



TRI DELTA TRANSIT

# Board of Directors Meeting Agenda

## Wednesday, April 23, 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](mailto:CEO@trideltatransit.org).
- Comments received one hour prior to the meeting will be distributed to the members of the Board of Directors and summarized in the minutes.
- Persons requesting to address the ECCTA Board of Directors in person are requested to complete a Comment Request form and submit it to the clerk. If possible, please submit the form prior to the start of the meeting. At the appropriate time, the ECCTA chair will call on individuals to comment.
- During the public comment agenda item, the public is permitted to address the ECCTA Board of Directors on items that are on the consent calendar or items not on the agenda. Individuals may also make a request for future agenda items. No action or discussion may take place on any item not appearing on the posted agenda.
- If a person wishes to speak on a specific agenda item, the ECCTA chair will call on the individual when the agenda item is being discussed by the Board of Directors.
- Persons addressing the ECCTA Board of Directors are requested to limit their remarks to three (3) minutes unless an extension of time is granted by the chair, subject to approval of the ECCTA Board of Directors.

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

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

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

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

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

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

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

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

# **Board of Directors Meeting Agenda**

**Wednesday, April 23, 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 February 26, 2025
- b.** Minutes of the Board of Directors meeting of March 26, 2025
- c.** Marketing and Customer Service Activities Report

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

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

*(see attachment: tab #2)*

## Board of Directors Meeting Agenda

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### 7. CLOSED SESSION

- a. **CONFERENCE WITH LEGAL COUNSEL**- anticipated litigation  
Significant exposure to litigation pursuant to [paragraph \(2\)](#) or [\(3\)](#)  
[of subdivision \(d\) of Section 54956.9](#): Number of Case - 1

### 8. ACTION and DISCUSSION ITEMS

- a. **ACTION ITEM:** Update on Comprehensive Operational Analysis (COA) – Presentation of Preferred Service Alternative  
*(see attachment: tab #3)*  
**Requested Action:** Approve Resolution #250423A authorizing the Chief Executive Officer to implement the Preferred Service Alternative as outlined in the Comprehensive Operational Analysis.
  
- b. **ACTION ITEM:** Proposed FY2025- 2026 ECCTA Budget  
*(see attachment: tab #4)*  
**Requested Action:** Adopt Resolution #250423B approving the proposed FY2025-2026 ECCTA operating and capital budget.
  
- c. **ACTION ITEM:** Authorization for filing of TDA, STA, RM2, and RM3 Funding  
*(see attachment: tab #5)*  
**Requested Action:** The Staff requests that the Board adopt 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.



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**d. ACTION ITEM:** Paratransit Bus Purchase

*(see attachment: tab #6)*

**Requested Action:** 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.

**e. ACTION ITEM:** State Advocacy Services

*(see attachment: tab #7)*

**Requested Action:** Adopt 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.

### **9. BOARD OF DIRECTOR'S COMMENTS**

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

### **10. ADJOURN**

Next Meeting: May 28, 2025, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

# **TAB 1**

Agenda Item #5  
Consent Calendar (ACTION ITEM): Minutes, and Marketing  
Activities Report

## **Board of Directors Meeting**

**Wednesday April 23, 2025**

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

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

MINUTES

February 26, 2025

The Eastern Contra Costa Transit Authority (ECCTA) meeting was called to order in the ECCTA Board Room, 801 Wilbur Avenue, Antioch, California by Chair Burgis at 4:18 P.M.

**ROLL CALL / CALL TO ORDER**

**BOARD MEMBERS**

**PRESENT:** Dionne Adams (Pittsburg)\*; Diane Burgis (Chair); Merl Craft (Member-At-Large Alternate); Donald Freitas (Antioch); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Tony Oerlemans (Brentwood); Louie Rocha (Antioch); Shanelle Scales-Preston (Pittsburg); Shannon Shaw (Oakley)\*; Anissa Williams (Oakley)

\*Arrived after roll

**ABSENT:** None

**STAFF PRESENT:** Rashidi Barnes, Chief Executive Officer (CEO)  
Toan Tran, Chief Operating Officer (COO)  
Angeline Loeffler, Chief Financial Officer (CFO)  
Eli Flushman, General Counsel  
Rosanna Dominguez, Executive Assistant  
Joe Chappelle, Manager of Administrative Services  
Maceo Wiggins, Compliance Manager

**OTHERS**

**PRESENT:** Lori Sprinkle, Transdev Office Manager  
Renato Cruz, Assistant General Manager  
Debra Steidle, Paratransit Coordinator

**PLEDGE OF ALLEGIANCE**

Director Lopez led the Pledge of Allegiance.

**PUBLIC COMMENT**

No public comment

## **MOVEMENT OF CLOSED SESSION TO CONSENT CALENDAR**

On motion by Director Craft, seconded by Director Williams, ECCTA Board Members moved the Closed Session to after the Consent Calendar, which was carried by the following vote:

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

## **CHAIR'S REPORT**

Chair Burgis welcomed all new Directors to the Board and expressed the importance of this body as a regional entity.

## **CONSENT CALENDAR**

Director Freitas requested that item A be separated from the rest of the items in the consent calendar and voted on as its own item.

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

- ~~A. Minutes of the Board of Directors meeting of January 22, 2025~~
- B. Financial Report
- C. Marketing and Customer Service Activities Report
- D. Legislative Report

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

On motion by Director Williams, seconded by Director Scales-Preston, ECCTA Board members adopted the Consent Calendar Item A. Minutes of the Board of Directors, which was carried by the following vote:

- A. Minutes of the Board of Directors meeting of January 22, 2025

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

## **CLOSED SESSION**

### A. Conference with Labor Negotiators

Nothing to report

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

### A. Operations Report

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

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

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

## **ACTION ITEM AND DISCUSSION ITEMS**

### A. Authorization of filing of Regional Measure 2 (RM2) Operating Assistance Program FY2024-2025

Chief Financial Officer Angeline Loeffler provided an overview of the Regional Measure 2 Operating Assistance Program and allocations that are assigned to this funding typically. ECCTA is requesting to submit an amendment to MTC for \$445,449.

On motion by Director Freitas, seconded by Director Scales-Preston, ECCTA Board members requested that resolution #250226A be adopted, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM2 operating assistance funds for ECCTA, which was carried by the following vote:

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

B. Authorization for filing of Regional Measure 3 (RM3) Operating Assistance Program FY2024-2025

Chief Financial Officer Angeline Loeffler provided background on the measure. ECCTA is prepared to submit an amended claim to MTC. The recipients have not yet received the funding amount.

On motion by Director Williams, seconded by Director Shaw, the board of directors adopted resolution #250226B, approving and authorizing the CEO to file an amended FY2024-2025 claim to MTC requesting the allocation of RM3 operating assistance fund for ECCTA, which was carried by the following vote:

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

C. Micro-Transit Software and Support Services

Chief Operational Officer Toan Tran presented this item, reviewing the micro-transit service and software that support this service. The current contract with Via Mobility expires in May, and an RFP was issued in November. After a review panel and scoring, it was determined that Via Mobility, Inc. was the most qualified firm. The cost of this current contract will be lower than the previous one. There are additional services that this firm offers that will be explored once this contract is secured. There was discussion around the ability to bring in DBEs if additional services begin to be provided.

On motion by Director Craft, seconded by Director Adams, the board of directors adopted resolution #250226C authorizing the CEO to enter into a three-year contract, with three one-year options, for provision and support of micro-transit software as a service with Via Mobility, Inc. for \$33,600 per year for the first three years, which was carried by the following vote:

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

**BOARD OF DIRECTORS COMMENT**

The following Board of Directors commented:

Director Meyer  
Director Shaw  
Director Craft

Director Scales-Preston  
Director Williams  
Director Lopez  
Director Adams

**ADJOURNMENT**

The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:58 p.m. until March 26, 2025, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave Antioch, California.

Respectfully submitted,

Rosanna Dominguez  
Executive Assistant



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

MINUTES

March 26, 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 4:05 P.M.

**ROLL CALL / CALL TO ORDER**

BOARD MEMBERS

PRESENT: Merl Craft (Member-At-Large Alternate); Donald Freitas (Antioch);  
Susannah Meyer (Brentwood); Tony Oerlemans (Brentwood); Louie Rocha  
(Antioch); Shannon Shaw (Oakley); Anissa Williams (Oakley)

ABSENT: Dionne Adams (Pittsburg); Diane Burgis (Chair); Angelica Lopez (Pittsburg);  
Shanelle Scales-Preston (Pittsburg);

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  
Deanna Perry, Manager of Accessible Services  
Lucas Smith, Service Worker  
David Ramirez, Mechanic  
Peter Limon, Mechanic  
Alice Capurro, Service Worker  
Sebastian Sanchez, Mechanic  
Rohit Bhan, Service Worker  
Gerardo Carrillo, Service Worker  
Wil Omaque, Facilities Supervisor  
Michael Gonsalves, Parts Supervisor

OTHERS

PRESENT: Myeisha Williams, Transdev General Manager  
Lori Sprinkle, Transdev Office Manager  
Debra Steidle, Paratransit Coordinator

## **PLEDGE OF ALLEGIANCE**

Vice-Chair Oerlemans led the Pledge of Allegiance.

## **PUBLIC COMMENT**

There was a public comment made by Sebastian Sanchez.

## **CHAIR'S REPORT**

No Chair's report

## **CONSENT CALENDAR**

Vice-Chair Oerlemans requested that item A. Minutes of the Board of Directors meeting of February 26, 2025, be moved to the Board of Directors' next meeting.

On motion by Director Freitas, seconded by Director Craft, ECCTA Board members removed item A from the consent calendar until the next Board of Directors meeting, which was carried by the following vote:

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

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

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

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

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

### **A. Operations Report**

Chief Executive Officer Rashidi Barnes opened by reviewing the new Senate Bill 63, which places the funding measure on the ballot for 2026. This bill offers a 10-15-year revenue measure distributing funds to transportation agencies with major deficits. It introduces a half-cent sales tax in three counties. The bill includes accountability measures, financial transparency, a commitment to work with the region, and the network management program. The next Board of Directors meeting will include more information on what the carve-out will be for small operators.

Mr. Barnes also reviewed the ICT regulation, which determines what vehicles ECCTA purchases. The regulation currently requires ECCTA to be fully zero-emission run by 2040; ECCTA's current plan is to complete this by 2036. Mr. Barnes reviewed the current market for the different types of buses and some elements that need to be taken into consideration. There is currently a lot of uncertainty in the market with the current administration's direction.

Mr. Barnes gave updates on agency events like Transit Employee Appreciation Day, the annual Shred-It event, upcoming conferences, and the Makers Boulevard for the board members to attend.

## **ACTION ITEM AND DISCUSSION ITEMS**

### **A. Contract Renewal with Connexionz for the Computer-Aided Dispatch/Automated Vehicle Location System**

Manager of Administrative Services Joe Chappelle presented the Connexionz software and the services it provides. Mr. Chappelle corrected an error in the resolution. It stated that the contract had options, but no options would be included; it is a three-year contract only.

On motion by Director Craft, seconded by Director Shaw, ECCTA Board members adopted a three-year contract, removing the one-year options, by approving resolution #250326A, and authorizing the CEO to enter into a three-year contract for the provision and support of CAD/AVL systems and software with Connexionz for \$102,000 per year for three years, which was carried by the following vote:

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

### **B. Rider Code of Conduct**

Compliance Manager Maceo Wiggins presented the Rider Code of Conduct, providing the additional materials created to help support the policy's distribution. Mr. Wiggins reported on the policy's structure and reviewed the appeal process should a rider feel the need to be heard or if they feel there

was a form of discrimination.

On motion by Director Freitas, seconded by Director Williams, the board of directors adopted resolution #250326B authorizing ECCTA's Rider Code of Conduct Policy to replace the "Rules and Procedures for Handling Problem Passengers" that was previously adopted on 6/24/2020, which was carried by the following vote:

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

#### C. FY25 Low Carbon Transit Operations Programs (LCTOP)

The Manager of Planning and Grants, Agustin Diaz, reviewed the LCTOP program and its intentions to reduce greenhouse gas emissions. Mr. Diaz also reviewed the funds available to ECCTA and recommended that these funds be used for ECCTA's hydrogen fueling station project. If the station is not completed for any reason, the funds can be reprogrammed.

On motion by Director Craft, seconded by Director Meyer, the board of directors adopted resolution #250326C authorizing the execution of the ECCTA FY2025 Low Carbon Transit Operations Program (LCTOP) project, which was carried by the following vote:

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

#### D. FY25 Low Carbon Transit Operations Programs (LCTOP) Corrective Action Plan

Manager of Planning and Grants, Agustin Diaz, reviewed the reprogramming of LCTOP funds to avoid their expiration. A new allocation will be submitted. These funds were being allocated toward induction charging stations. They will now be put towards operating assistance for the Comprehensive Operational Analysis operation changes.

On motion by Director Shaw, seconded by Director Williams the board of directors adopted resolution #250326D authorizing the execution and submittal of ECCTA's Corrective Action Plan and allocation request in the FY2025 Low Carbon Transit Operations Program (LCTOP) allocation request cycle, which was carried by the following vote:

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

## **BOARD OF DIRECTORS COMMENT**

The following Board of Directors commented:

Director Shaw  
Director Rocha  
Director Craft  
Director Williams  
Director Oerlemans  
Director Meyer

## **ADJOURNMENT**


The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:45 p.m. until March 26, 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:** April 23, 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 

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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 is back on Thursday, April 24<sup>th</sup> 9:00 am at the Oakley Mobility Hubs.

Two trucks will be available from 9:00 am until full, thanks to the City of Oakley, the City of Antioch, Republic Services, Mt. Diablo Resource, and Recovery, as well as Assemblywoman Lori D. Wilson for their support and sponsorship.

Last year the trucks were full before 11:00 am from over 75 cars bringing 21,000 pounds of paper.

**Board members are welcome to come help** for some fun photo ops and engagement with the communities we serve. Contact Rosanna or Leeann if you need more information about volunteering.

*Agenda Item #5c  
Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
April 23, 2025*

## General Messages and National Campaigns

Tri Delta Transit strives to celebrate, honor, and educate about various messages. Here are a few for February/March:

- Autism Awareness Day and Autism Acceptance Month.
- Coming up: Memorial Day

## Makers Boulevard at Oakley Mobility Hub

Fun was had by all at the Makers Boulevard on April 6<sup>th</sup> at the Oakley Mobility Hub. Originally rescheduled due to weather, the sunshine was bright, and the shoppers were out. Thank you for another great community event!

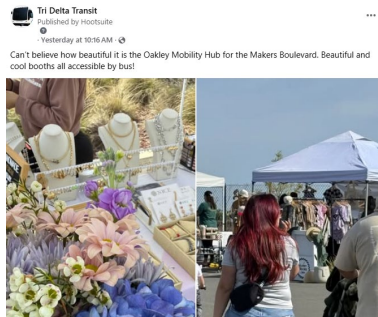
## Ongoing Projects:

## Transit Takes You Places

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

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

- Rotary Bunny Hop, Antioch Marina, April 19<sup>th</sup>. Also, a bus back program partner.
- Food Truck Thursdays, Pittsburg
- Market Saturdaze, Antioch
- SF Culinary Scene, take BART
- BART to the Oakland Roots
- In Living Color: STEM event, Antioch, May 3<sup>rd</sup>. Tri Delta Transit electric battery bus on hand.



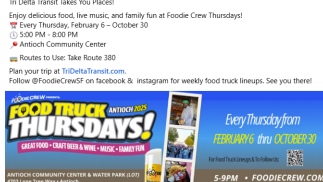
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Yesterday at 10:16 AM · 📍



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Yesterday at 10:00 AM · 📍



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Join Tri Delta Transit for an interactive STEM event! · See more





## Collaborations and Information

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

- Assisted in promoting Clipper BayPass for employer-paid transit to the workplace.
- MTC Mobility Hub Study – town halls continue with the next one on April 14<sup>th</sup> in Pittsburg.
- Alert for BART work at Pittsburg City Center. Bus service was provided.

## SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS	MONTHS			
Followers	DECEMBER	JANUARY 2025	FEBRUARY 2025	MARCH 2025
Facebook	1.3k	1.4k !!!	1.4k	1.4k
Instagram	1,056	1,071	1,076	1,081
LinkedIn	641	653	663	667
BlueSky	11	20	23	26

ALERT ACCOUNTS	MONTHS			
Followers	DECEMBER	JANUARY 2025	FEBRUARY 2025	MARCH 2025
Facebook	71	73	79	83
Instagram	87	87	88	89

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  
April 23, 2025*

# **TAB 2**

Agenda Item #6  
ACTION ITEM: CEO Report

## **Board of Directors Meeting**

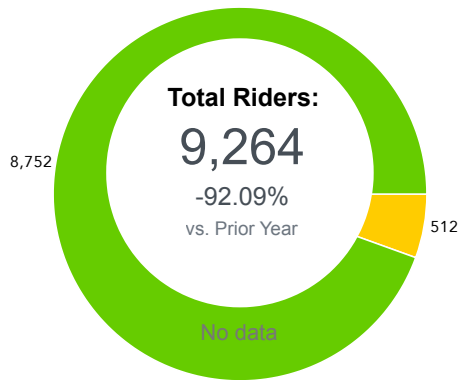
**Wednesday April 23, 2025**

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



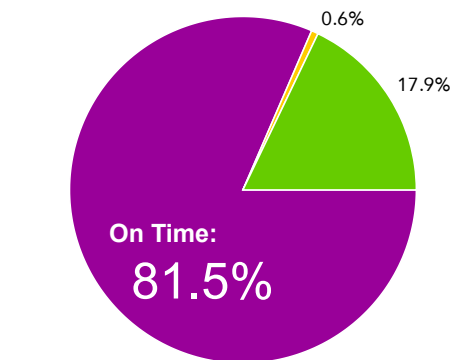
# Performance Summary

## Ridership



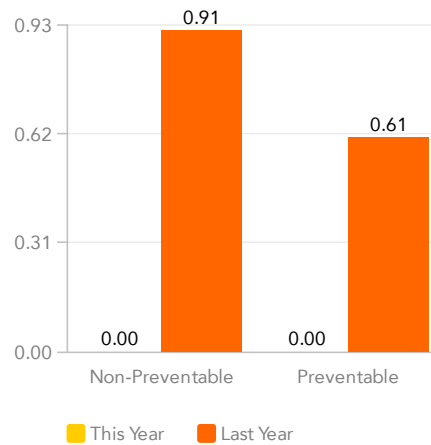
MedVan Paratransit

## On Time Performance

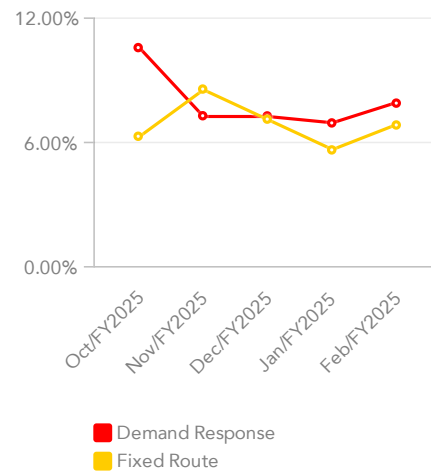


On Time Early Late

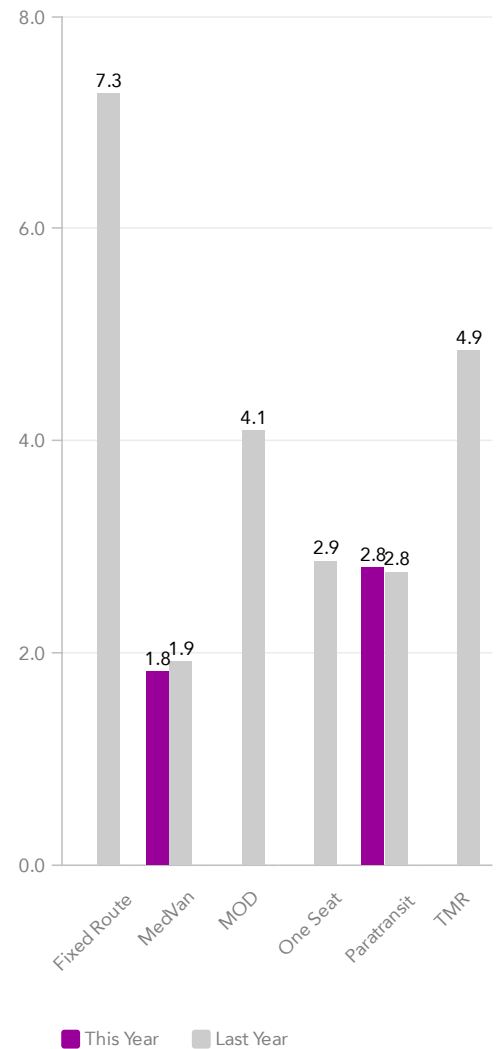
## Accidents / 100K Miles



## Cost Recovery Ratio



## Passengers Per Revenue Hour



# Safety Performance

## Preventable Accident Report

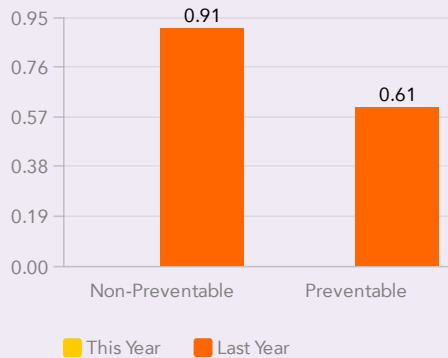
	Accidents	Per 100,000 Miles
Oct/FY2025	2	0.61
Nov/FY2025	1	0.34
Dec/FY2025	1	0.33
Jan/FY2025	1	0.33
Feb/FY2025	1	0.08

