOW FLOOR
DIESELS IN
SERVICE



2023

GILLIG BATTERY
ELECTRIC BUSES IN
SERVICE

HYDROGEN AND FUEL CELL MARKET UPDATE



Fuel Cell Engine
Market



Hydrogen Fuel
Trends



Market Fundamentals



Infrastructure
Challenges

CALLIG

CHARGING *FORWARD*

LEADING THE WAY IN AN EVOLVING INDUSTRY & WORLD

THE PAST

- Internal combustion with mature tech
- Immature Zero-Emission Technology
- Low Public Trust/Knowledge in Zero Emission technologies
- Many Unknowns & Challenges

'THE MESSY MIDDLE'

- Multi-Fuel Choices
- Innovation & Maturation of Tech
- Supplier Instability
- Evolving Supplier Strategies
- Facts Replace Estimates
- Demand Outpaces Production
- Adoption Challenges
- Higher Touch Service Requirements
- New OEMs Challenging Status Quo

THE FUTURE

- Zero-Emission
- Fast Charging Everywhere
- Newer, Low-Cost, Sustainable Batteries
- New Fuels/Drive-Trains
- Longer Range & Life Batteries
- SAE Standardization???

FUEL CELLS IN THE NEWS...

“

Impossible for hydrogen to effectively compete with battery electric trucks

MAN Trucks CEO
Alexander Vlasakamp

”

Given the revised industry outlook, there's no business case for production capacity expansion investments for the foreseeable future.

Ballard CEO
Randy MacEwan
March 13, 2025

Bosch has suspended its ambitious \$200 million initiative to establish a hydrogen fuel cell production line in its South Carolina facility due to **shifting dynamics** in the hydrogen fuel cell mobility market.

The decision to halt the **project** follows a re-evaluation of **market demand** and recent strategic shifts within the company.

Fuel Cell Works,
March 3, 2025

“

The slower than anticipated development in the hydrogen market [due to]... **higher cost** of **project execution** and **past over-enthusiasm** in this sector

Plug Power CEO
Andy Marsh
March 3, 2025

Future of US hydrogen heavy-duty **truck market** in **doubt** as California abandons plans to phase out diesel models

Hydrogen Insight,
January 16, 2025

FUEL CELLS IN THE NEWS...

Troubled electric vehicle maker Nikola files for bankruptcy protection



Stephen Grady, CEO of Nikola Corp., sits in one of the company's electric and hydrogen-powered trucks during the LA Auto Show, Thursday, Nov. 26, 2021, in Los Angeles. (AP Photo/Damian Douvarganes, file)

BY MICHELLE CHAPMAN

Updated 9:41 AM PDT, February 19, 2025

Share

April 11, 2025 12:06 PM, EDT

Kenworth Delays Start of Hydrogen Fuel Cell T680 Production

Infrastructure Hurdles Continue to Inhibit FCEV Progress



Kenworth Toyota hydrogen fuel cell electric trucks used for testing. (Toyota)

Hyzon lays off workers, plans to liquidate business

"To date, no viable strategic alternatives are available to the Company," according to a Friday securities filing.

Published Dec. 20, 2024



David Taube
Reporter

in [Facebook](#) [Twitter](#) [LinkedIn](#) [Email](#) [Print](#)



A Hyzon tractor-trailer. The company plans to liquidate its assets and will meet with shareholders as soon as possible. Courtesy of Hyzon

TRUMP ADMINISTRATION POLICIES ADD UNCERTAINTY

- **ZERO-EMISSION GRANT FUNDING**
 - Surface Transportation Funding Bill Expires 9/2026 – Low-No Program Future Uncertain
 - Discretionary Grants Reviewed for “Electric Vehicle Mandate”
- **CALIFORNIA CLEAN AIR ACT WAIVERS AT RISK**
 - Advanced Clean Fleets Waiver Request Withdrawn
 - Advanced Clean Cars II, Advanced Clean Trucks, Omnibus NOx rules being reviewed by EPA, Congress
- **HYDROGEN PRODUCTION IMPACT**
 - IIJA Clean Hydrogen Production Tax Credits expected to be cut
 - DOE Hydrogen Hub Cuts Contemplated

• **TARIFF ACTIONS INCREASE COST OF MAJOR SYSTEM COMPONENTS**

- Fuel Cell Stacks – Canada
- Battery Cells – South Korea, China, Japan
- Steel & Aluminum

Energy Department considering cutting hydrogen projects in Democratic states

The cuts, if carried through, would politicize the federal funds that Congress and the Biden administration awarded to seven regional applicants as part of the bipartisan infrastructure law.

BY ZACK COLMAN, BEN LEFEBVRE, KELSEY TAMBORRINO, JAMES BIKALES
I 03/25/2025 08:25 PM EDT

EPA Launches Biggest Deregulatory Action in U.S. History

Administrator Zeldin Announces 31 Historic Actions to Power the Great American Comeback

March 12, 2025

Trump administration slams brakes on government's adoption of electric vehicles

 By Nathaniel Minor
Published March 12, 2025 at 4:30 AM EDT

HYDROGEN INFRASTRUCTURE COMPLEXITIES



PERMITTING REQUIREMENTS

Determining the location of fueling infrastructure is challenging given local requirements and need to avoid proximity to critical infrastructure.



STORAGE CHALLENGE

Hydrogen's low energy density requires either large tanks for compressed gas or cryogenic storage for liquefied hydrogen, both of which add to the cost and complexity of storage infrastructure.



HIGH INITIAL INVESTMENT

Establishing and maintaining hydrogen fueling stations requires significant upfront investment in infrastructure, equipment, and personnel.



LEASE RENEWAL

Some transits have reported equipment lease renewals at a rate much greater than initial lease agreement.



PRODUCTION DOWNTIME

When producing onsite hydrogen through an electrolyzer, agencies have reported significant downtime and limited gas supply to two-days of operations and no economically available supply of fuel cell quality hydrogen for temporary use.



FUEL AVAILABILITY

Lack of readily available hydrogen has led some agencies to report higher than expected costs of fuel and limited ability to negotiate favorable purchasing terms.

Replacing (25) 15-Year-Old Diesels With:

	Diesel Buses	Hybrid Buses	CNG Buses	Battery Electric Buses	Fuel Cell Buses
Bus Cost	\$762,000	\$1,117,000	\$825,000	\$1,330,000	\$1,670,000
Infrastructure Cost ¹	n/a	n/a	\$6M	\$2.5M	\$10M
Total Cost	\$19,050,000	\$27,925,000	\$26,625,000	\$35,750,000	\$51,750,000
Per Bus Premium vs Diesel	n/a	\$355,000	\$303,000	\$668,000	\$1,308,000

Total Lifetime Carbon Cost	Reduction of 12,241 Metric Tons of CO ₂ e	Reduction of 12,262 Metric Tons of CO ₂ e	Reduction of 4,220 Metric Tons of CO ₂ e	Reduction of 31,832 Metric Tons of CO ₂ e	Reduction of 18,809 Metric Tons of CO ₂ e
NOx Reduction	30% Reduction	30% Reduction	10% Reduction	77% Reduction	47% Reduction
Diesel Particulate Matter Reduction	92% Reduction	92% Reduction	99.9% Reduction	100% Reduction	100% Reduction

¹NREL 2023 FCB Evaluations: https://www.hydrogen.energy.gov/docs/hydrogenprogramlibraries/pdfs/review23/ta013_post_2023_p-pdf.pdf Ballard FCB Far North Transit: <https://laketransit.org/wp-content/uploads/2022/06/01-Hydrogen-Mobility-Far-North-Transit-May-2022-Ed-Krueger.pdf> Foothill Transit and CTE Achieve Groundbreaking Refueling Efficiency at Hydrogen Station <https://cte.tv/post/foothill-transit-and-cte-achieve-groundbreaking-refueling-efficiency-at-hydrogen-station> ITS Deployment <https://www.itskrs.its.dot.gov/2019-sc00420#:~:text=Costs%20/> ,Non%2DResidential%20Electric%20Vehicle%20Charging%20Station%20Costs%20Range%20from%20\$300,residential%20electric%20vehicle%20charging%20stations.