YTD 2024	2	0.61
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### YTD Change

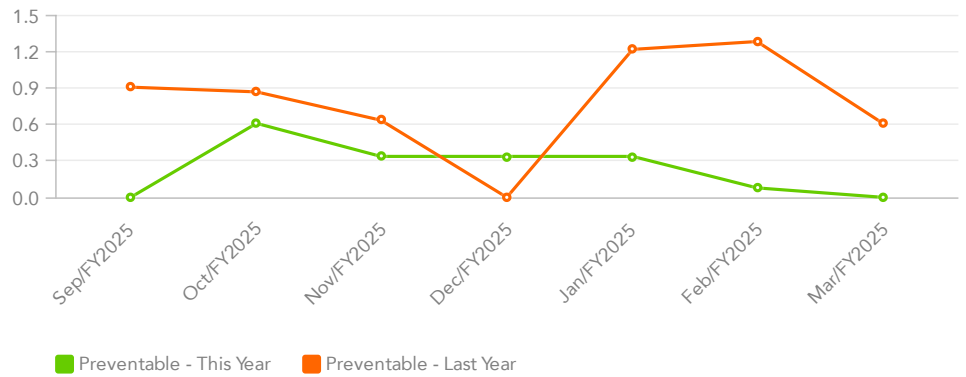
No data

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



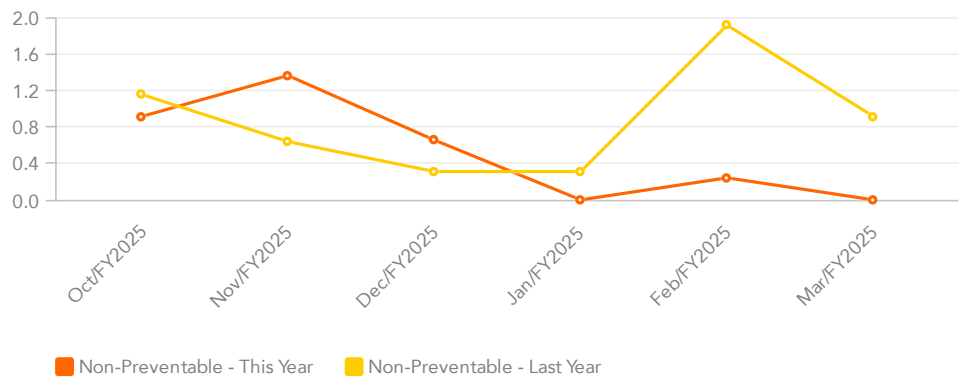
## Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide



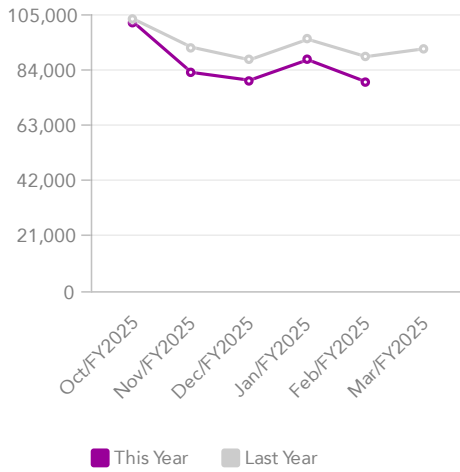
## Non-Preventable Accidents Per 100,000 Miles

### Last Six Months - System Wide

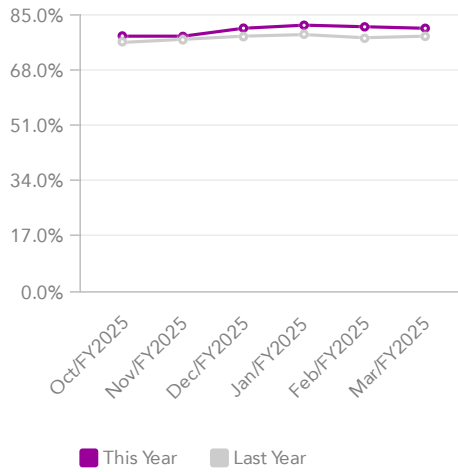


# Fixed Route Performance

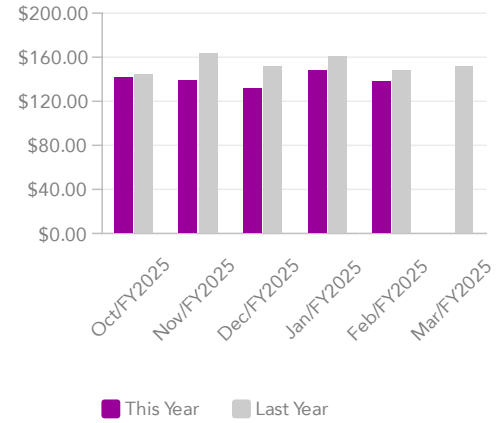
### Total Ridership



### On Time Performance



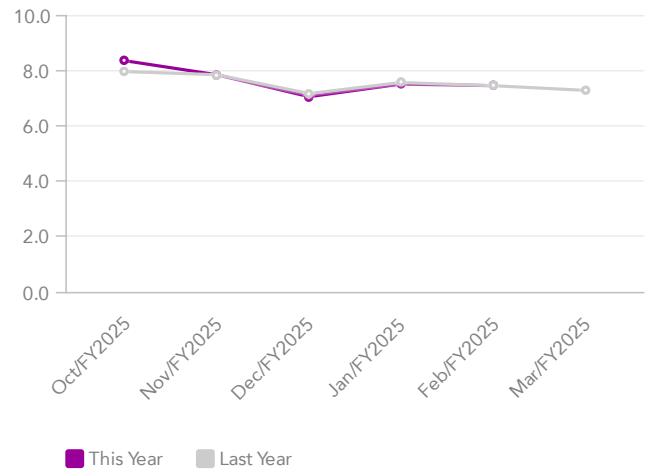
### Operating Cost Per Revenue Hour



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

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	80.66	81.10	-0.5%
	Average Miles Between Roadca	3.60	10,067.22	-100.0%
	Complaints Per 100k Riders		36.60	
	Ridership Per Rev. Hour		7.46	
Financial	Operating Costs Per Rev. Hour		136.62	
Ridership	Ridership		79,232.00	

### Passengers Per Revenue Hour



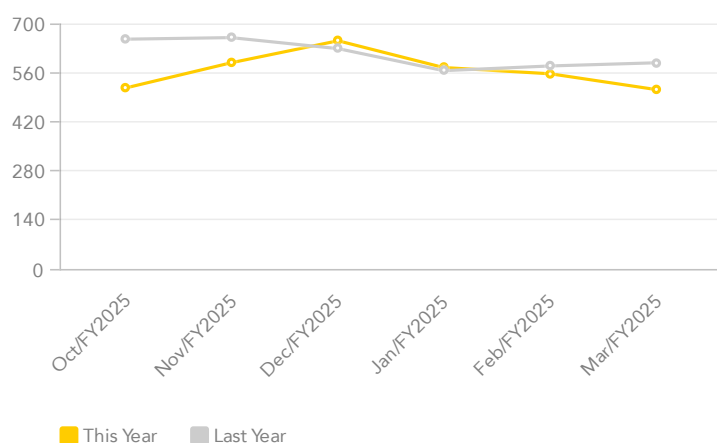
# MedVan, Paratransit, and MOD Performance

## Year-over-Year Report

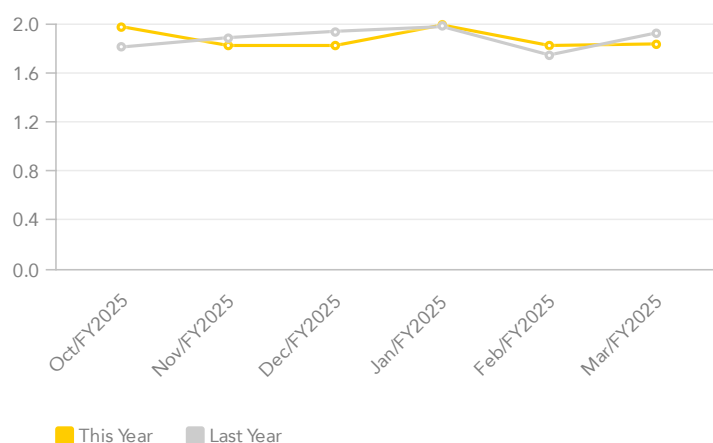
	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	94.92	95.75	-0.9%
	Complaints Per 100k Riders	0.00	0.00	
Financial	Ridership Per Rev. Hour	1.83	1.92	-4.7%
	Operating Costs Per Rev. Hour		104.20	
Ridership	Ridership	512.00	587.00	-12.8%

### MedVan

#### Total Ridership



#### Passengers Per Revenue Hour

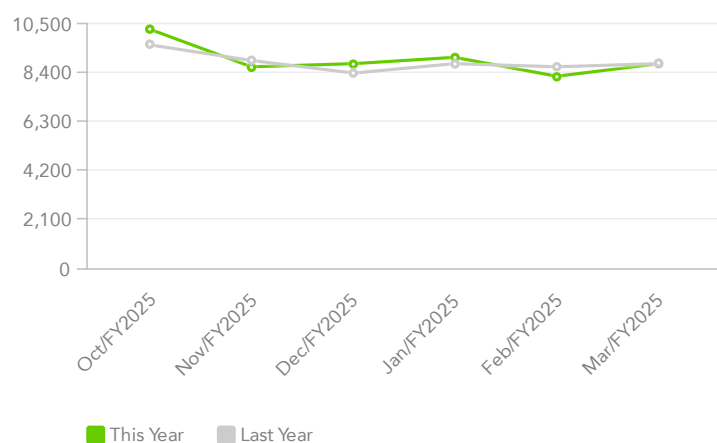


## Year-over-Year Report

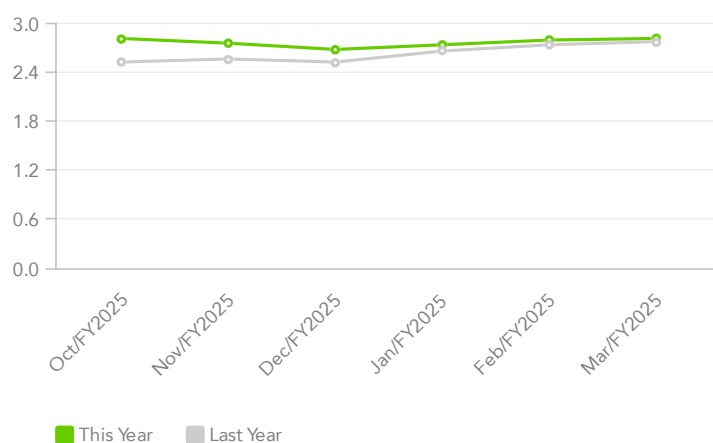
	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	83.84	90.48	-7.3%
	Complaints Per 100k Riders	0.00	113.97	-100.0%
Financial	Ridership Per Rev. Hour	2.81	2.76	+1.8%
	Operating Costs Per Rev. Hour		102.79	
Ridership	Ridership	8,752.00	8,774.00	-0.3%

### Paratransit

#### Total Ridership



#### Passengers Per Revenue Hour

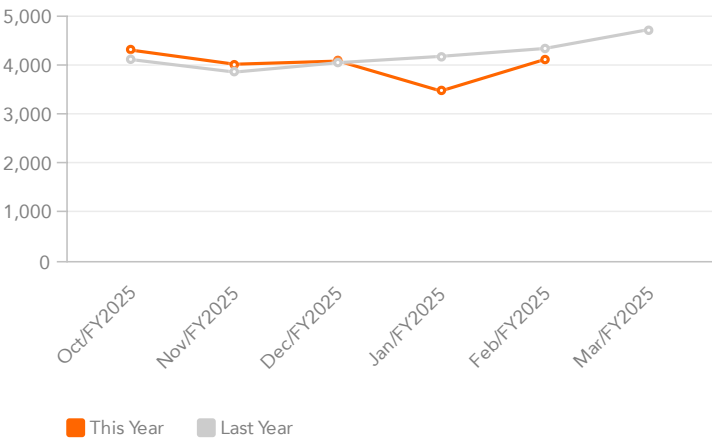


Year-over-Year Report

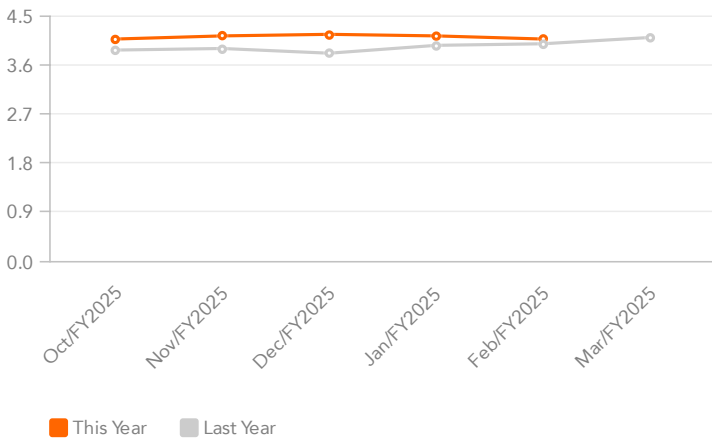
MOD

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders		0.00	
Service	Ridership Per Rev. Hour		4.09	
Financial	Operating Costs Per Rev. Hour		80.82	
Ridership	Ridership		4,698.00	

Total Ridership



Passengers Per Revenue Hour

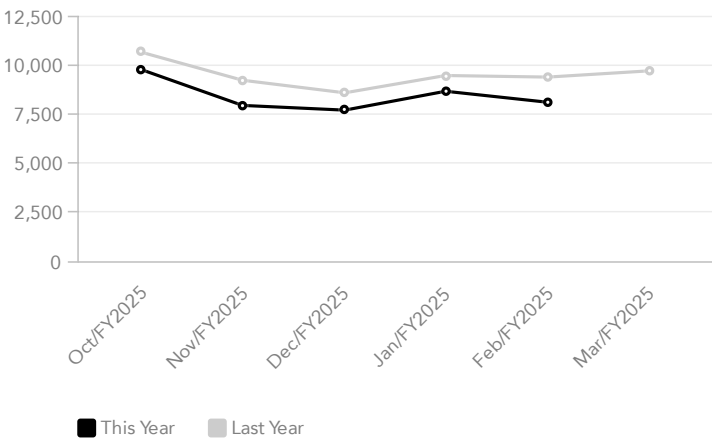


Year-over-Year Report

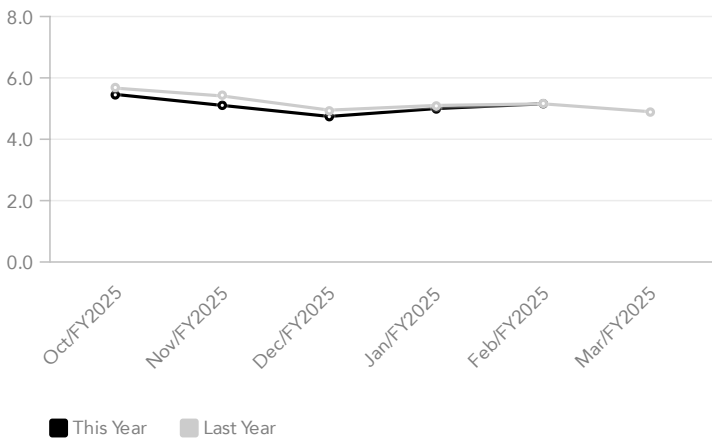
TMR

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders		51.56	
Service	Ridership Per Rev. Hour		4.86	
Financial	Operating Costs Per Rev. Hour		101.04	
Ridership	Ridership		9,698.00	

Total Ridership



Passengers Per Revenue Hour





# **TAB 3**

Agenda Item #8a

**ACTION ITEM: Update on Comprehensive Operational Analysis (COA) –  
Presentation of Preferred Service Alternative**

## **Board of Directors Meeting**

**Wednesday April 23, 2025**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 23, 2025

**Agenda Item:** Update on Comprehensive Operational Analysis (COA) –  
Presentation of Preferred Service Alternative – Agenda Item #8a

**Lead Staff:** Toan Tran, Chief Operating Officer

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



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### Background

In February 2024, Nelson\Nygaard Consulting Associates, Inc. was awarded a contract to conduct a Comprehensive Operational Analysis (COA) of ECCTA's transit system. The primary goal of the COA is to respond to the significant decline in ridership that has persisted since the COVID-19 pandemic despite the restoration of pre-pandemic service levels. Additionally, the COA aims to right-size the system to address ongoing fiscal challenges. The scope of work includes service planning, scheduling, community outreach, the development of service alternatives, and support for implementing a newly redesigned public transportation network that reflects evolving travel patterns in eastern Contra Costa County.

### Discussion

A project kick-off meeting was held on April 18, 2024, between ECCTA staff and the Nelson\Nygaard project management team. Since then, the team has conducted a comprehensive analysis of existing services, local travel behavior, and demographic data. They have also engaged extensively with the public through outreach events to better understand the community's transportation needs. This input informed the development of two draft service alternatives.

On January 22, 2025, ECCTA staff presented these alternatives to the Board of Directors and gathered feedback. That input, along with additional feedback collected during the second round of public outreach, has been used to refine the proposed service plan.

**Agenda Item #8a**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
April 23, 2025*

At this month's Board meeting, the project team will present the preferred alternative, providing a detailed overview of the proposed service changes and how they aim to better serve the community.

### **Requested Action**

Approve Resolution #250423A authorizing the Chief Executive Officer to implement the Preferred Service Alternative as outlined in the Comprehensive Operational Analysis.

### **Attachment:**

- Preferred Alternative Summary Detail



# TRI DELTA TRANSIT

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

## **RESOLUTION #250423A COMPREHENSIVE OPERATIONAL ANALYSIS**

**Resolution #250423A authorizes the Chief Executive Officer to Implement the Preferred Service Alternative as Outlined in the Comprehensive Operational Analysis**

**WHEREAS**, Nelson/Nygaard Consulting Associates, Inc. has conducted a Comprehensive Operational Analysis of ECCTA's transit System with ECCTA staff.

**WHEREAS**, the primary goal of the Comprehensive Operational Analysis is to respond to the significant decline in ridership that has persisted since the COVID-19 pandemic, despite the restoration of pre-pandemic service levels.

**WHEREAS**, since the project kickoff on April 18, 2024, ECCTA staff and the Nelson/Nygaard project management team has conducted a comprehensive analysis of existing services, local travel behavior, and demographic data. This input informed the development of two draft service alternatives.

**WHEREAS**, on January 22, 2025, ECCTA staff presented these alternatives to the Board of Directors and gathered feedback.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of Eastern Contra Costa Transit Authority to adopt Resolution #250423A authorizing the Chief Executive Officer to implement the Preferred Service Alternative as outlined in the Comprehensive Operational Analysis.

**PASSED AND ADOPTED THIS** 23rd day of April 2025, by the following votes:

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

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Diane Burgis, Chair

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Rashidi Barnes, Chief Executive Officer

**AYES:** \_\_\_\_\_  
**NOES:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_  
**ABSTENTIONS:** \_\_\_\_\_

Revitalize Tri Delta Transit Preferred Alternative Summary Detail  
Tri Delta Transit

# MEMORANDUM

**To:** Toan Tran, Tri Delta Transit  
Agustin Diaz, Tri Delta Transit

**From:** Thomas Wittmann, Nelson\Nygaard  
Peter Soderberg, Nelson\Nygaard

**Date:** April 14, 2025

**Subject:** Revitalize Tri Delta Transit Draft Preferred Alternative Summary

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## 1 DRAFT PREFERRED ALTERNATIVE SUMMARY

This technical memorandum represents the specific service changes included in the draft Preferred Alternative for the Revitalize Tri Delta Transit Comprehensive Operational Analysis.

The project team used existing conditions data and feedback from the public engagement process to develop two cost-neutral operating alternatives to the existing bus service operated by Tri Delta Transit. Both alternatives looked at reducing duplication of service, improving weekend service, and increasing frequency. In both scenarios, Tri MyRide service was expanded as well.

Based on feedback from the public, stakeholder input, and Tri Delta Transit staff discussions, elements from the two cost-neutral alternatives were combined into one final set of short-range recommendations. The intent was to prioritize elements that had support while minimizing any perceived drawbacks of the alternatives. The Recommended Network is cost-neutral and forms the baseline for Tri Delta Transit to reverse the ridership declines it has experienced over the past decade.