THANK YOU

TO FIND OUT MORE ABOUT US,
VISIT GILLIG.COM

TAB 3

Agenda Item #7b

**ACTION ITEM: Letter of Concern for Potential Sale of
Brentwood Park and Ride**

Board of Directors Meeting

Wednesday May 28, 2025

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

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 2025

Agenda Item: Letter of Concern for Potential Sale of Brentwood Park and Ride
– Agenda Item #7b

Lead Staff: Rashidi Barnes, Chief Executive Officer

Approved: Rashidi Barnes, Chief Executive Officer

Background

BART has been exploring the feasibility of selling a portion of its real estate property located in Contra Costa and Alameda Counties. Among these properties is the Brentwood Park and Ride located at 3980 Walnut Boulevard in Brentwood. ECCTA currently uses this location as a terminus for 30% of our routes, and it is a critical location for our upcoming Tri MyRide service expansion.

Discussion

As ECCTA prepares to implement the changes to our operating service based on the results of our comprehensive operating analysis, it is critical that our mobility partners in the region are aware of our efforts. The attached letter to Mark Foley, president of the BART Board of Directors, emphasizes our long-standing collaboration and shared interest in ensuring mobility service allows for the maximum number of our residents, in eastern Contra Costa County, to access BART and local businesses, hospitals, and the rest of our region. Additionally, the Brentwood Park and Ride is a critical hub included in Contra Costa County's larger regional mobility hub plans. Being 8.6 miles away from the closest BART station, this parcel is adjacent to a disproportionate share of low-income riders and their homes, who are dependent on public transit for their mobility needs.

If sold, Tri Delta Transit will face an unbudgeted financial hardship due to the need to relocate all routes that currently access this facility.

Agenda Item #7b
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
May 28, 2025*

In the attached letter, ECCTA requests that BART retain this property for its current use as a park and ride serving local residents.

Financial Impact

There is no fiscal impact associated with adopting a position on the sale of the Brentwood Park and Ride.

Requested Action

Adopt resolution #250528B, authorizing staff to submit the attached letter to BART board Director Mark Foley outlining the agency's position on the potential sale of the Brentwood Park and Ride, located in Brentwood.

Attachment

1. Letter of Concern to BART



TRI DELTA TRANSIT

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

RESOLUTION #250528B

AUTHORIZATION FOR LETTER OF CONCERN FOR POTENTIAL SALE OF BRENTWOOD PARK AND RIDE

Resolution#250528B authorizes Eastern Contra Costa staff to submit a letter to BART expressing the position of the agency in regards to the sale of property currently being used as the Brentwood Park & Ride

WHEREAS, BART has been exploring the feasibility of selling a portion of its real estate properties. One parcel located in Brentwood, ECCTA currently uses as a terminus for 30% of our routes.

WHEREAS, if this parcel is sold, ECCTA will face financial hardship due to the need to relocate all routes that currently access this facility.

WHEREAS, this parcel is included in Contra Costa County's larger regional mobility hub study. ECCTA prepares to express its position regarding the sale of the property.

WHEREAS, ECCTA will send a letter to BART requesting that it retain this property for its current use as a park & ride, serving our residents, expressing our long-standing collaboration and shared interest in ensuring mobility service.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250528B authorizing staff to submit the attached letter to BART outlining the agency's position on the potential sale of the Brentwood Park & Ride, located in Brentwood.