Specific benefits of the Recommended Network include:

- Consistent, higher frequency in high ridership areas
- Faster, more direct bus routes to major destinations

## **Revitalize Tri Delta Transit Preferred Alternative Summary Detail**

Tri Delta Transit

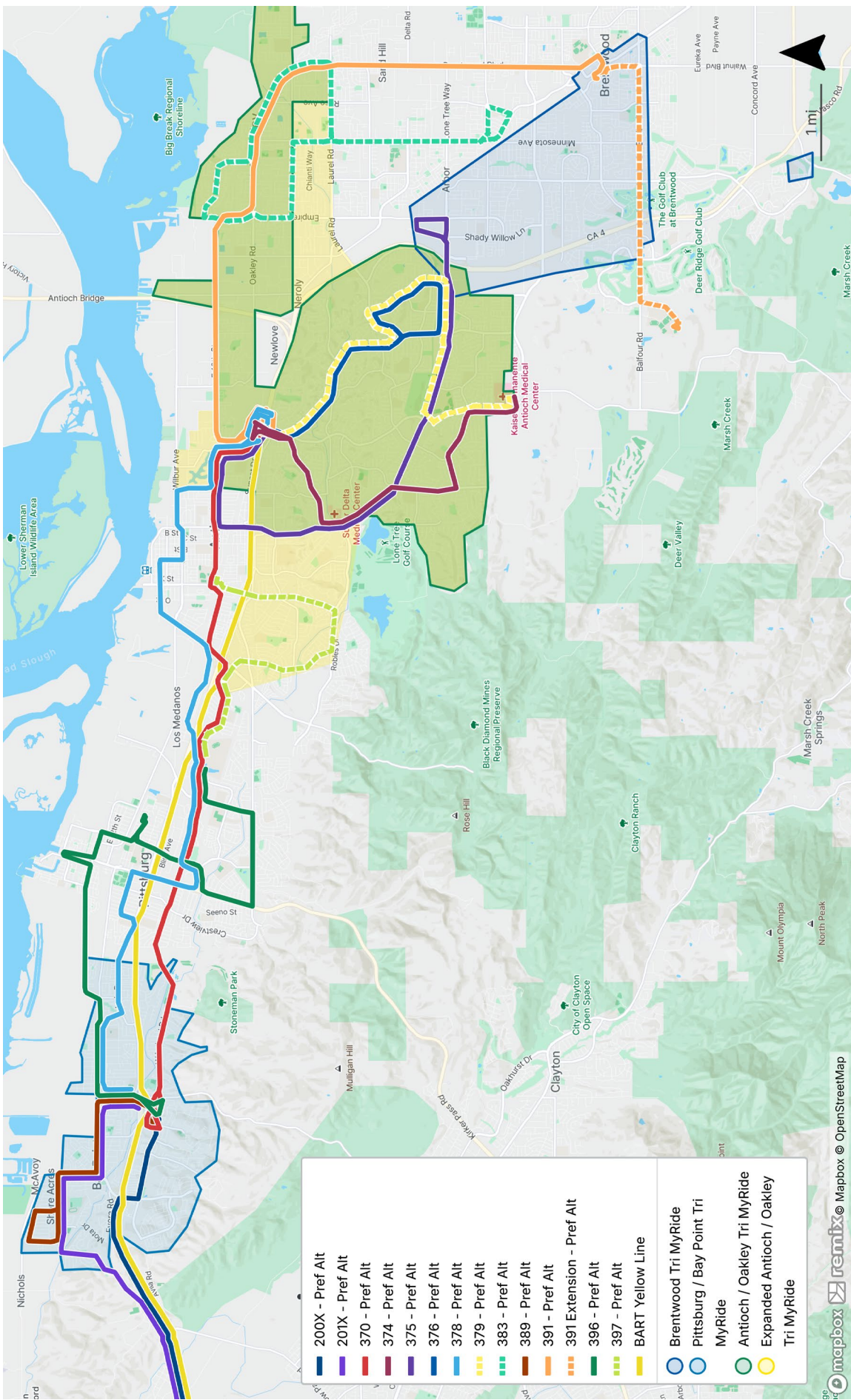
- Better connections between buses and BART
- Less duplication of service with BART and other Tri Delta Routes
- Better weekend service
- Almost all current customers still have access
- Expanded Tri MyRide – replacing fixed-route service

While many routes have significant changes, the following routes have no recommended changes in alignment or span of service:

- Route 200X
- Pittsburg / Bay Point Tri MyRide

The following sections detail the route-by-route recommendations and a full system map shown in Figure 1-1.

Figure 1-1 Draft Preferred Alternative System Map





## Route 201X

Route 201X is a peak-only route that operates from the Concord BART Station in Concord to the Pittsburg/Bay Point BART station via Highway 4 and Evora Rd. The primary market is for Mt. Diablo High School Students. Route 201X duplicates BART for longer regional trips and Route 389 between Bay Point and the Pittsburg/Bay Point BART station. Ridership during non-school bell trips is low.

Slight changes to the alignment of Route 201X are recommended to remove the route deviation on Kevin Dr. (Figure 1-2). The 201X schedule should be reduced to coincide with Mt. Diablo High bell schedules and operate two trips in the morning and two trips in the afternoon (Table 1-1 and Table 1-2).

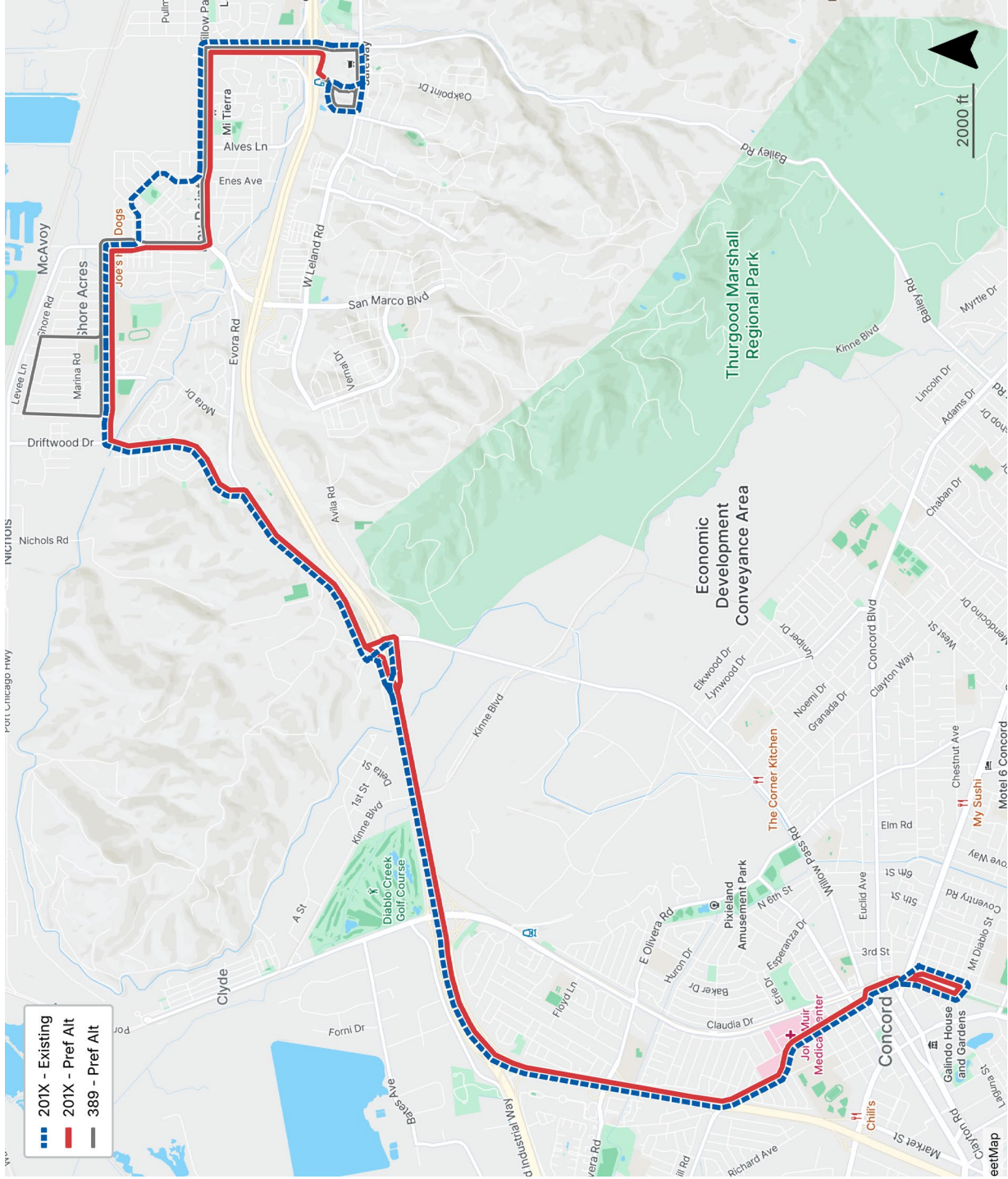
**Table 1-1 Route 201X Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	6:45am-9:41am 1:21pm-7:43pm	-	-
<b>Recommended</b>	<b>7:15am-9:15 am 1:20pm-4:20pm</b>	-	-

**Table 1-2 Route 201X Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9-3pm)	Evening (6pm-12am)
Existing	Weekday	20-40	Variable	-
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended</b>	<b>Weekday</b>	<b>2 AM trips, 2 PM trips</b>	-	-
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-

Figure 1-2 Route 201X Recommended Alignment



## Route 202X

Route 202X operates three round trips per day from the Brentwood Park-and-Ride in Brentwood to Los Medanos College (LMC) Brentwood Center via Walnut Blvd. Three riders a day use this service today.

Due to low ridership, Route 202X should be replaced by a new Brentwood Tri MyRide service (Figure 1-3). The Brentwood Tri MyRide service would still allow patrons to travel between campus and downtown Brentwood, but would also allow for travel throughout weekdays and weekends (Table 1-3 and Table 1-4).

**Table 1-3 Route 202X Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	7:31am-8:19am, 1:46pm-2:39pm, 4:36pm-5:24pm	-	-
<b>Recommended (Tri MyRide)</b>	<b>6am-9pm</b>	<b>8am-5pm</b>	<b>8am-5pm</b>

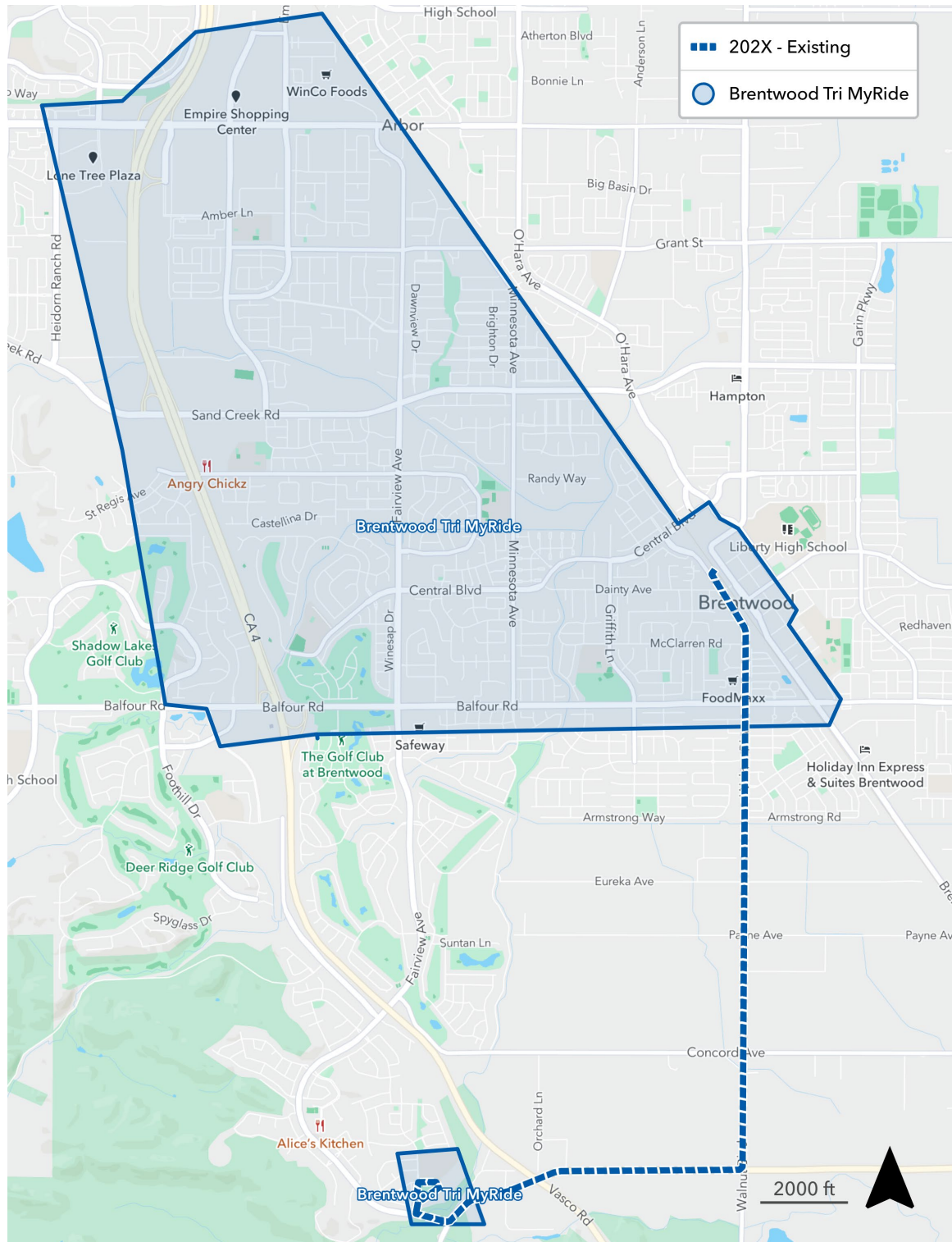
**Table 1-4 Route 202X Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	3 Trips in each direction		-
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended</b>	<b>Weekday</b>	<b>Replace with Brentwood Tri MyRide</b>		
	<b>Saturday</b>			
	<b>Sunday</b>			

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-3 Route 202X Recommendations



## Route 300X

Route 300X provides peak only, limited-stop service between the Antioch BART Station, Oakley, and Brentwood via Main St and Brentwood Blvd. Route 300X largely duplicates Route 391 service, but it is faster. Route 300X ridership is low, averaging less than 6 passengers a trip.

The Brentwood to Antioch BART market does not appear to be large enough to support limited stop service based on current low ridership. Route 300X should be consolidated with Route 391 service (Figure 1-4). Route 391 would operate every 30 minutes on weekdays and have timed transfers with other bus routes and BART at the Antioch BART station (Table 1-5 and Table 1-6).

**Table 1-5 Route 300X Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	3:59am-9:40am, 2:09pm-10pm	-	-
<b>Recommended (Route 391)</b>	<b>4:15am-12:00am</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>

**Table 1-6 Route 300X Frequency Recommendations**

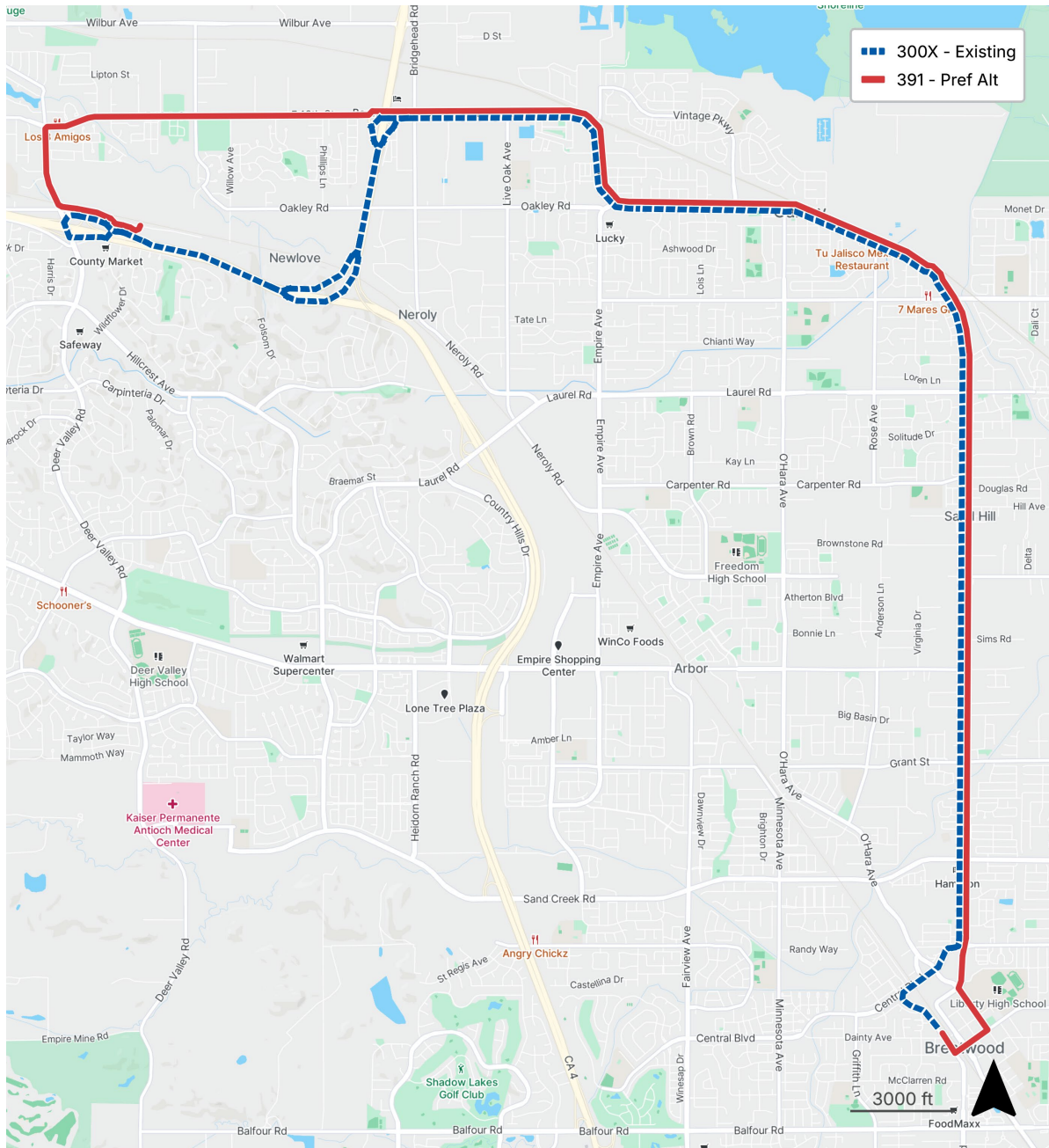
Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	20-60		120
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended (Route 391)</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>30-60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>



# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-4 Route 300X Alignment Recommendation



## New Route 370

Route 370 is a new line that connects the highest ridership stops in Pittsburg and Antioch with direct, high frequency service. High ridership stops include Pittsburg/Bay Point BART, Walmart, LMC, Antioch High School, and Antioch BART. This route would operate every 15-minutes between noon and 6 p.m. on weekdays when ridership demand is highest (Table 1-7). The route would also operate every 30-minutes on weekends (Table 1-8).

Connections would be timed to meet other Tri Delta Transit routes at Antioch BART.

Route 370 would replace parts of the current Routes 380, 387, 388, and 390 (Figure 1-5).

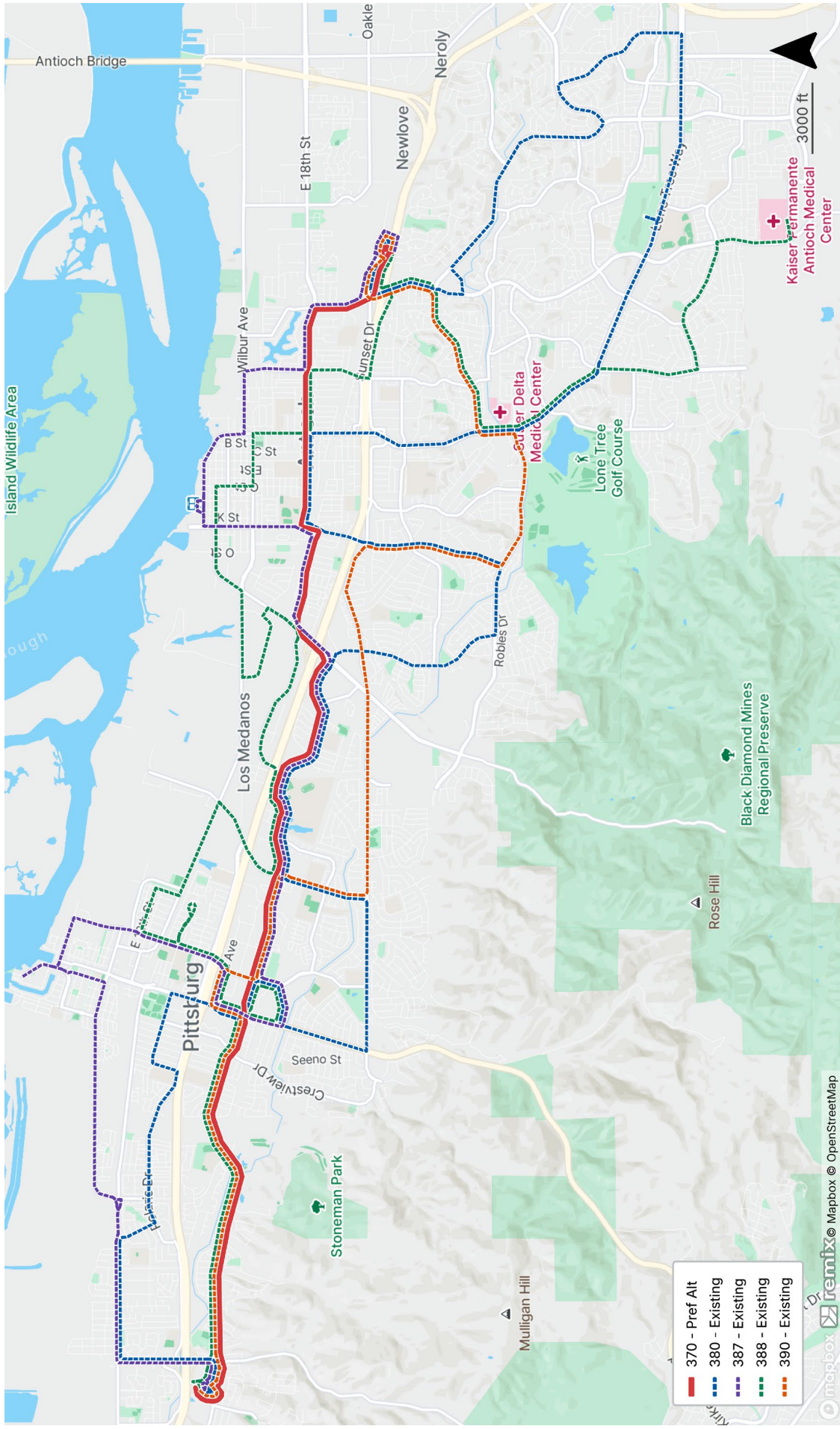
**Table 1-7 Route 370 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
<b>Route 370</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>

**Table 1-8 Route 370 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended (Route 370)</b>	<b>Weekday</b>	<b>30 am / 15 pm</b>	<b>15</b>	<b>60</b>
	<b>Saturday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>
	<b>Sunday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>

Figure 1-5 New Route 370 Alignment





## New Route 374

Route 374 is a new line that connects Antioch BART with the Kaiser Medical Center and Dozier Libby High School. It replaces Route 388 between these two locations and would stop at all current stops (Figure 1-6). Frequencies and span on Route 374 are adjusted from Route 388 to reflect demand levels (Table 1-9 and Table 1-10).

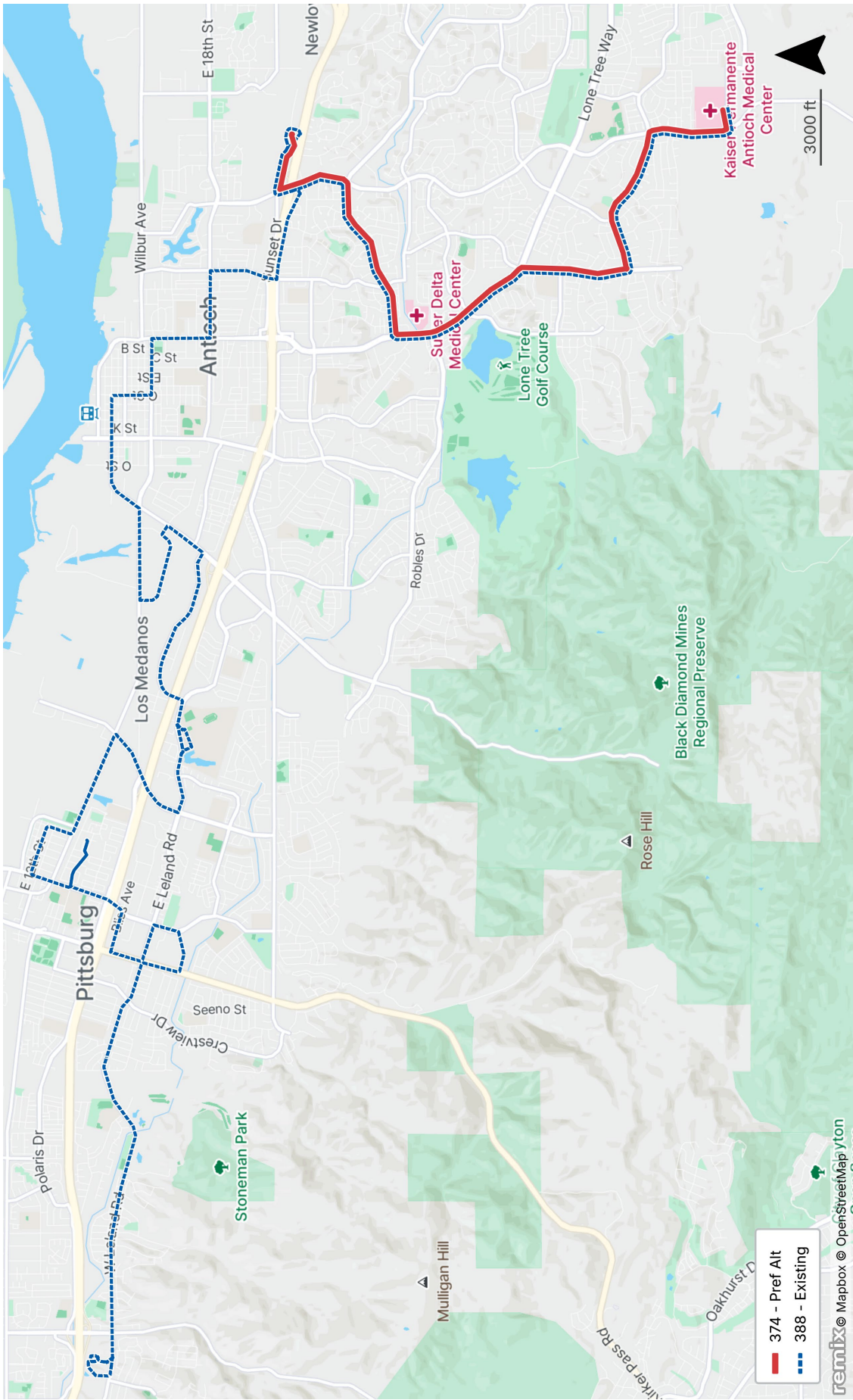
**Table 1-9 Route 374 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing Route 388	4:59am-10:17pm	7:33am-12:27am	7:33am-12:27am
<b>Route 374</b>	<b>5:40am-10:40pm</b>	<b>6:15am-9:05pm</b>	<b>6:15am-9:05pm</b>

**Table 1-10 Route 374 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing Route 388	Weekday	20-40	45-65	60-90
	Saturday	60	60	60
	Sunday	60	60	60
<b>Recommended (Route 374)</b>	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

Figure 1-6 New Route 374 Alignment



## New Route 375

Route 375 is a new line that connects Antioch BART with W. 18<sup>th</sup> St, Lone Tree Way, and the Empire Shopping Center. Route 375 replaces the current Route 380 service on Lone Tree Way but also continues to the new destinations east of Highway 4, including Target and JC Penney (Figure 1-7). Route 375 would operate more frequently than Route 380 for most of the day, with even 30-minute frequencies (Table 1-11 and Table 1-12).

Service on Route 375 should be timed at Antioch BART to connect with other Tri Delta Transit routes and eBART.

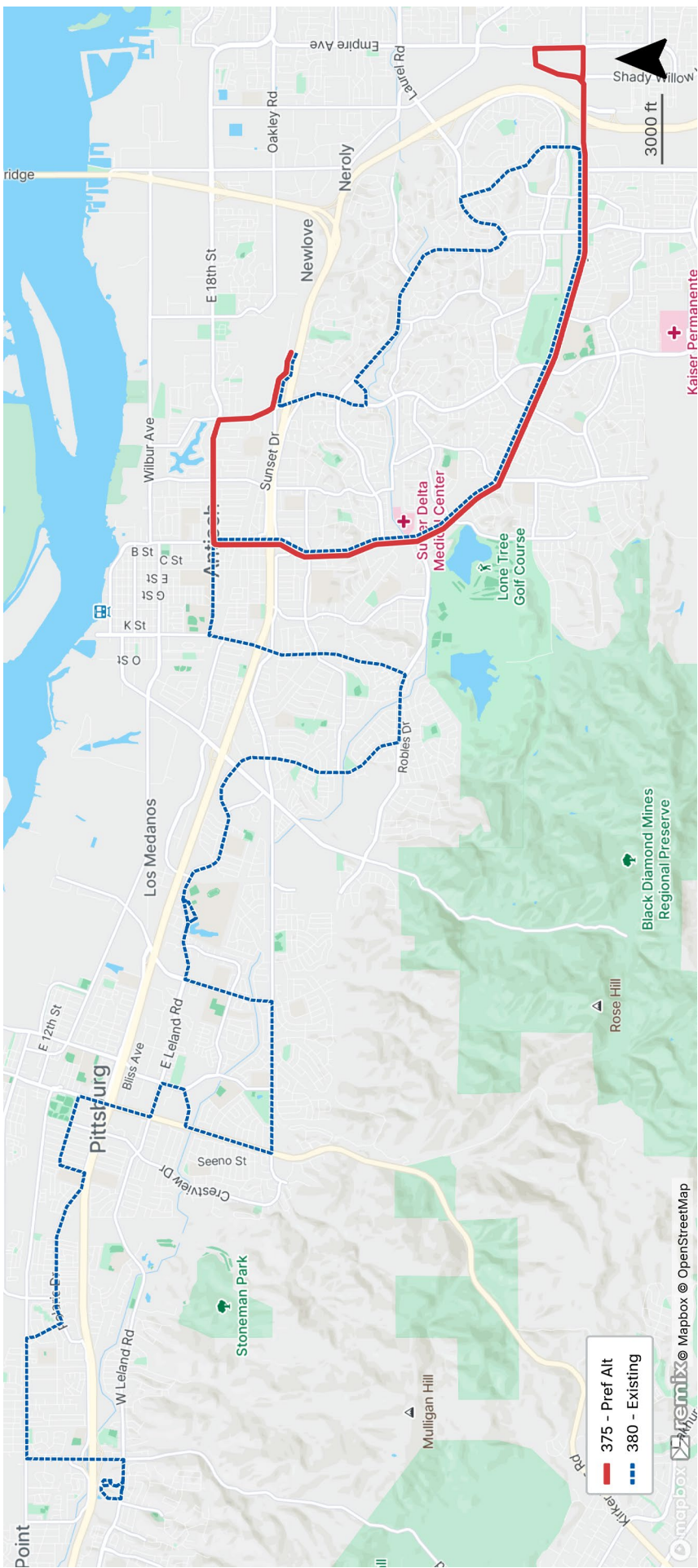
**Table 1-11 Route 375 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
<b>Route 375</b>	<b>4:45am-10:30pm</b>	<b>5:45am-10:30pm</b>	<b>5:45am-10:30pm</b>

**Table 1-12 Route 375 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended (Route 375)</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

Figure 1-7 New Route 375 Alignment



## New Route 376

Route 376 is a new line that connects Antioch BART Lone Tree Way and Hillcrest Ave. Route 376 replaces the current Route 380 service on Hillcrest Ave and Canada Valley Rd and would continue to provide direct access to the Walmart Supercenter (Figure 1-8).

Route 376 would operate on weekdays only. Weekend service would be provided by Tri MyRide (Table 1-13 and Table 1-14). Service on Route 376 should be timed at Antioch BART to connect with other Tri Delta Transit routes and eBART.

**Table 1-13 Route 376 Service Recommendations**

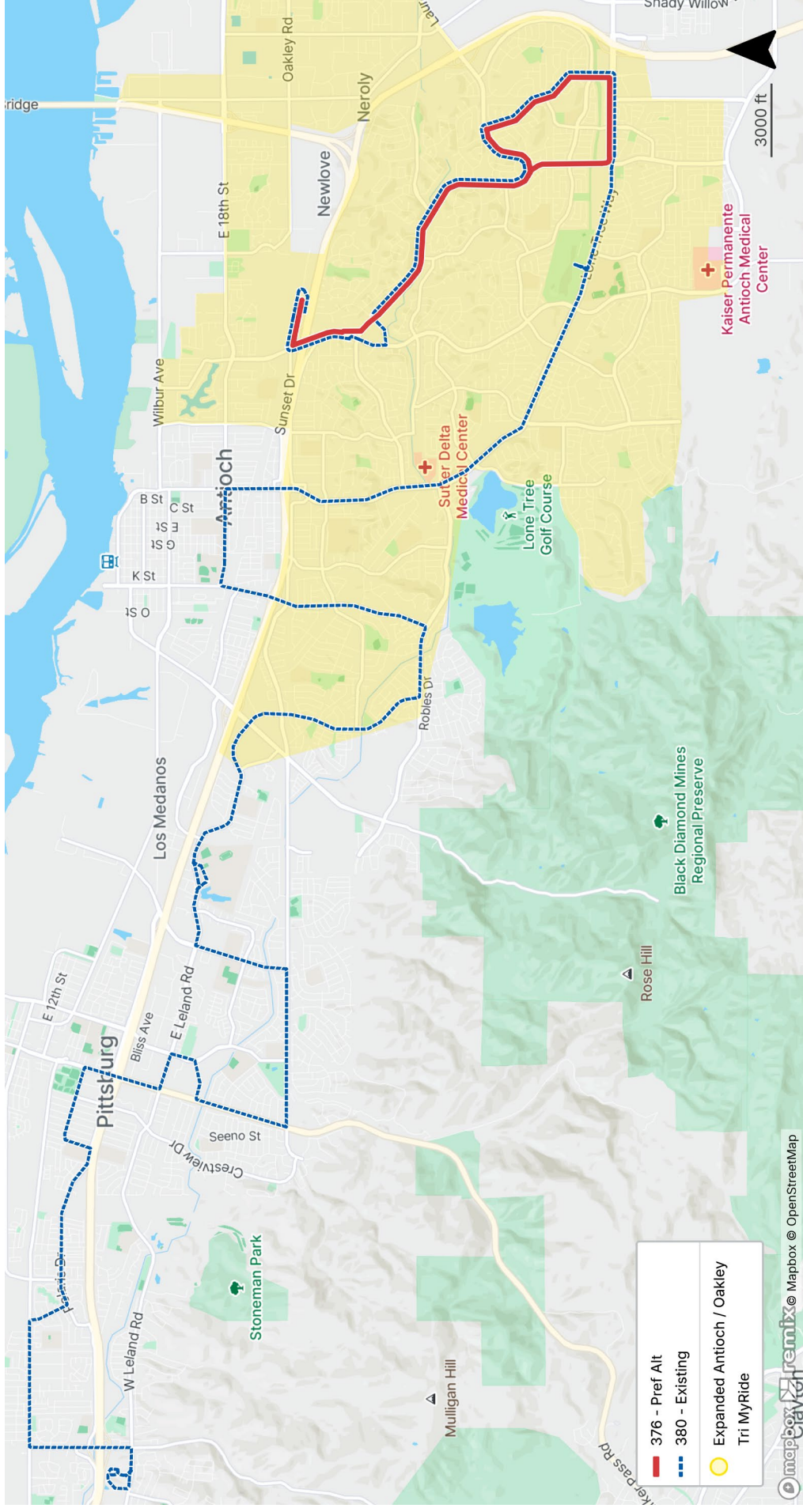
Hours of Service			
	Weekday	Saturday	Sunday
<b>Route 376</b>	<b>5:00am-9:00pm</b>	-	-

**Table 1-14 Route 376 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended (Route 376)</b>	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-



Figure 1-8 New Route 376 Alignment



## New Route 378

Route 378 is a new route that would connect Pittsburg/Bay Point BART, Pittsburg Center BART, LMC, downtown Antioch, and Antioch BART. Route 378 would be more direct than current routes, offering a faster, more reliable service to customers. It would also have consistent 30-minute service on weekdays, which is more frequent than the current service (Table 1-15 and Table 1-16).

Route 378 would replace portions of multiple existing routes, including Route 380 between Pittsburg/Bay Point BART and LMC and Route 388 between LMC and Antioch BART (Figure 1-9).

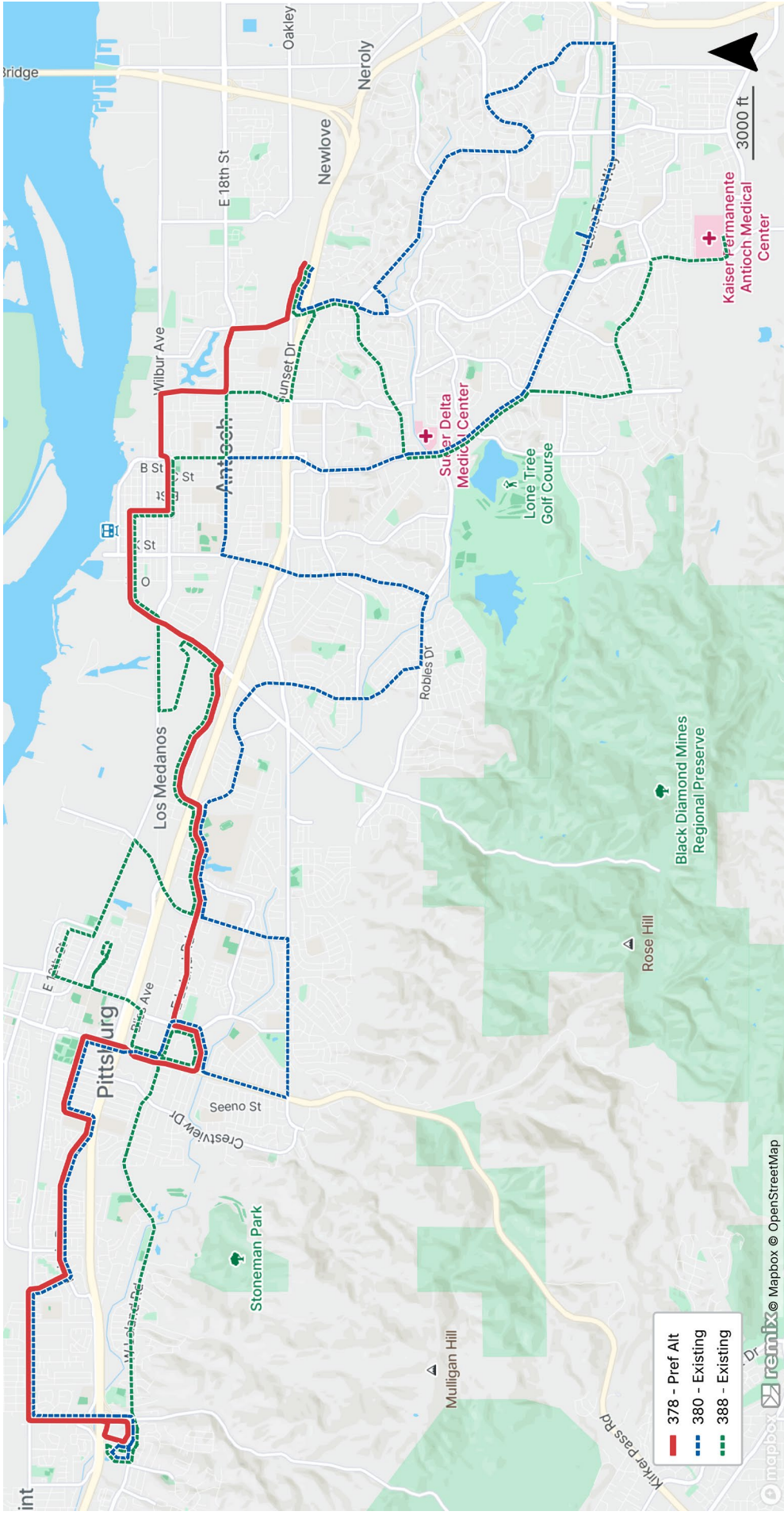
**Table 1-15 Route 378 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
<b>Route 378</b>	<b>5:45am-10:30pm</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>

**Table 1-16 Route 378 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended (Route 378)</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

Figure 1-9 New Route 378 Alignment





## New Route 396

Route 396 is a new line that connects Pittsburg/Bay Point BART with LMC. Key destinations include downtown Pittsburg, Pittsburg High School, and School St. Route 396 replaces Route 387 between Pittsburg/Bay Point BART and downtown Pittsburg (Figure 1-10). Route 396 will be more frequent than Route 387, with a consistent 30-minute weekday schedules (Table 1-17 and Table 1-18). Route 396 will also replace the segment of Route 388 between School St. and LMC.