PASSED AND ADOPTED THIS 28th day of May 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Vice-Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____
NOES: _____

ABSTENTIONS:
ABSENT:



The Honorable Mark Foley
President, Board of Directors
San Francisco Bay Area Rapid Transit District (BART)
2150 Webster Street
Oakland, CA 94612

President Foley,

First, thank you for your many years of dedicated service to the residents and community of Contra Costa County. Your leadership over the years has continued to draw attention to the mobility challenges we face and we appreciate your tireless efforts. One of Tri Delta Transit's primary operational goals is to connect our riders to BART, especially those who reside too far from a BART station to walk and/or bike. This facilitates the widest possible mobility radius for residents of eastern Contra Costa County, extending beyond local mobility and providing residents access to the job centers in San Francisco, Alameda, San Mateo, Santa Clara and Contra Costa counties.

On April 10th, 2025 BART staff had planned to bring an informational item before you, seeking your feedback on the use of some parcels of land owned by BART. I would like to share with you and your colleagues on the BART Board some information about Tri Delta Transit and our use of the Brentwood park & ride property located at 3980 Walnut Boulevard.

Tri Delta Transit serves a roughly 225 square mile region of eastern Contra Costa Country. In 2018, BART began revenue operations on eBART, a hybrid rail system extending the C-Line 8.6 miles into Antioch. This extension allows Tri Delta Transit to plan major portions of its service around timed meets with BART so we can support the movement of many of the approximately 330,000 residents of our service area.

It is important to note that this Brentwood parcel serves a vital role in ensuring that the residents of eastern Contra Costa County have access to reliable public transit capable of avoiding the commute on Highway 4, which has been consistently rated as one of the worst car commutes in the nation. This parcel located at 3980 Walnut Boulevard also serves as the terminus for 30% of our fixed route lines and a future stop for our Tri MyRide on-demand service.

It is important to note that this parcel is also adjacent to a disproportionate share of low-income riders and their homes, who are dependent on public transit for their mobility needs. Given our shared dedication to ensuring mobility for marginalized populations, I respectfully request that you and your fellow board members retain the status quo with the Brentwood park and ride property.

Thank you for your consideration and your leadership, I know that the impending fiscal cliff is a serious matter that you are committed to solving so that we all continue to have access to safe, reliable, clean,



and quality transit. I look forward to meeting with Mr. Powers about this in the coming weeks and identifying a path forward that is mutually beneficial to both our agencies.

Sincerely,

Rashidi Barnes
Chief Executive Officer
Tri Delta Transit

cc: Diane Burgis, Contra Costa County Supervisor District 3

TAB 4

Agenda Item #7c

ACTION ITEM: Assembly Bill 394 Letter of Support (Wilson)

Board of Directors Meeting

Wednesday May 28, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 2025

Agenda Item: Assembly Bill 394 Letter of Support (Wilson) – Agenda Item #7c

Lead Staff: Rashidi Barnes, Chief Executive Officer

Approved: Rashidi Barnes, Chief Executive Officer

Background

Assembly Bill 394 (AB 394) – Public Transit Operator and Rider Safety is a bill advanced by Assemblymember Lori Wilson that clarifies and strengthens existing laws that protect transit workers and riders. This bill was introduced in February 2025 and is currently in committee.

Discussion

This bill would both expand the scope of current battery crimes against transit operators and create the ability for the courts to enforce prohibition orders barring reentry onto public transit upon a conviction. This creates a new crime, violation of a prohibition order. AB 394 defines this violation of a prohibition order as a misdemeanor offense.

AB 394 also expands the definition of trespassing, the definition of “transit-related property” and, the definition of transit workers to include all employees and contractors of a public transit agency.

Both of these changes are consistent with the policy objectives of ECCTA, and our recently adopted rider code of conduct.

Financial Impact

There is no fiscal impact associated with adopting a position on AB 394.

Agenda Item #7c
*Eastern Contra Costa Transit Authority
Board of Directors Meeting
May 28, 2025*

Requested Action

The board adopt resolution #250528C adopting a “support” position for AB 394 and issuing the attached letter to Assemblymember Lori Wilson.

Attachment

1. Letter of Support for Assembly Bill 394 - Public Transit Operator and Rider Safety



TRI DELTA TRANSIT

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

RESOLUTION #250528C ASSEMBLY BILL 394 LETTER OF SUPPORT (WILSON)

Resolution #250528C adopts a support position for AB 394 and issuing a letter to Assemblymember Lori Wilson.