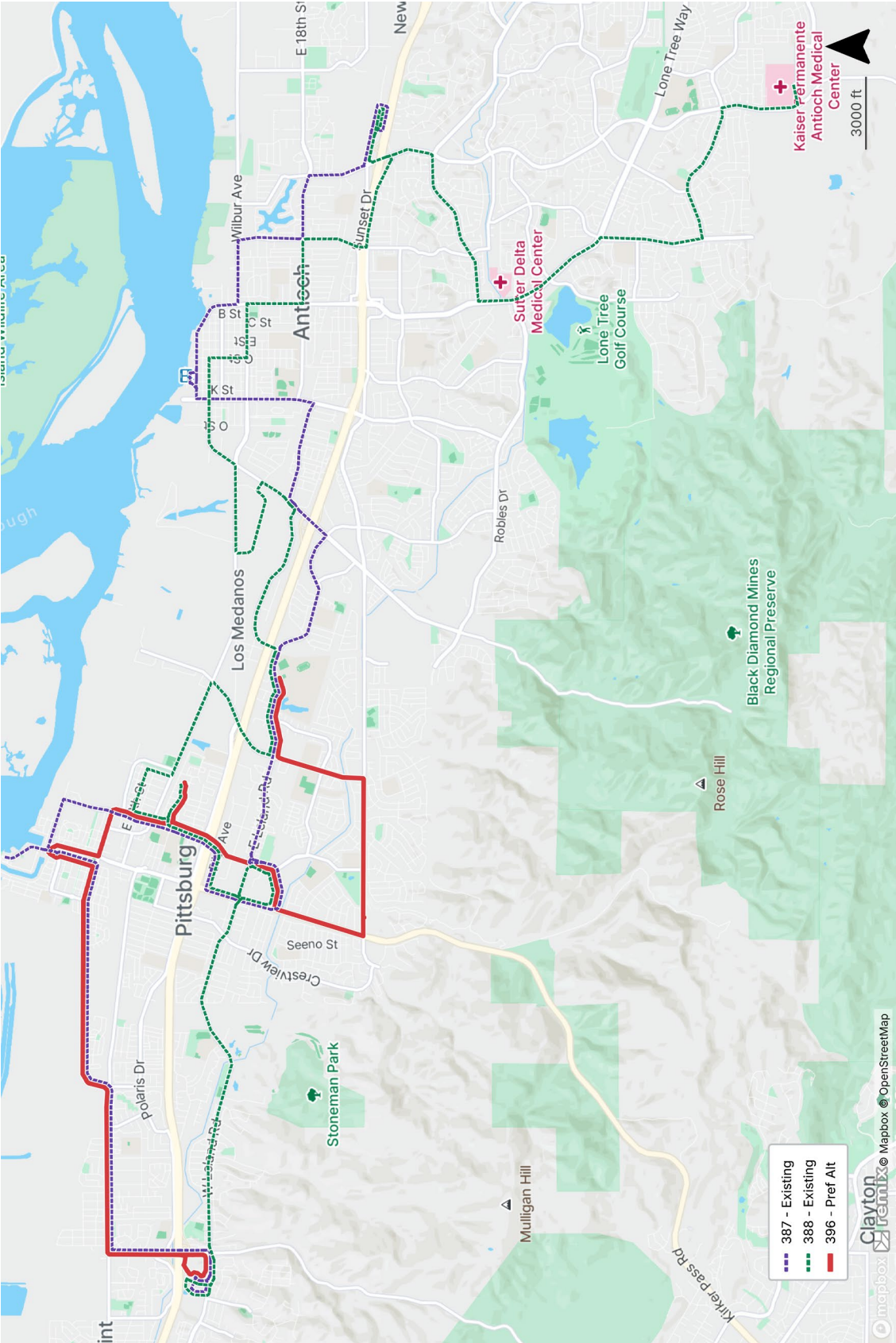
**Table 1-17 Route 396 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
<b>Route 396</b>	<b>5:00am-10:15pm</b>	<b>7:00am-10:15pm</b>	<b>7:00am-10:15pm</b>

**Table 1-18 Route 396 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended (Route 396)</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

Figure 1-10 New Route 396 Alignment



## New Route 397

Route 397 is a new line that connects LMC and Antioch High School via Gentrytown Dr, James Donlon Blvd, and Contra Loma Blvd. Route 397 replaces the current Route 380 service on this segment (Figure 1-11).

Route 397 would operate weekdays when school is in session only. There would be one morning trip from LMC to Antioch High School and one afternoon trip from Antioch High School to LMC – timed to bell schedules (Table 1-19 and Table 1-20).

The Antioch Tri MyRide zone would be extended to provide daily service to this area.

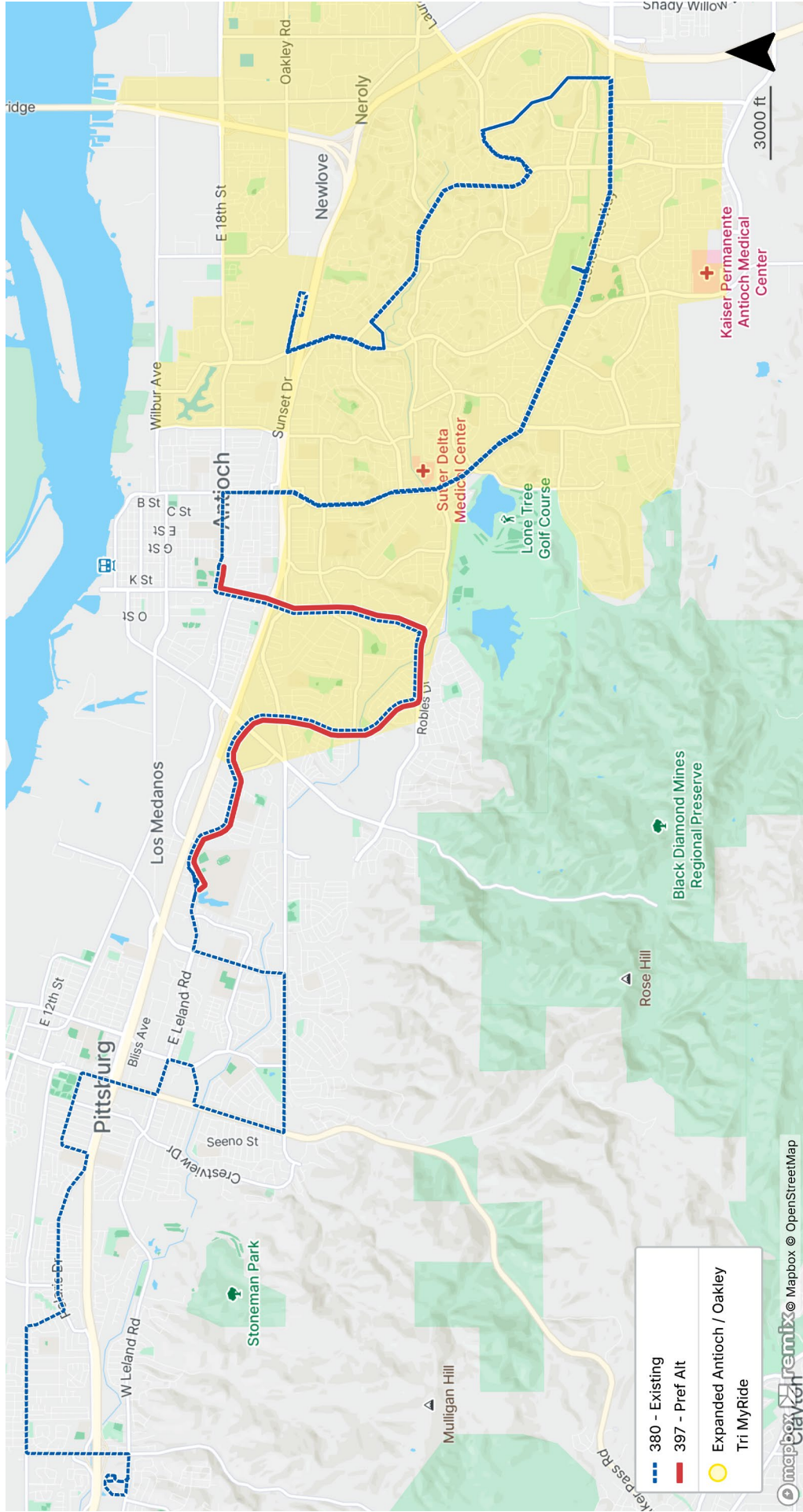
**Table 1-19 Route 397 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
<b>Recommended</b>	<b>7:40am-8:30am, 3:30pm-4:15pm</b>	-	-

**Table 1-20 Route 397 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
<b>Recommended</b>	<b>Weekday</b>	<b>1 trip in AM, 1 trip in PM</b>	-	-
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-

Figure 1-11 New Route 397 Alignment



## Optimize Tri MyRide to Complement Fixed-Route Service

The Antioch/Oakley and Pittsburgh/Pay Point Tri MyRide services are currently operating at or over capacity. In FY 2024, data suggests that only 60 percent of requested trips were completed. Anecdotal evidence suggests that long wait times may be a key reason why potential passengers are not completing trips.

An analysis of Tri MyRide origins and destinations showed that about half of existing Tri MyRide riders have an origin and a destination within walking distance (1/4 mile) of a single existing bus route. In addition, about half of existing Tri MyRide patrons are also going to/from BART stations. These patterns suggest that a significant portion of Tri MyRide riders are choosing not to use paralleling bus service, but instead choosing Tri MyRide. Tri MyRide is cannibalizing riders from fixed-route service.

Two different solutions are recommended to help address capacity issues on Tri MyRide.

- Tri Delta Transit should improve the coordination between BART and Tri Delta Transit bus routes. Currently, arrival and departure times at Antioch BART station are not always timed, which can lead to long waits and uncompetitive travel times. Retiming routes to have less time consuming connections to BART and other routes at Antioch BART is a recommendation for almost all Antioch and Brentwood routes.
- Tri Delta Transit should adjust trip eligibility for Tri MyRide so that passengers take the most cost-effective option. Specifically, if a passenger requests a ride for a trip that has an origin and destination within walking distance of a single route that is operating with 30-minute frequency or better, then the passenger should be instructed to use a bus route, not Tri MyRide. Approximately 17 percent of current Tri MyRide riders would be affected by this.

Implementing the two above solutions should open some capacity for Tri MyRide and help address service availability, response times, and trip-making ability.



## New Brentwood Tri MyRide

Brentwood is characterized by auto-oriented, low-density development interspersed with clusters of higher-density development. Brentwood is currently served by multiple infrequent, indirect, and low-ridership routes.

On-demand service may be more appropriate to serve most of Brentwood, as it allows patrons to go directly from their origin to their destination within Brentwood. Tri Delta Transit's on-demand service Tri MyRide has been embraced by riders in Pittsburg, Bay Point, Oakley, and Antioch.

A new Brentwood Tri MyRide zone should be created that replaces parts of current Routes 384, 385, 395, and 202X (Figure 1-12). The Brentwood Tri MyRide zone would operate earlier and later than current bus routes, and allow for better access to destinations such as the Streets of Brentwood (Table 1-21).

The Brentwood Tri MyRide is not designed to provide regional trips and would not serve Antioch BART. Anyone wishing to travel to Antioch BART would need to transfer from Brentwood Tri MyRide to Route 391 in Brentwood or to the new Routes 375 or 376 on Lone Tree Way.

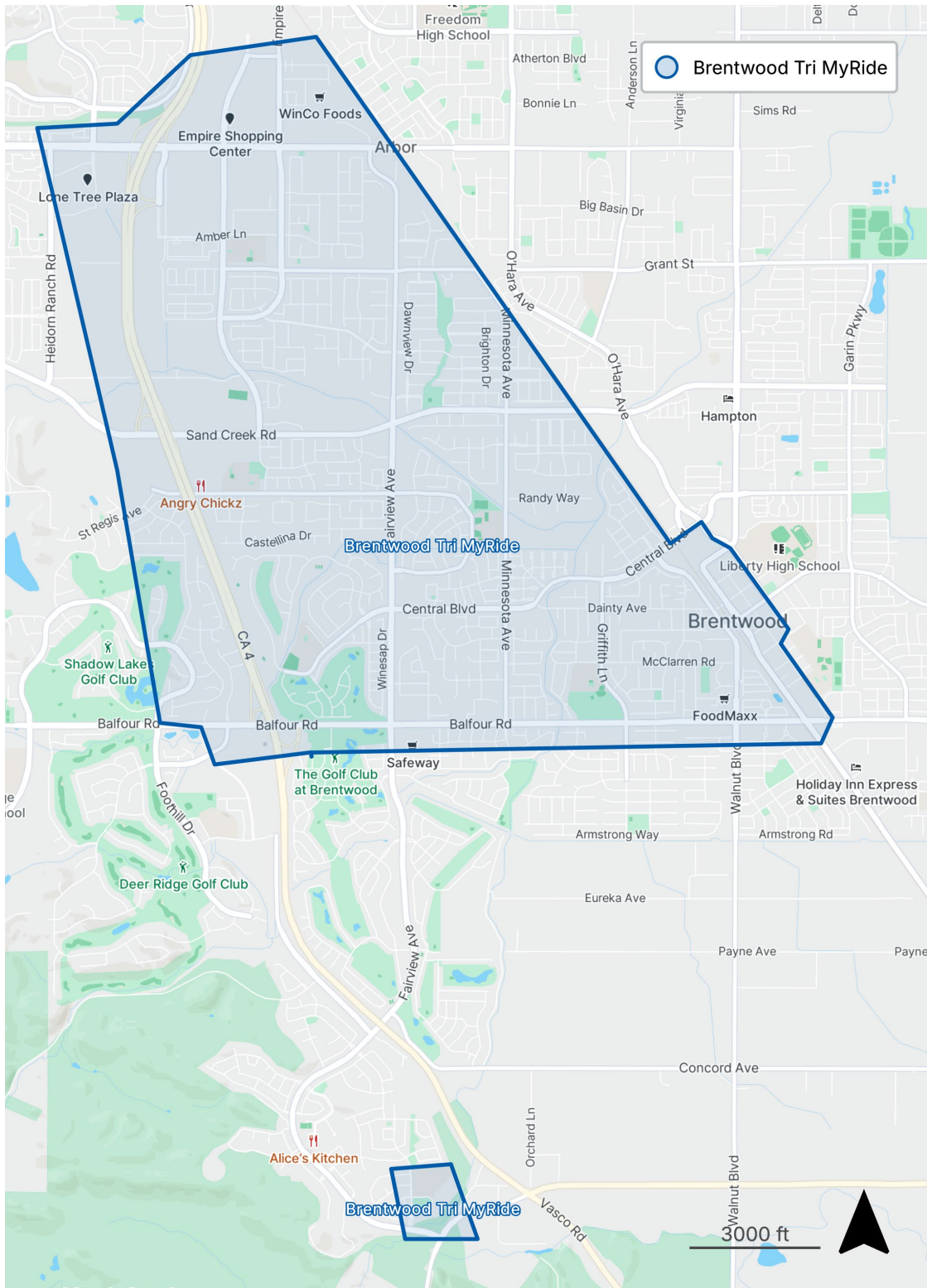
**Table 1-21 Brentwood Tri MyRide Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Recommended	5:00am-9:00pm	5:00am-9:00pm	5:00am-9:00pm

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-12 New Brentwood Tri MyRide Zone



## Expanded Antioch Tri MyRide

Currently, Route 380 provides service to southwest Antioch, which includes areas around Gentrytown Dr., James Donlon Blvd., and Contra Loma Blvd. Other than at school times for trips headed to Antioch High School, ridership in southwest Antioch is limited.

Regular bus service like Route 380 should be restructured to better reflect ridership demand. As part of this, all-day service on Gentrytown Dr., James Donlon Blvd., and Contra Loma Blvd. should be replaced by an expanded Antioch Tri MyRide zone (Table 1-22 and Figure 1-13). Antioch Tri MyRide will provide more flexible, direct service for customers in this area, and improve access to transit.

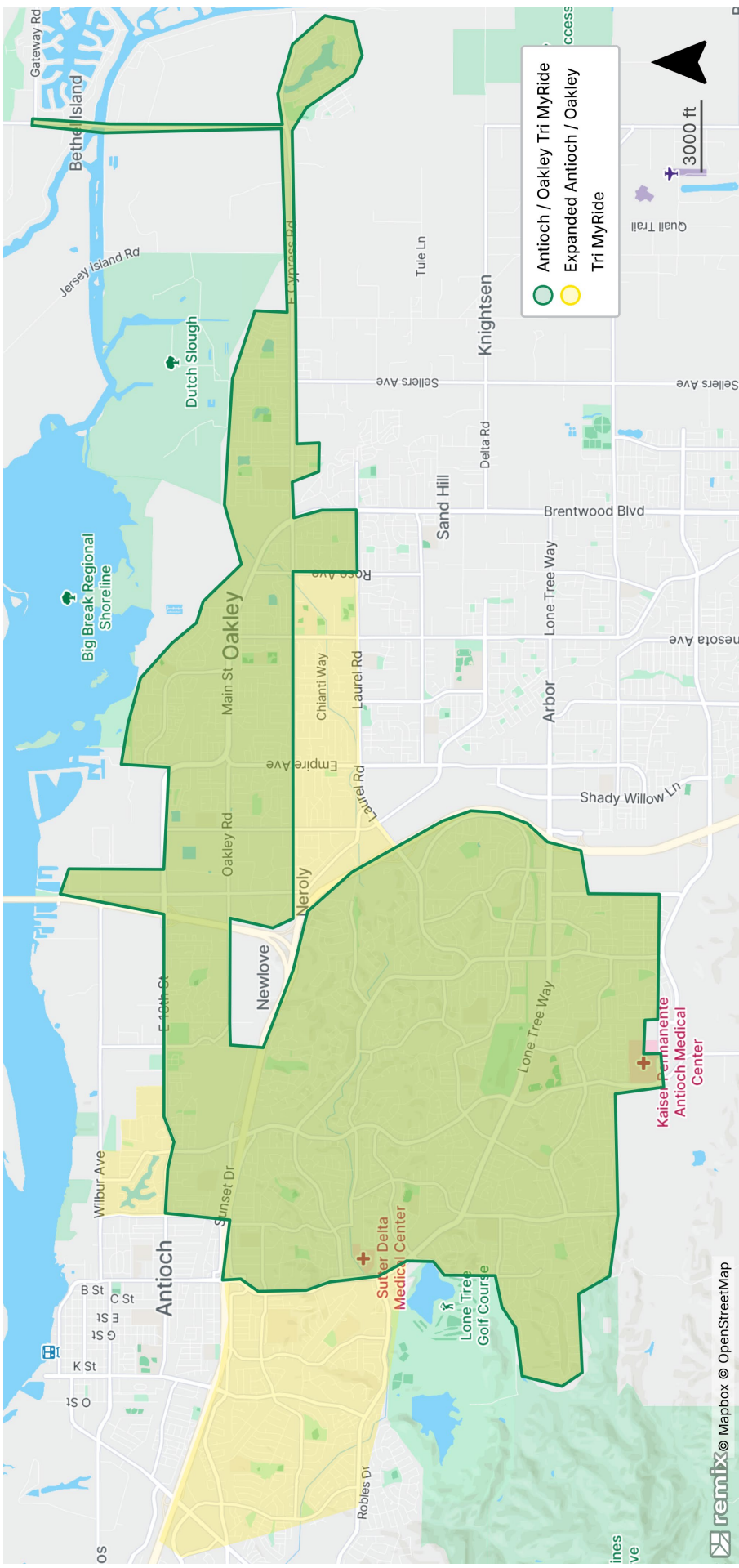
Antioch Tri MyRide would continue to provide access to BART and also serve the Somersville Towne Center area, where transfers to LMC, Pittsburg, and Pittsburg/Bay Point BART are available.

**Table 1-22 Antioch Tri MyRide Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Recommended	5:00am-9:00pm	5:00am-9:00pm	5:00am-9:00pm



Figure 1-13 Expanded Antioch-Oakley Tri MyRide Zone



## Route 379

Route 379 is a school tripper route that operates only on days when Antioch Unified School District is in session. It operates one morning southbound trip and one-afternoon northbound trip. Service operates from the Antioch BART Station in Antioch to the Kaiser Medical Center and Dozier-Libbey Medical High School on Sand Creek Rd.

Due to recommended changes to Route 380, Route 379's alignment should be changed to serve Hillcrest Ave, Laurel Rd, Canada Valley Rd, and Lone Tree Way (Figure 1-14). This preserves access to Deer Valley High School for almost all existing Route 379 riders and the current 380 riders along that segment. Tri MyRide service would also remain an option for any current Route 379 riders on Deer Valley Rd. Route 379 would continue to have one morning and one afternoon trip that is timed for school bell schedules (Table 1-23 and Table 1-24).