WHEREAS, Assembly Bill 394 (AB 394) clarifies and strengthens existing laws that protect transit workers and riders.

WHEREAS, AB 394 expands the scope of current battery crimes against transit operators and creates a new crime, violation of a prohibition order. AB 394 defines this violation of a prohibition order as a misdemeanor offense.

WHEREAS, AB 394 also expands the definition of trespassing, the definition of “transit-related property” and, the definition of transit workers to include all employees and contractors of a public transit agency.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250528C adopting a “support” position for AB 394 and issuing the attached letter to Assemblymember Lori Wilson.

PASSED AND ADOPTED THIS 28th day of May 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Vice-Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____



May 28, 2025

The Honorable Lori Wilson
California Assembly
1021 O Street, Room 8110
Sacramento, CA 95814

**RE: AB 394 (Wilson) Public Transit Operator and Rider Safety
As amended on April 23, 2025 – Support**

Dear Assemblymember Wilson,

On behalf of Eastern Contra Costa Transit Authority, known as Tri Delta Transit, I am writing in **SUPPORT** of your **Assembly Bill 394**, which will enhance the safety and security of California's public transportation systems by strengthening protections for transit operators and employees.

Tri Delta Transit provides approximately two million trips annually to a population of roughly 315,000 residents over the 225 square miles and seven cities of eastern Contra Costa County. We are an essential organization for all, especially the disadvantaged communities that largely populate some of the cities we serve. Tri Delta Transit is an integral part of the communities we serve, providing fixed route, microtransit, and senior/ADA paratransit services. We are proud to provide approximately 260 jobs to people who largely live locally. In turn, our workforce puts dollars back into their immediate community, creating a healthy, growing place to live and work.

Strengthening protections is of critical importance, since transit employees frequently face threats of violence. These incidents have skyrocketed over the past several years, which directly impacts transit operations and has contributed heavily to both employee shortages, declining ridership levels, and to increased anxiety among riders. AB 394 promotes safer transit environments for both riders and workers in two keys ways. First, the bill expands the existing law (Penal Code Section 243.3) to protect *all* transit employees against battery. Second, AB 394 clarifies that a transit agency may seek a temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3, and that the restraining order shall apply across the entirety of the transit system where the offense occurred. This is a commonsense change that will keep employees and passengers safe.

Both workers and passengers deserve to be treated with respect and to be safe from harm. For these reasons, we strongly support AB 394. Thank you for authoring this important legislation. Please contact me at rbarnes@eccta.org, 1-925-757-2530, should you have any questions about our position.

Respectfully,

Rashidi Barnes
Chief Executive Officer
Eastern Contra Costa Transit Authority



Cc: The Honorable Christopher Cabaldon, California State Senate
The Honorable Tim Grayson, California State Senate
The Honorable Anamarie Ávila-Farías, California State Assembly

TAB 5

Agenda Item #7d

ACTION ITEM: Regional Tax Measure – Senate Bill 63

Board of Directors Meeting

Wednesday May 28, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 2025

Agenda Item: Regional Tax Measure – Senate Bill 63 – Agenda Item #7d

Lead Staff: Rashidi Barnes, Chief Executive Officer

Approved: Rashidi Barnes, Chief Executive Officer

Background

Senate Bill 63 (SB 63) is jointly authored by Senator Scott Wiener (D-San Francisco) and Senator Jesse Arreguín (D-Berkeley). The bill would establish a Transportation Revenue Measure District (district) consisting of Alameda, Contra Costa, and San Francisco counties. The authors and other stakeholders continue to discuss potentially expanding the district to include San Mateo and Santa Clara counties if they choose to opt in through future amendments to the bill.

SB 63 authorizes a sales tax of up to 0.5% imposed on the entire district by the district's board or by a qualified voter initiative for a duration of 10 to 15 years, subject to voter approval at the November 2026 statewide general election.