**Table 1-23 Route 379 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	7:51am-8:26am, 3:29pm-3:50pm	-	-
<b>Recommended</b>	<b>7:51am-8:26am, 3:39pm-4:13pm</b>	-	-

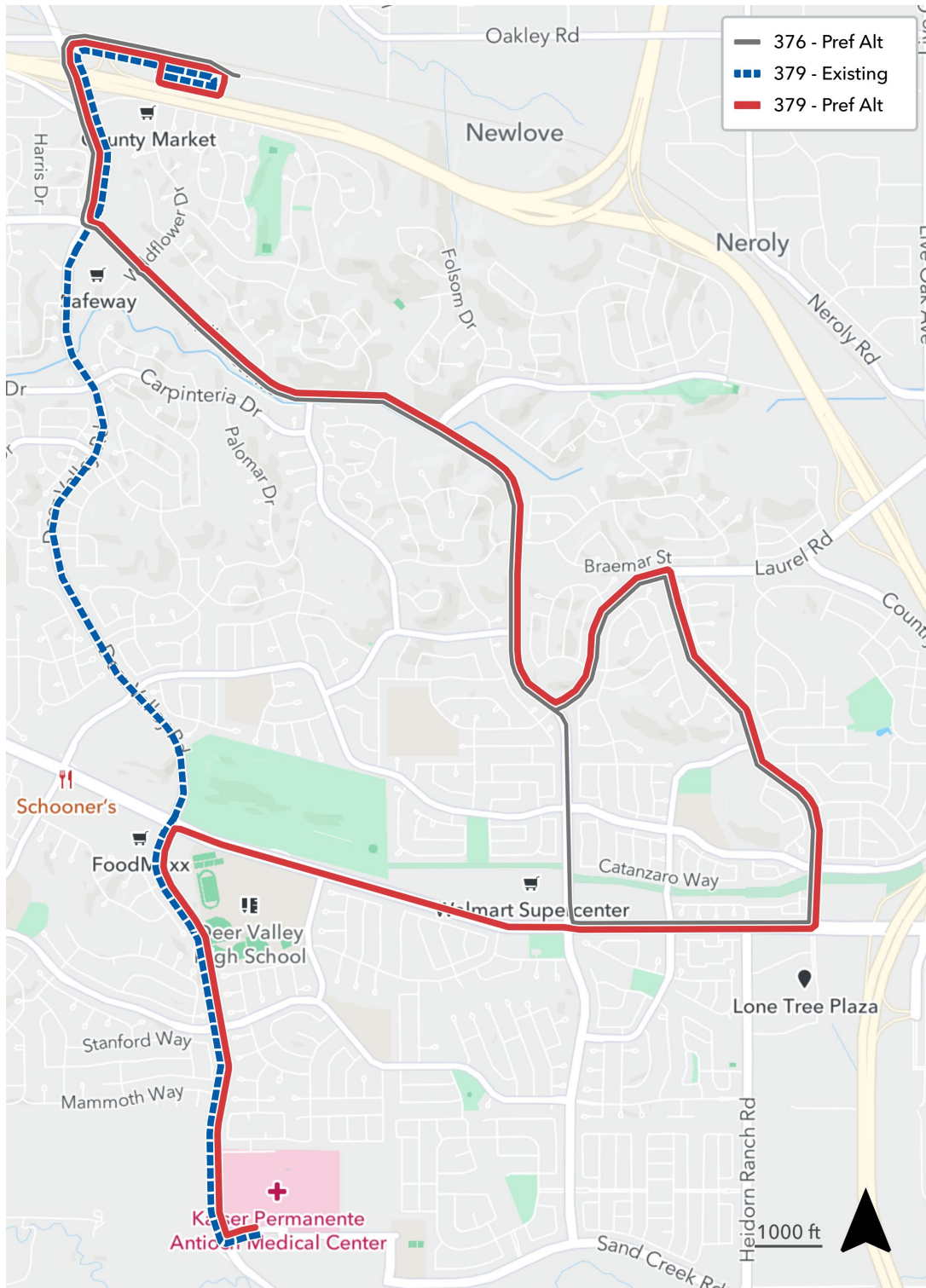
**Table 1-24 Route 379 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	1 trip in AM, 1 trip in PM	-	-
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended</b>	<b>Weekday</b>	<b>1 trip in AM, 1 trip in PM</b>	-	-
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-

## Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-14 Route 379 Alignment Recommendation



## Route 380

Route 380 is Tri Delta Transit's highest ridership route and operates both on weekdays and weekends. Service operates from the Pittsburg/Bay Point BART Station to the Antioch BART Station via Pittsburg Center BART, LMC, Lone Tree Way, and Hillcrest Ave.

While Route 380 is Tri Delta Transit's highest ridership route, it is circuitous and does not offer a competitive travel time for most patrons. Route 380 should be restructured to improve route directness and frequency for most current customers (Figure 1-15). All current Route 380 customers would continue to have service, and most would have more frequent service (Table 1-25 and Table 1-26).

Between Pittsburg/Bay Point BART and Pittsburg BART stations, Route 380 would be replaced by a new Route 378, which would operate every 30-minutes throughout the day on weekdays.

- Between downtown Pittsburg, and the Somersville Towne Center, a new Route 370 would operate every 15-30 minutes throughout the day on weekdays.
- Between Somersville Towne Center and Antioch High School, Tri MyRide service would be offered as well as a school-trip timed Route 397.
- Between Antioch High School and Lonetree Way, a new Route 375 would operate every 30 minutes throughout the day on weekdays
- Between Canada Valley Rd and the Antioch BART station, a new Route 376 would operate hourly service throughout the day.

**Table 1-25 Route 380 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	3:51am-9:43pm	7:46am-10:46pm	7:46am-10:46pm
<b>Recommended</b>	<b>See Recommendations for Route 370, 375, 376, 378, and 379</b>		

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

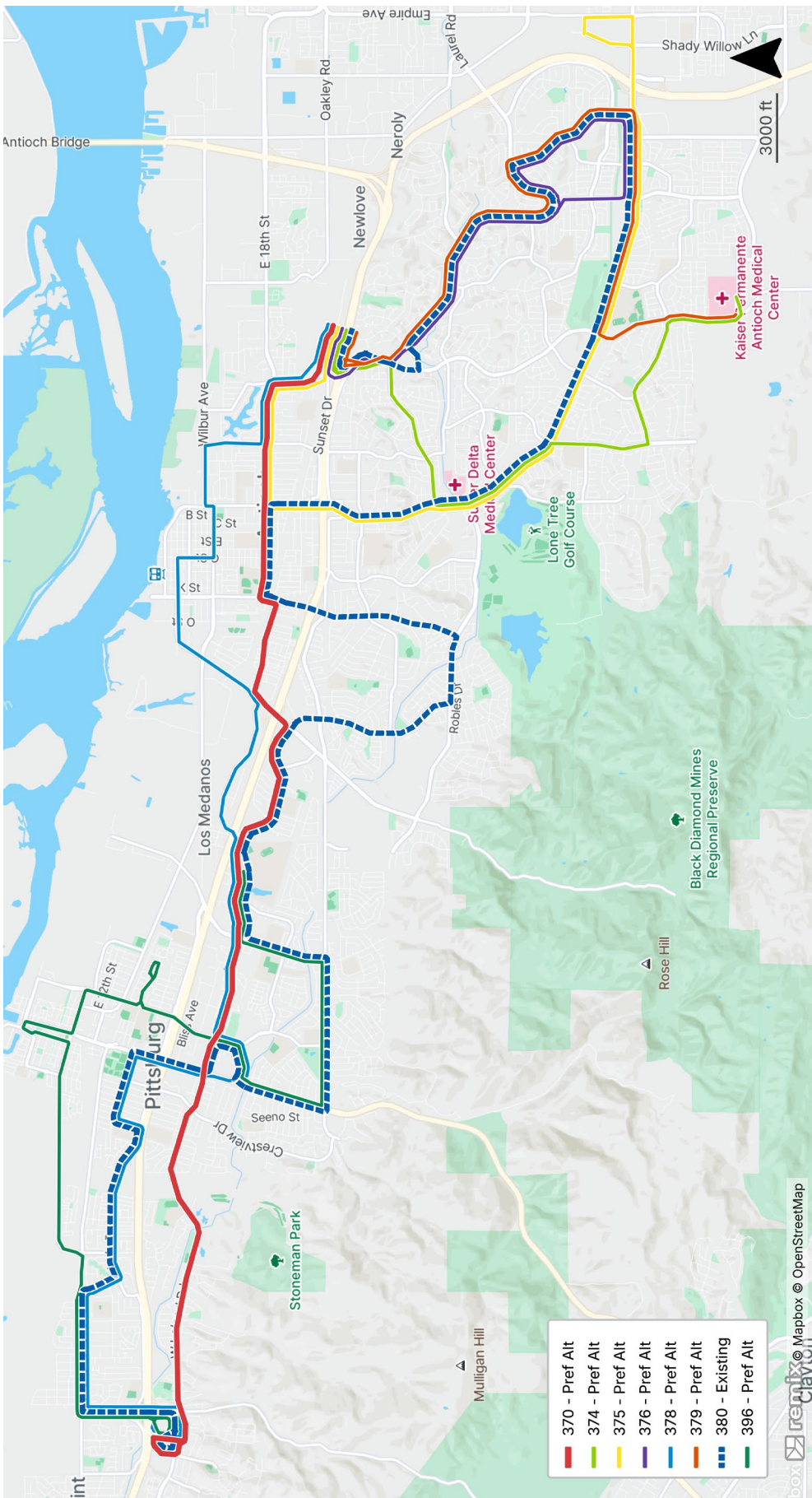
Tri Delta Transit

**Table 1-26 Route 380 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	10-60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended	See Recommendations for Route 370, 375, 376, 378, and 379			



Figure 1-15 Route 380 Alignment Recommendation



## Route 381

Route 381 operates from the Pittsburgh Marina to LMC via Railroad Ave. It operates seven days a week.

Due to route duplication with other lines, Route 381 should be consolidated with a new Route 396, which will continue to connect downtown Pittsburgh with BART and LMC (Figure 1-16). Route 396 would operate every 30 minutes on weekdays and hourly on weekends (Table 1-27 and Table 1-28).

**Table 1-27 Route 381 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	7:00am-6:20pm	7:00am-10:48pm	7:00am-10:48pm
<b>Route 396</b>	<b>5:00am-10:15pm</b>	<b>7:00am-10:15pm</b>	<b>7:00am-10:15pm</b>

**Table 1-28 Route 381 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
<b>Recommended (Route 396)</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

Figure 1-16 Route 381 Alignment Recommendation





## Route 383

Route 383 currently connects the Tri Delta Transit office with Antioch BART, Oakley, and Brentwood. It is one of the lowest ridership routes operated by Tri Delta Transit.

Due to low ridership and duplication of service with Route 391, Route 383's schedule should be adjusted to only operate when to serve Freedom High School's bell times (Table 1-29). There should be one morning and one afternoon trip (Table 1-30). The alignment has been adjusted to serve more residential areas adjacent to Main St in Oakley, providing additional connections to local schools. Almost all of Route 383's alignment is duplicated by Route 391 (Figure 1-17).

**Table 1-29 Route 383 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	6:53am-10:48am 12:51pm-6:42pm	-	-
<b>Recommended</b>	<b>7:05am-7:40am, 3:15pm-3:49pm</b>	-	-

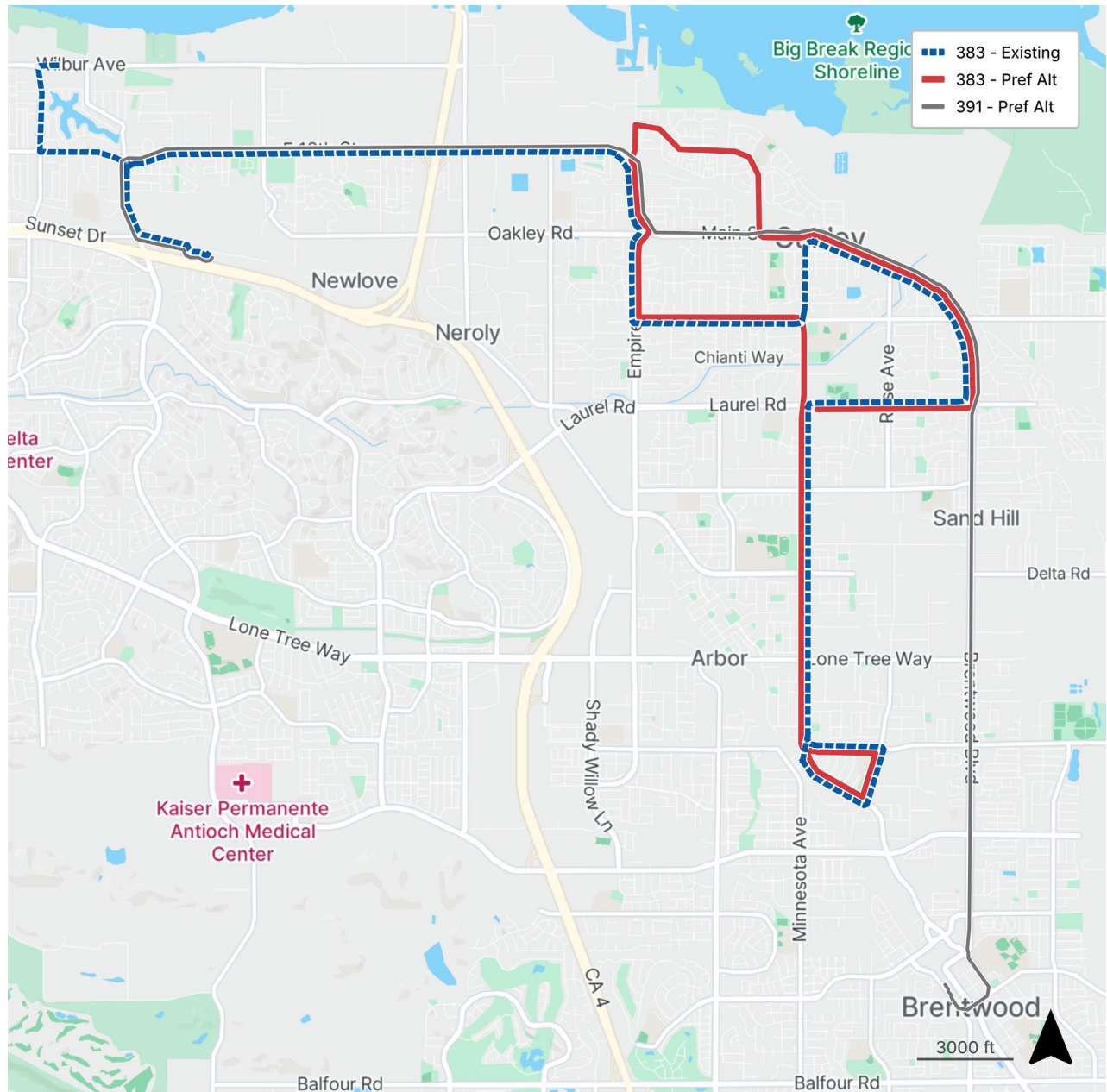
**Table 1-30 Route 383 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	60	60	-
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended</b>	<b>Weekday</b>	<b>1 AM trip, 1 PM trip</b>	-	-
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-17 Route 383 Alignment Recommendation



## Route 384

Route 384 currently connects Antioch BART, Lone Tree Way, and Brentwood. Ridership is low, particularly east of Slatten Ranch Shopping Center.

Due to low ridership and duplication of service with other routes, Route 384 should be consolidated with other routes (Figure 1-18). Almost all existing Route 384 riders would continue to have access to service (Table 1-31 and Table 1-32).

- Deer Valley Rd between Hillcrest Ave and Lonetree Way would continue to be served by Tri MyRide service.
- Route 375 would continue to provide service on Lonetree Way between Deer Valley Rd and Empire Ave, with more frequent weekday 30-minute service.
- East of Empire Ave, a new Brentwood Tri MyRide zone and Route 391 would cover most current Route 384 stops.

**Table 1-31 Route 384 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	7:04am-8:07pm	-	-
<b>Recommended</b>	<b>See Recommendations for Route 375, and Brentwood Tri MyRide</b>		

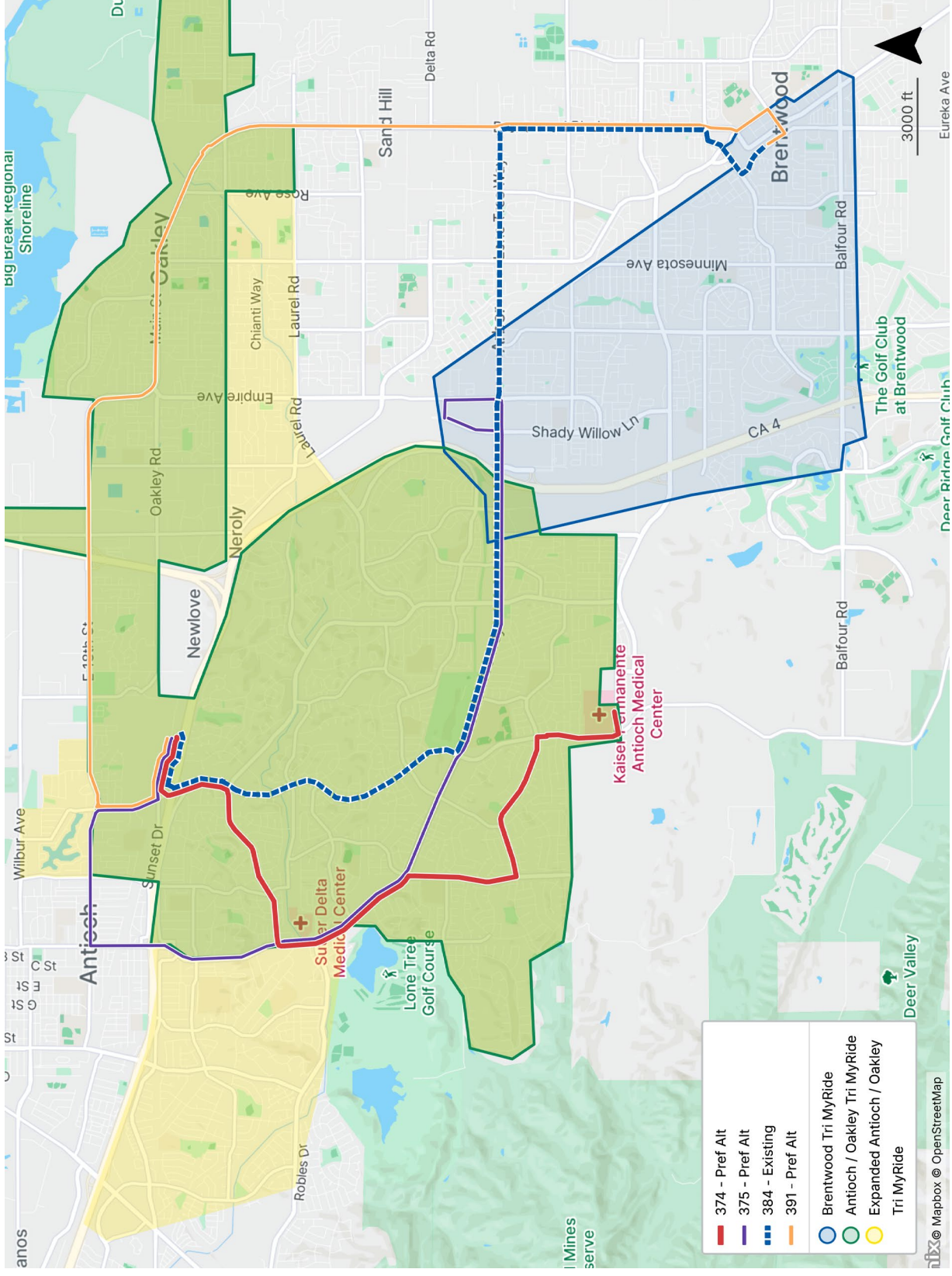
**Table 1-32 Route 384 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	60	60	-60
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended</b>	<b>Weekday</b>	<b>See Recommendations for Route 375 and Brentwood Tri MyRide</b>		
	<b>Saturday</b>			
	<b>Sunday</b>			

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-18 Route 384 Alignment Recommendation



## Route 385

Route 385 connects Antioch BART with the Brentwood Park-and-Ride and John Muir Medical Center. The route south of Lonetree Way is circuitous, and ridership is correspondingly low.