The bill would dedicate up to 10% of funding to the Metropolitan Transportation Commission (MTC) for initiatives included in the 2021 Bay Area Transit Transformation Taskforce and up to 1% for the district's administrative costs. Following those allocations, funding would be dedicated to AC Transit, Caltrain, BART, and Muni for operating expenses. These allocations would be based on an expenditure plan. The bill states the Legislature's intent for the plan to be developed prior to the bill's passage. Following allocations to the listed transit operators, the remaining proceeds would be subvented directly to the counties comprising the district for public transportation expenses.

The bill also includes a requirement for a comprehensive independent third-party financial efficiency review of AC Transit, BART, Caltrain, and Muni, following passage of a sales tax pursuant to the bill, as well as provisions related to MTC's role and authority related to transit regional network management.

Senate Policy Committee Hearings

SB 63 was heard in the Senate Transportation Committee, chaired by Dave Cortese (D-San Jose) on April 22, where it was approved by an 11-3 vote with Republicans voting "no" and one Republican abstention.

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The Transportation Committee passed the bill with amendments that remove references to the Transit Operations Financial Responsibility and Implementation Plan (T-FRIP), as stakeholders continue to negotiate around the appropriate allocations to various transit operators. Committee amendments also clarified that the bill only applies to the counties identified in the creation of the Transit Revenue District.

The following day, the bill was heard in the Senate Revenue & Taxation Committee, chaired by Jerry McNerney (D-Stockton) and approved by a 3-1 vote, with the sole Republican voting “no.” The Revenue & Taxation Committee passed the bill with two additional amendments requiring MTC to report to the Legislature by March 31, 2026, on its forecast of the impacts to ridership on AC Transit, BART, Caltrain, and Muni, as well as strategies to increase ridership and decrease operating costs. The amendments also added a legislative finding (non-codified language that expresses the Legislature’s intent in passing a bill) that the Bay Area needs to increase transit ridership to ensure the sustainability of the transit system. Senators Grayson and McNerney both asked for, and received, commitments from the co-authors to continue to work on “return to source” issues, particularly for Contra Costa entities in Grayson’s district and the Livermore-Amador Valley Transit Authority in McNerney’s district.

Next Steps

SB 63 now heads to the Senate Appropriations Committee, which must consider the fiscal impacts of the bill. The bill is a likely candidate for the Committee’s suspense file, where all bills with a fiscal impact on the state are considered in bulk at a Friday, May 23 hearing. If the Committee approves the bill, the full Senate must vote to approve the bill by June 6. Tri Delta Transit (TDT) and other small bus operators in the East Bay have been meeting with the authors and our state legislative delegation to discuss opportunities to ensure that smaller operators will also benefit from a potential Bay Area transit revenue measure authorized by SB 63.

SB 63 (Wiener) – Key Legislative Deadlines:

- May 23: Must be passed by the Senate Appropriations Committee
- June 6: Must be passed by the full Senate
- July 18: Must be passed by Assembly policy committees (likely the Committee on Transportation and at least one other policy committee)
- August 29: Must be passed by the Assembly Appropriations Committee
- September 12: Must be passed by the Assembly (if the bill is amended in the Assembly, the Senate must also vote again to concur in the Assembly’s amendments)
- October 12: Last day for the Governor to sign or veto bills

Discussion

Following the recommendations of the Blue Ribbon task force, TDT has consistently participated in all MTC-led and operator-co-led regional transit initiatives and has been working in good faith with fellow Bay Area transit operators and MTC to establish and make good use of the new Regional Network Manager Council (RNM Council), including the effort to develop clear accountability measures for all transit operators. Based

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on these past efforts, TDT supports the stated goals of this legislation, which envisions a world-class transportation network that meets the diverse needs of Bay Area residents, combats climate change, and has a meaningful impact on reducing vehicle miles traveled. TDT also supports advancing legislation enabling Bay Area voters to weigh in on generating new revenues to support and expand transit in the Bay Area.

Unfortunately, operational deficits are not unique to the larger transit operators identified in SB 63. Beginning in FY27, Tri Delta Transit is projecting an \$8.2 million deficit, which includes projected TDA revenue decreases and the elimination of bus feeder funds. Tri Delta Transit and the other small operators of the East Bay have been providing feeder bus service to BART from areas within the counties that have not had a BART station since 1997. Despite this clear need for and tangible benefits of our service, BART and MTC have signaled to Tri Delta Transit and all other local operators that, after Fiscal Year 2026, BART feeder bus funding will be eliminated. On average, the unadjusted revenues totaled \$3.5 million over the last two fiscal years. This revenue accounts for 10% of Tri Delta Transit's operating revenue. To meet this moment, our top priority must be protecting our existing sources of operating revenues and ensuring quality mobility services to transit-dependent patrons.

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

Financial Impact

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

Requested Action

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.

Attachment

1. Letter of support if amended position letter

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TRI DELTA TRANSIT

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

RESOLUTION #250528D REGIONAL TAX MEASURE – SENATE BILL 63

Resolution #250528D is a position of support if amended on SB 63.

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

WHEREAS, SB 63 authorizes a sales tax of 0.5% imposed on the entire district by the district's board or by a qualified voter initiative for a duration of 10 to 15 years, subject to voter approval at the November 2026 statewide general election.

WHEREAS, 10% of funding to the Metropolitan Transportation Commission (MTC) for initiatives included in the 2021 Bay Area Transit Transformation Taskforce, and up to 1% for the district's administrative costs. Following these allocations, funding would be dedicated to AC Transit, Caltrain, BART, and Muni for operating expenses.

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

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt resolution #250528D as a position of support if amended on SB 63. If authorized by the Board of Directors, Attachment A is the letter that staff has prepared to be sent to the bill's author, Tri Delta Transit legislative delegation members, and relevant legislative committees.

PASSED AND ADOPTED THIS 28th day of May 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Vice-Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____

May 28, 2025

The Honorable Scott Wiener
California State Senate
1021 O Street, Suite 8620
Sacramento, CA 95814

The Honorable Jesse Arreguin
California State Senate
1021 O Street, Suite 6710
Sacramento, CA 95814

Re: Senate Bill 63 (Wiener, Arreguin) – Connect Bay Area Act
Position letter from the Eastern Contra Costa Transit Authority (Tri Delta Transit)

Dear Senator Wiener and Senator Arreguin:

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

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

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

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

Tri Delta Transit and the other small operators of the East Bay have been providing feeder bus service to BART from areas within the counties that do not have a BART station *since 1997*. Despite this clear need for and tangible benefits of our service, BART and MTC have signaled to Tri Delta Transit and all other local operators that at the beginning of FY27, our BART feeder bus funding will be eliminated. In order to meet this moment, it is essential that our top priority is protecting our existing sources of operating revenues and ensuring quality mobility services to transit dependent patrons.

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

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

Sincerely,



Chief Executive Officer
Eastern Contra Costa Transit Authority

CC Senator Tim Grayson
 Senator Christopher Cabaldon
 Assemblymember Lori Wilson
 Assemblymember Anamarie Avila Farias

TAB 6

Agenda Item #7e

ACTION ITEM: June and July Youth Ride Free
Pilot Program

Board of Directors Meeting

Wednesday May 28, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May 28, 2025

Agenda Item: June and July Youth Ride Free Pilot Program – Agenda Item #250528E

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

Approved: Rashidi Barnes, Chief Executive Officer



Background

Since 2008, Tri Delta Transit has participated in the 511 Contra Costa Summer Youth Pass program. This program provides the general public the opportunity to purchase a discounted three-month unlimited ride pass for riding during June 1st – August 31st, good on fixed route and express buses, but not valid on paratransit or Tri MyRide. In 2014 WestCAT joined the program, with County Connection following in 2019. The program stopped briefly during the pandemic, but restarted in 2022, to help the even greater need in the community.