Route 385 should be restructured to better meet service demand (Figure 1-19):

- Service between Antioch BART and Hillcrest Ave / Lonetree Way would be served by a new Route 376 (Table 1-33 and Table 1-34).
- New Route 375 would provide service on Lonetree Way between W. 18<sup>th</sup> St and Empire Ave, with more frequent weekday 30-minute service (Table 1-33 and Table 1-34).
- East of Empire Ave, a new Brentwood Tri MyRide zone would cover all current Route 385 stops.
- Heritage High School would be served by a school bell time only extension of Route 391

**Table 1-33 Route 385 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	6:42am-8:14pm	-	-
<b>Route 375</b>	<b>4:45am-10:30pm</b>	<b>5:45am-10:30pm</b>	<b>5:45am-10:30pm</b>
<b>Route 376</b>	<b>5:00am-9:00pm</b>	-	-
<b>Brentwood Tri MyRide</b>	<b>6:00am-9:00pm</b>	<b>8:00am-5:00pm</b>	<b>8:00am-5:00pm</b>

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

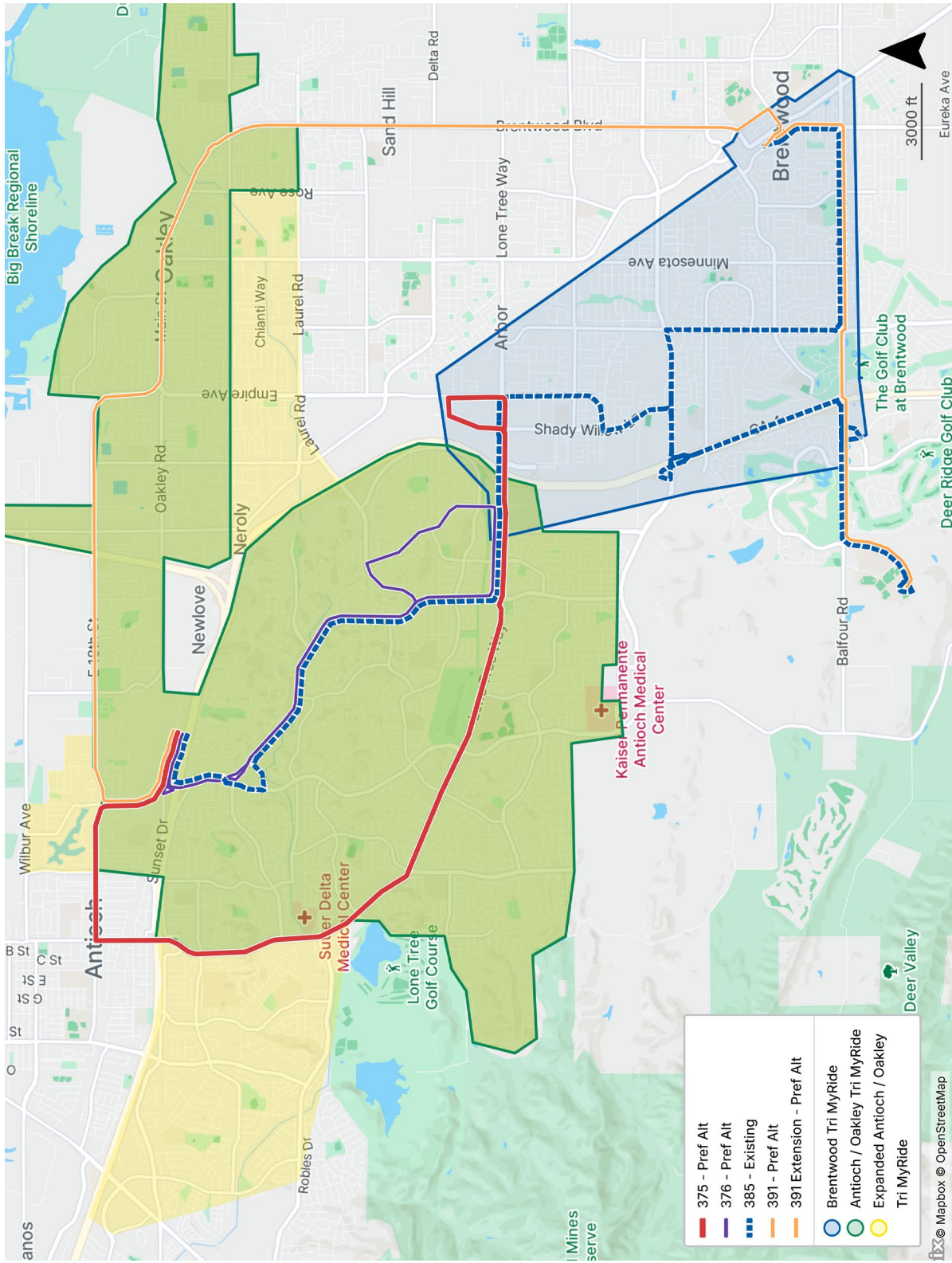
Tri Delta Transit

**Table 1-34 Route 385 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	60	60	-
	Saturday	-	-	-
	Sunday	-	-	-
Recommended (Route 375)	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>
Recommended (Route 376)	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	-	-	-
	<b>Sunday</b>	-	-	-



Figure 1-19 Route 385 Alignment Recommendation





## Route 387

Route 387 operates weekdays only from the Pittsburg/Bay Point BART Station to the Antioch BART Station via Willow Pass Rd, Delta Fair Blvd, and L St. Route 387 duplicates multiple other routes and has other sections of low ridership activity.

In order to reduce duplication of service, Route 387 should be restructured (Figure 1-20).

- Between Pittsburg/Bay Point BART and LMC, a new Route 396 should replace Route 387. The alignment is similar, but not identical. Almost all higher ridership stops would continue to have service. The new Route 396 would operate more frequently on weekdays than the current Route 387 (Table 1-35 and Table 1-36).
- Between LMC and Antioch High School, a new Route 370 would operate at higher frequencies.
- Between downtown Antioch and Antioch BART, a new Route 378 would provide service.

**Table 1-35 Route 387 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	4:43am-12:16am	-	-
<b>Route 370</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>
<b>Route 378</b>	<b>5:45am-10:30pm</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>
<b>Route 396</b>	<b>5:00am-10:10pm</b>	<b>7:00am-10:10pm</b>	<b>7:00am-10:10pm</b>

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

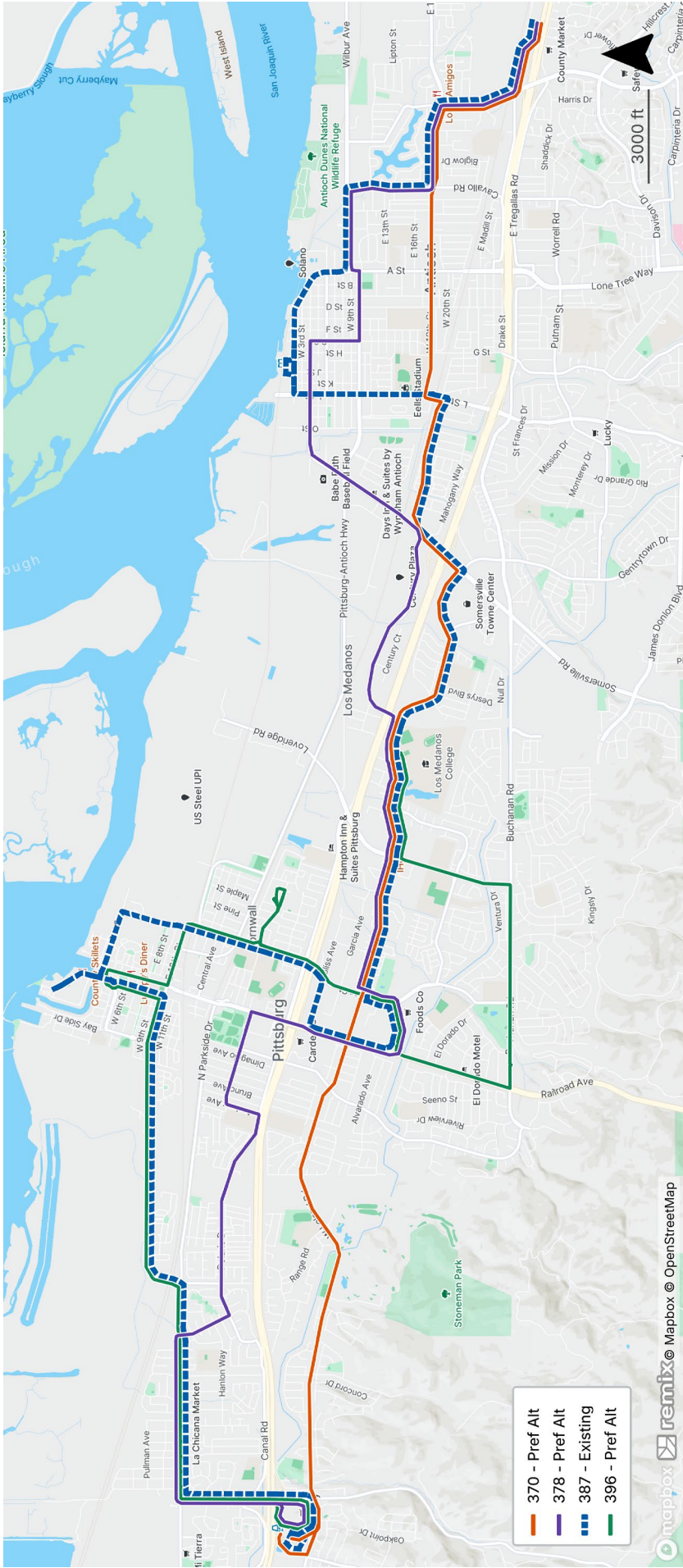
Tri Delta Transit

**Table 1-36 Route 387 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	~60	~60	60
	Saturday	-	-	-
	Sunday	-	-	-
Recommended (Route 370)	Weekday	30 am / 15 pm	15	60
	Saturday	60 am / 30 pm	30	60
	Sunday	60 am / 30 pm	30	60
Recommended (Route 378)	Weekday	30	30	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended (Route 396)	Weekday	30	30	60
	Saturday	60	60	60
	Sunday	60	60	60

Revitalize Tri Delta Transit Preferred Alternative Summary Detail  
Tri Delta Transit

Figure 1-20 Route 387 Alignment Recommendation



## Route 388

Route 388 currently connects the Pittsburgh-Bay BART station with the Antioch BART Station and Kaiser Medical Center via an extremely long and circuitous alignment.

In order to simplify service and improve route directness and service reliability, Route 388 should be restructured and replaced by other routes (Figure 1-21). Almost all stops with current ridership will continue to be served.

- Between Pittsburg / Bay Point BART and Railroad Ave., a new, more frequent Route 370 will replace Route 388 (Table 1-37 and Table 1-38). Route 370 will also serve LMC and continue to Antioch BART.
- Service to Harbor St and School St will be provided by a new Route 396. Route 396 will also serve LMC.
- Between LMC, downtown Antioch, and Antioch BART, a new Route 378 will replace Route 388.
- Between Antioch BART and Kaiser, a new Route 374 will provide service.

**Table 1-37 Route 388 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	4:59am-10:17pm	7:33am-12:27am	7:33am-12:27am
<b>Route 370</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>	<b>5:00am-12:00am</b>
<b>Route 374</b>	<b>5:40am-10:40pm</b>	<b>6:15am-9:05pm</b>	<b>6:15am-9:05pm</b>
<b>Route 378</b>	<b>5:45am-10:30pm</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>
<b>Route 396</b>	<b>5:00am-10:15pm</b>	<b>7:00am-10:15pm</b>	<b>7:00am-10:15pm</b>

# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

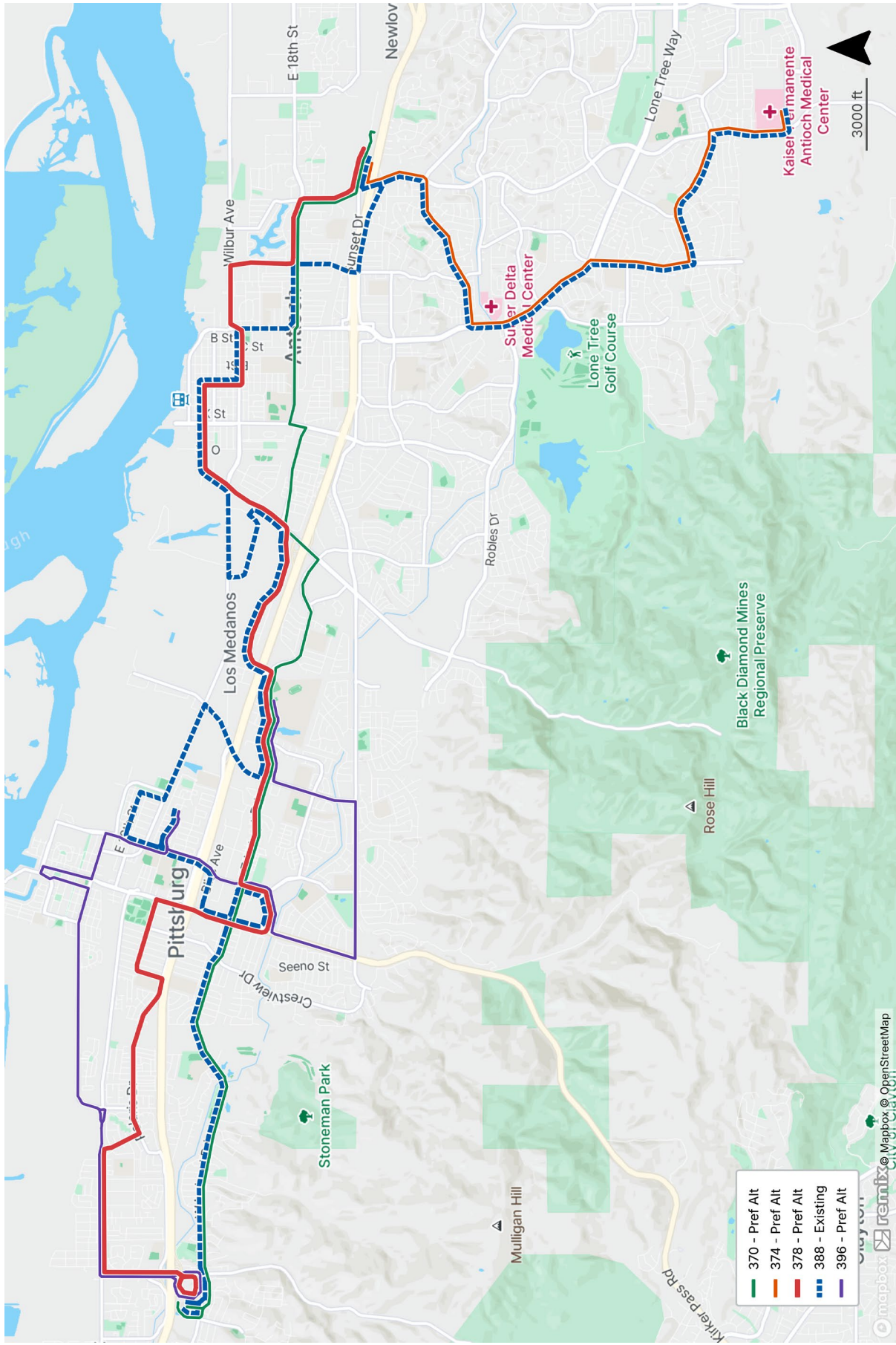
Tri Delta Transit

**Table 1-38 Route 388 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	20-40	45-65	60-90
	Saturday	60	60	60
	Sunday	60	60	60
Recommended (Route 370)	<b>Weekday</b>	<b>30 am / 15 pm</b>	<b>15</b>	<b>60</b>
	<b>Saturday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>
	<b>Sunday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>
Recommended (Route 374)	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>
Recommended (Route 378)	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>
Recommended (Route 396)	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>



Figure 1-21 Route 388 Alignment Recommendations



## Route 389

Route 389 currently connects the Pittsburg / Bay Point BART Station, the Bay Point Health Center, and three Bay Point Schools. Route 389 should be restructured to operate more bi-directionally to reduce travel times for the majority of customers. Low-ridership areas, such as Mota Dr., Evora Rd., and Kevin Dr. (Figure 1-22) would no longer have service. Route 389 currently provides six trips a day on weekdays and all-day service on weekends; Weekday service should be expanded to provide hourly service throughout the day (Table 1-39 and Table 1-40).

**Table 1-39 Route 389 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	6:36am-9:21am, 1:36pm-4:21pm	7am-10:39pm	7am-10:39pm
<b>Recommended</b>	<b>6:00am-7:45pm</b>	<b>7:00am-7:45pm</b>	<b>7:00am-7:45pm</b>

**Table 1-40 Route 389 Frequency Recommendations**

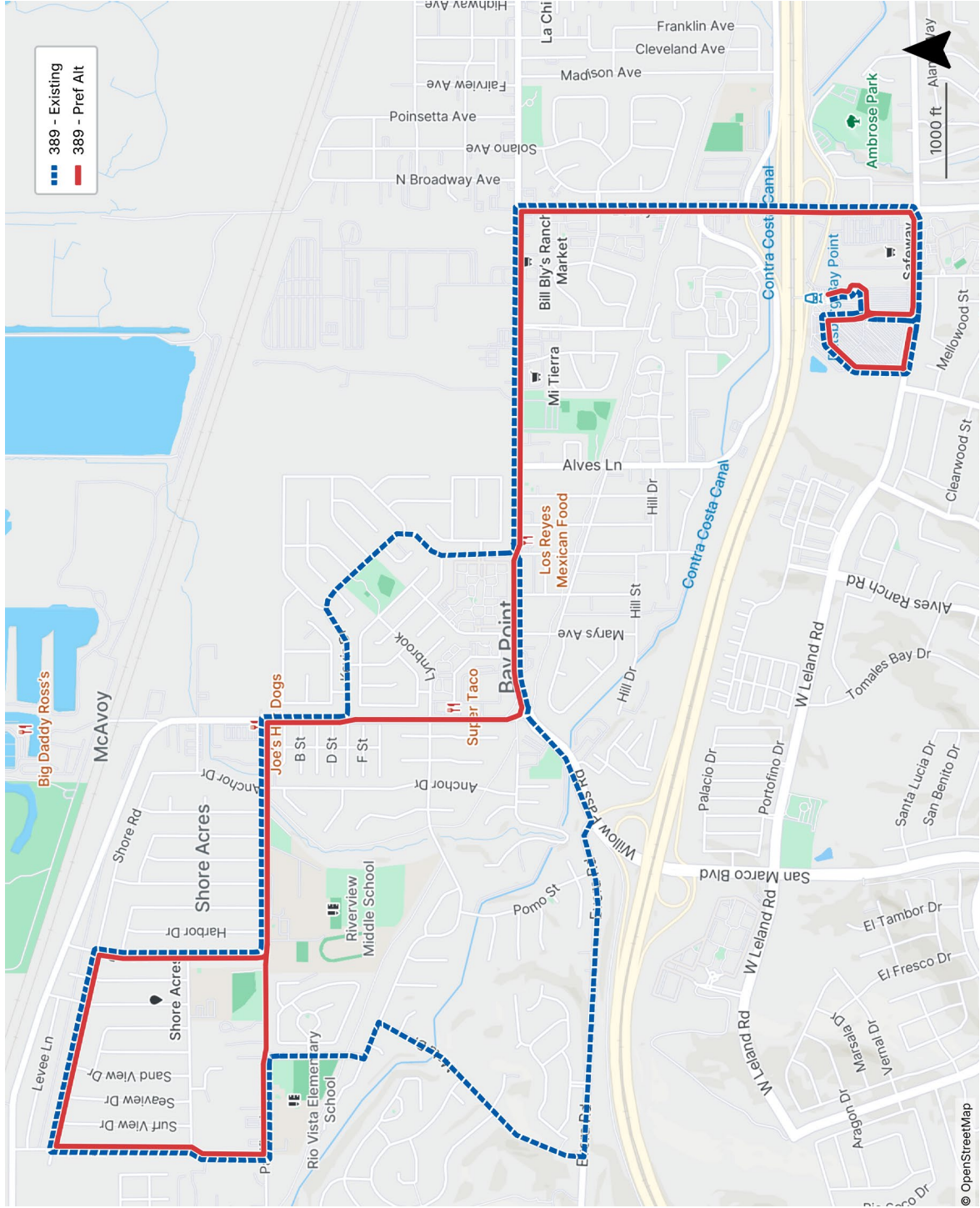
Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	40-90	-	-
	Saturday	60	60	60
	Sunday	60	60	60
<b>Recommended</b>	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>



Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-22 Route 389 Alignment Recommendation



## Route 390

Route 390 provides weekday peak directional service to Pittsburg/Bay Point BART Station in the morning and from Pittsburg/Bay Point BART Station in the afternoon. Route 390 connects the Pittsburg/Bay Point BART Station to the Antioch BART Station via Leland Ln and Buchanan Rd.

Almost all of Route 390's alignment duplicates Tri MyRide and other routes, and ridership is low. As a result of low utilization and other available options, Route 390 should be deleted. The new Route 370 would replace service on Leland Ln between Pittsburg/Bay Point BART station and Loveridge Rd, while an expanded Antioch/Oakley Tri MyRide zone would cover areas east of Somersville Rd (Figure 1-23, Table 1-41, and Table 1-42).