In 2024, Tri Delta Transit was notified that, due to a reallocation of funding awarded to 511 Contra Costa, the Summer Youth Pass program would be discontinued. Contra Costa County transit agencies then started to explore options to mitigate the impact of losing this program, which are much needed in our area, especially for Tri Delta Transit who outsold the other agencies by nearly double. In 2024 Tri Delta Transit sold 182 passes, with County Connection at 58 and WestCAT at 48, demonstrating the need to continue the program for the youth of eastern Contra Costa County.

While we made progress toward a new plan, County Connection was able to work with Contra Costa Transportation Authority (CCTA) and two Regional Transportation Planning Committees (RTPCs) to pilot a program that would replace the Summer Youth Pass – the June and July Youth Ride Free Pilot Program.

With 511 Contra Costa still able to continue the Pass2Class program, whereby students at the beginning of the school year are encouraged to use bus transportation to and from school by

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May 28, 2025*

receiving two passes offered by the Contra Costa County agencies, County Connection determined the Youth Ride Free program would be for June and July, with Pass2Class starting in August. County Connection then approached Tri Delta Transit, LAVTA and WestCAT about running similar programs.

Discussion

County Connection has offered to partner with Tri Delta Transit, LAVTA and WestCAT to offer the June and July Youth Ride Free Pilot Program. For youth, the pilot program aims to:

- Access Vital Resources – by enabling youth to get to important summer programs, sports, and summer school and destinations such as parks, libraries, and shopping centers.
- Boost independence and the economy – by having access to summer job opportunities.
- Will operate from June 1- July 31, 2025

For Tri Delta Transit, the program aims to:

- Decrease barriers to transportation by not requiring applications or IDs. Operators will count youth ridership using a designated farebox code.
- Provide a critical resource to families in our service area.
- Help Tri Delta Transit gain insight into the number of youth riding, what youth travel trends are, and what incentivizes youth to ride transit.

Financial Impact

Past Summer Youth Pass ridership numbers for June-August were approximately:

Year	June	July	August	Total
2024	373	454	708	1,535
2023	216	371	831	1,418
2022	325	726	806	1,857

Tri Delta Transit expects to exceed our 2024 numbers to reach 1,700 riders or more. The expected cost is \$12,000. Low Carbon Transit Operations Program funds will be used to cover the expected revenue loss.

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Requested Action

Authorize 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.



TRI DELTA TRANSIT

Eastern Contra Costa Transit Authority
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RESOLUTION #250528E JUNE AND JULY YOUTH RIDE FREE PILOT PROGRAM

Resolution #250828E 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.

WHEREAS, The Summer Youth Pass program filled a critical need in eastern Contra Costa County and was discontinued in 2024 due to funding reallocation; and

WHEREAS, Eastern Contra Costa Transit Authority (ECCTA), and other area transit agencies, recognize the importance of this program and the partnership of creating a program that would span across our connected regions; and

WHEREAS, the agencies are joining together to provide the communities we serve the June and July Youth Ride Free Pilot Program, created by County Connection, which offers free rides to youths ages 6-18 from June 1 – July 31, 2025.

WHEREAS, the goals of this program are to enable families to have a critical resource, to enable youth to access important summer programs, destinations, and summer job opportunities; and

WHEREAS, the pilot program will enable ECCTA to promote and increase ridership during the summer, gain insight into the number of youth riding, what youth travel habits are, and what incentivizes youth to ride transit; and

WHEREAS, Eastern Contra Costa Transit Authority (ECCTA) wishes to provide our communities with the June and July Youth Ride Free Pilot Program whereby ages 6-18 would ride free from June 1 to July 31, 2025 on fixed and express route services only, with no applications and no ID shown; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250528E authorizing the CEO and 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.



TRI DELTA TRANSIT

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RESOLUTION #250528E JUNE AND JULY YOUTH RIDE FREE PILOT PROGRAM

PASSED AND ADOPTED THIS 28th day of May 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Vice-Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

ABSTENTIONS: _____

NOES: _____

ABSENT: _____