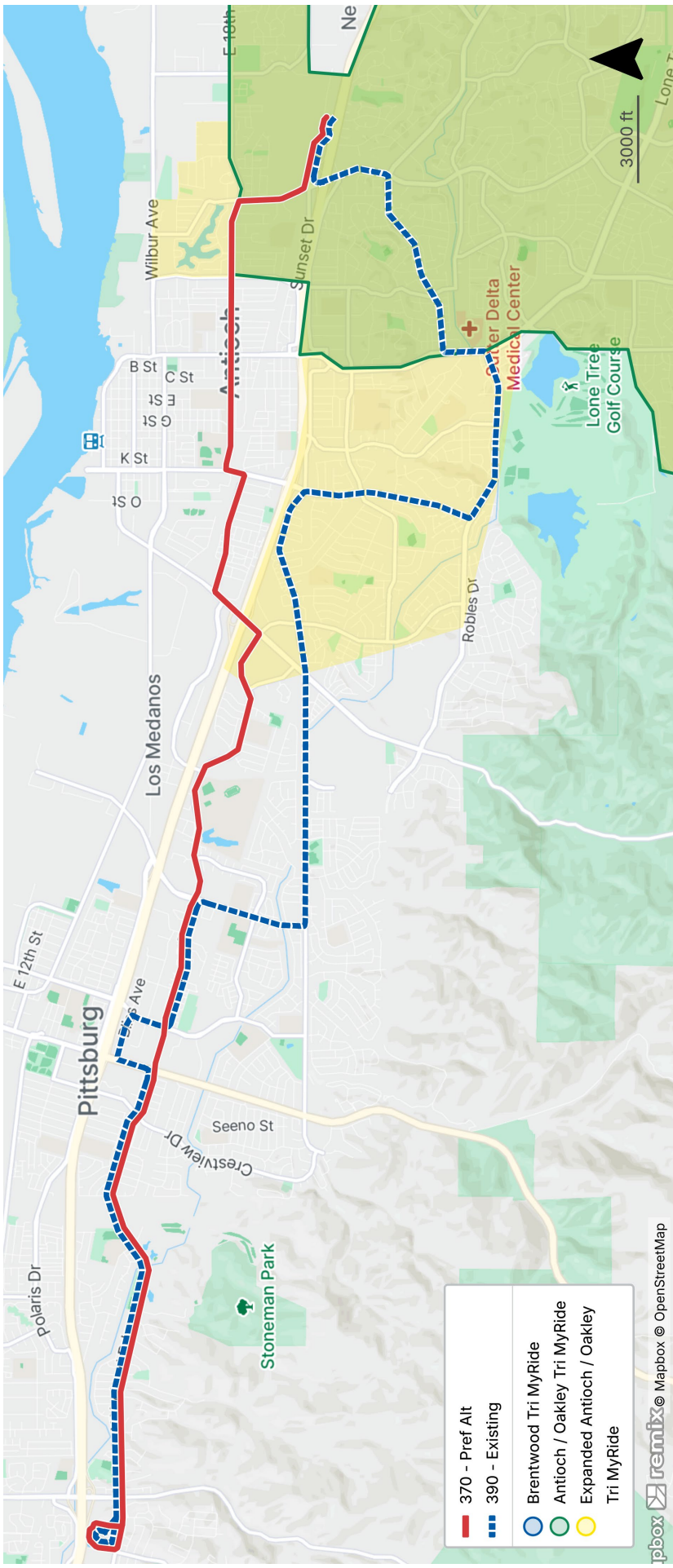
**Table 1-41 Route 390 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	4:39am-8:01am 4:22pm-8:39pm	-	-
<b>Route 370</b>	<b>4:15am-12:00am</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>

**Table 1-42 Route 390 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	~35 in a.m. ~30 in p.m.	-	-
	Saturday	-	-	-
	Sunday	-	-	-
<b>Recommended (Route 370)</b>	<b>Weekday</b>	<b>30 am / 15 pm</b>	<b>15</b>	<b>60</b>
	<b>Saturday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>
	<b>Sunday</b>	<b>60 am / 30 pm</b>	<b>30</b>	<b>60</b>

Figure 1-23 Route 390 Alignment Recommendation



## Route 391

Route 391 currently connects Pittsburg Center BART, LMC, the Antioch BART Station, Oakley Park & Ride, and the Brentwood Park & Ride. Route 391 is largely duplicated by Route 300X between Antioch BART and Brentwood. Multiple other routes also connect LMC to Antioch BART.

In order to reduce duplication and allow for scheduled timed connections with eBART, Route 391 should be shortened to operate only between Antioch BART and Brentwood (Figure 1-24).

- A new Route 370 will provide more frequent service between Antioch BART, LMC, and Pittsburg. During weekday midday and afternoons, Route 370 will operate every 15-minutes.
- During school bell times, Route 391 should be extended to Heritage High School. This extension will replace current Route 385 service to Heritage High School (Table 1-43 and Table 1-44).

**Table 1-43 Route 391 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	4:03am-1:28am	6:24am-9:45pm	6:24am-9:45pm
<b>Route 391</b>	<b>4:15am-12:00am</b>	<b>6:15am-10:00pm</b>	<b>6:15am-10:00pm</b>

**Table 1-44 Route 391 Frequency Recommendations**

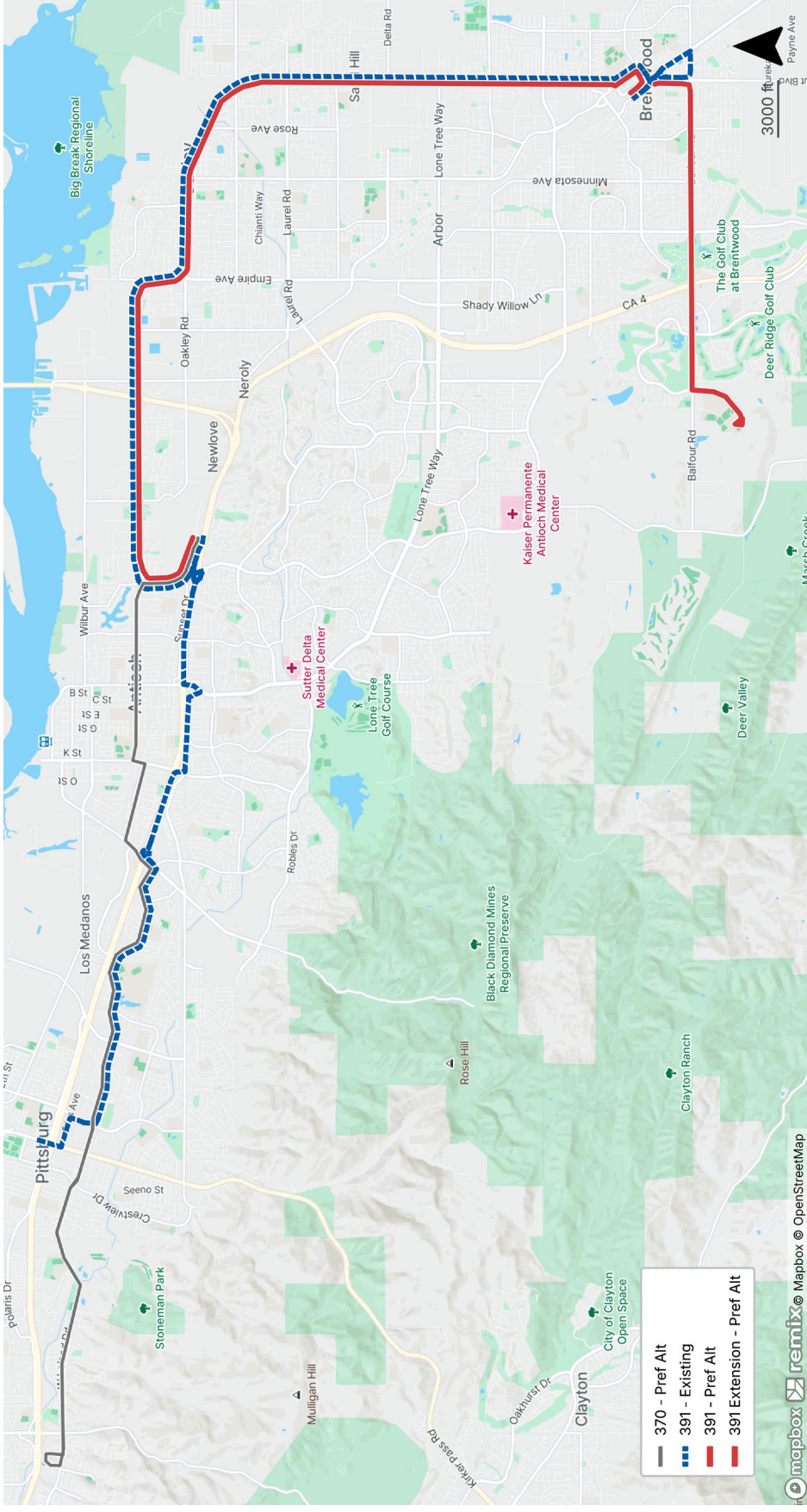
Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	40-60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>30-60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>



# Revitalize Tri Delta Transit Preferred Alternative Summary Detail

Tri Delta Transit

Figure 1-24 Route 391 Alignment Recommendation



## Route 395

Route 395 operates only on weekends to Slatten Ranch Shopping Center and the Streets of Brentwood, primarily via Highway 4. On weekdays, Route 385 makes this connection.

Route 395 is one of the lowest ridership routes operated by Tri Delta Transit.

Given the lower ridership, Route 395 should be replaced by a combination of new Routes 375, 376, and the new Brentwood Tri MyRide service (Figure 1-25, Table 1-45, Table 1-46). Trips between The Streets of Brentwood and Antioch BART will still be possible, with a transfer.

**Table 1-45 Route 395 Service Recommendations**

Hours of Service			
	Weekday	Saturday	Sunday
Existing	-	9:17am-7:44pm	9:17am-7:44pm
<b>Route 375</b>	<b>4:45am-10:30pm</b>	<b>5:45am-10:30pm</b>	<b>5:45am-10:30pm</b>
<b>Route 376</b>	<b>5:00am-9:00pm</b>	-	-
<b>Brentwood Tri MyRide</b>	<b>6:00am-9:00pm</b>	<b>8:00am-5:00pm</b>	<b>8:00am-5:00pm</b>

**Table 1-46 Route 395 Frequency Recommendations**

Frequency (minutes)				
	Day	Peak (3-6pm)	Midday (9am-3pm)	Evening (6pm-12am)
Existing	Weekday	-	-	-
	Saturday	60	60	60
	Sunday	60	60	60
Recommended (Route 375)	Weekday	30	30	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended (Route 376)	Weekday	60	60	60
	Saturday	-	-	-
	Sunday	-	-	-



## Tri Delta Transit

The map displays the Brentwood Tri Myrtle area, highlighting proposed and existing routes. The legend indicates four types of routes: 375 - Pref Alt (red solid line), 376 - Pref Alt (purple solid line), 395 - Existing (blue dashed line), and Brentwood Tri Myrtle (blue solid line). The map shows the area around the intersection of Main St and Oakley Rd, with various streets and landmarks labeled. The map includes a scale bar (3000 ft) and a north arrow.

# **TAB 4**

Agenda Item #8b

ACTION ITEM: Proposed FY2025-2026 ECCTA Budget

## **Board of Directors Meeting**

**Wednesday April 23, 2025**

**ECCTA Boardroom**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 23, 2025

**Agenda Item:** Proposed FY2025-2026 ECCTA Budget – Agenda Item #8b

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

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



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### Background

The proposed FY2025-2026 budget includes an Operating and Capital Budget. The general sources of revenue and expenses are listed below:

Operating Revenue - Operating revenues are divided into the following categories:

1. Non-Fund Operating (fares, advertising sales, BART Paratransit Reimbursement)
2. Federal Transit Administration (FTA) Operating Assistance Fund
3. State Fund:
  - a. Transportation Development Act (TDA) fund
  - b. State Transit Assistance (STA) fund
4. Local Fund:
  - a. BART Feeder Bus (expires on June 30, 2027)
  - b. Regional Measure 2 and 3 (Bridge Toll Revenues),
  - c. Measure J (County ½ Cent Transportation Sales Tax)
  - d. Transportation Fund for Clean Air (TFCA)

Operating Expenses - Operating expenses are divided into the following categories:

1. Purchased Transportation: Transdev operations contract and Mobility on Demand
2. Salaries and Benefits

**Agenda Item #8b**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
April 23, 2025*

3. Materials and Supplies: fuel, tires, and other materials and supplies
4. Services: professional and technical service, temporary help, and contract maintenance service
5. Casualty and Liability
6. Utilities
7. Miscellaneous: dues, subscriptions, travel/meetings, taxes and advertising

## **Discussion**

The proposed, balanced, and fully funded FY2025-2026 operating and capital budget was developed based on projected service levels, revenue sources, and planned projects.

The Eastern Contra Costa Transit Authority (ECCTA)'s Fiscal Year (FY) 2025-2026 budget proposes \$35.8 million in operational expenses for services provided, supported by revenues to offset these costs. Additionally, the proposed budget includes \$12.5 million for capital project expenditures. Overall, operating expenses have increased by 1% compared to FY2024-2025 due to various factors outlined below.

## **Operating Budget**

### Revenue

The proposed revenues are based on annual estimates, along with the proposed apportionment and distribution of funds issued by the Metropolitan Transportation Commission (MTC) and the Contra Costa Transportation Authority (CCTA). These revenue estimates guide the development of the proposed budget for FY2025-2026, which includes both operating and capital projects.

- FTA fund: As a result of the reconciliation of unclaimed FTA 5307 ADA set-aside funds from previous years through FY2024-2025, the fund has experienced a 48% decrease compared to the previous fiscal year. The amounts designated for FTA ADA funds will be allocated annually beginning in fiscal year 2025-2026.

- State funds:
  - Based on the fund estimate released by MTC, there is a 6.43% reduction in TDA and STA funds compared to FY2024-2025.

State Funds	FY2024-2025	FY2025-2026	Changes	% changes
TDA Art 4 Op-ECCTA	\$ 15,660,711	\$ 15,060,949	\$ (599,762)	-3.83%
TDA Art 4.5 - Paratransit	\$ 586,307	\$ 551,235	\$ (35,072)	-5.98%
STA	\$ 4,892,703	\$ 4,167,991	\$ (724,712)	-14.81%
Total	\$ 21,139,721	\$ 19,780,175	\$ (1,359,546)	-6.43%

- The proposed FY2025-2026 revenues include additional state funds to cover the shortfall:
  - Estimated surplus funds of \$1.5 million from FY2024-2025
  - Estimated \$1.9 million in old LCTOP funds reallocated to the operating assistance
  - Withdrawal of \$3.3 million from TDA reserves
- Local Funds: The decrease in local funds is attributed to one-time funds received during FY2024-2025. When excluding these one-time funds, the local funds remain largely unchanged from FY2024-2025, with the exception of a 2% decrease in the BART Feeder Fund compared to FY2024-2025.
- Passenger Fares: The projected fare revenues for FY2025-2026 were calculated based on passenger fare trends. In recent years, passenger fare revenue has seen a gradual increase.

## Expenses

ECCTA's proposed expenses are based on the projected actual expenses of the current fiscal year, with the following modifications:

- **Purchased Transportation** – The fixed and variable costs associated with the operations contract will increase by 2.7% starting July 1, 2025. As a result, the cost will rise from \$63.15 to \$64.86 per service hour.

**Agenda Item #8b**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*April 23, 2025*

- **Salaries and Benefits** – There are slight modifications to the staffing model compared to FY2024-2025, and ECCTA will seek to fill any vacant positions in FY2025-2026. The proposed budget includes a 2.7% cost-of-living adjustment (COLA) for employees based on the Consumer Price Index (CPI) rate.
- **Materials and Supplies** - The decrease in materials and supplies results from shifting expenditures from in-house services to outsourced services due to limited available resources, such as staffing shortages, the separation of fuel taxes from materials and supplies, and a reduction in fixed-route services earlier in FY 2024–2025.
- **Services** - ECCTA anticipates a continued increase in service expenditures as it strives to fill vacant positions, along with rising costs related to contracted labor.
- **Casualty and Liability** – Anticipate small adjustments.
- **Utilities** - ECCTA anticipates an increase in comparison to FY2024-2025 due to rising electricity rates and the growing demand for electric vehicle charging.
- **Miscellaneous** - The majority of expenditures come from fuel taxes.

The proposed operating budget is **\$35,764,359**.

## Capital Budget

The FY2025-2026 capital budget includes the installation of the Bus Charger Replacement and Hydrogen Fuel Station, as well as the purchase of 10 paratransit cutaway buses. ECCTA will utilize federal funding for all three projects, supplemented by TDA, RM3, and Bay Area Air Quality Management District (BAAQMD) funds.

Project	TDA Share	Other Funds	Other Source	Total Cost
Bus Charger Replacement		\$ 981,628	FTA 5307 / BAAQMD	\$ 981,628
Hydrogen Fueling Station	\$ -	\$ 10,000,000	FTA 5307/5339, RM3	\$ 10,000,000
10 Paratransit Cutaway Buses	\$ 312,915	\$ 1,251,658	FTA 5307/5339	\$ 1,564,573
Total	\$ 312,915	\$ 12,233,286		\$ 12,546,201

## Financial Impact

Adoption of the proposed FY2025-2026 budget will result in an expenditure authority of \$35.8 million for operational expenditures and \$12.5 million for capital expenditures during the budget year, leading to a total expenditure authority of \$48.3 million.

**Agenda Item #8b**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*April 23, 2025*



**Requested Action**

Adopt Resolution #250423B approving the proposed FY2025-2026 ECCTA operating and capital budget.

**Attachment:**

Attachment 1: FY2025-2026 Proposed Budget Summary Sheet



# TRI DELTA TRANSIT

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

## **RESOLUTION #250423B APPROVAL OF THE FISCAL YEAR 2025-2026 OPERATING AND CAPITAL BUDGET**

**WHEREAS**, the County of Contra Costa and the cities of Antioch, Brentwood, Oakley and Pittsburg (hereinafter “Member Jurisdictions”) have formed the Eastern Contra Costa Transit Authority (“ECCTA”), a joint exercise of powers agency created under California Government Code Section 6500 et seq., for the joint exercise of certain powers to provide coordinated and integrated public transportation services within the area of its Member Jurisdictions; and

**WHEREAS**, the adoption of an operating and capital budget is required by the Joint Exercise of Powers Agreement and Bylaws of ECCTA, and is necessary for obtaining both Federal, State, and Local funds to support ECCTA’s transit program; and

**WHEREAS**, the Chief Executive Officer or their designee have prepared and presented to the Board of Directors a proposed final Operating Budget for Fiscal Year 2025-2026 in the amount of \$35,764,359, which sets forth the projected revenues and expenses associated with ECCTA’s operating and maintenance program; and

**WHEREAS**, the Chief Executive Officer or their designee have prepared and presented a proposed final Capital Budget for Fiscal Year 2025-2026 in the amount of \$12,546,201

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Eastern Contra Costa Transit Authority adopts the Operating and Capital budget for Fiscal Year 2025-2026, a copy of which is attached and incorporated by this reference; and

**BE IT FURTHER RESOLVED, BE IT RESOLVED**, that the Chief Executive Officer or their designee is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practicable date.

**PASSED AND ADOPTED THIS** 23rd day of April 2025, by the following votes:

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

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Diane Burgis, Chair

---

Rashidi Barnes, Chief Executive Officer

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



## Fiscal Year 2025-2026 Proposed Budget

Revenues	2023 Actual	2024 Actual	2025 Approved Budget	2025 Estimated Actual	2026 Proposed Budget	VARIANCE	
						\$	%
Federal Funds	4,552,728	1,714,064	2,089,582	1,979,112	1,095,783	(993,799)	-48%
State Funds	21,252,375	23,969,514	24,188,138	23,592,652	26,387,095	2,198,958	9%
Local Funds	2,643,214	3,570,102	4,367,255	4,607,894	3,342,533	(1,024,722)	-23%
BART Feeder Fund	2,387,642	2,532,085	2,665,851	2,665,851	2,608,847	(57,004)	-2%
Passenger Fares	1,654,376	1,830,675	1,986,465	2,050,815	2,153,356	166,891	8%
Advertising Revenue	180,105	154,699	120,000	127,889	100,000	(20,000)	-17%
Interest & Other	305,126	141,487	50,000	73,223	76,745	26,745	53%
Total Operating Revenues	32,975,565	33,912,627	35,467,291	35,097,436	35,764,359	297,068	1%
Expenditures	2023 Actual	2024 Actual	2025 Approved Budget	2025 Estimated Actual	2026 Proposed Budget	VARIANCE	
						\$	%
Purchased Transportation	19,503,544	20,456,810	21,187,290	20,539,288	21,904,858	717,568	3%
Salaries and Benefits	5,966,193	5,752,623	6,408,589	5,903,826	6,349,603	(58,986)	-1%
Materials and Supplies	4,958,303	4,739,978	5,294,307	3,995,618	4,425,783	(868,524)	-16%
Services	1,233,107	1,274,094	1,372,102	1,725,021	1,499,535	127,433	9%
Insurance	619,804	1,072,167	478,493	464,629	484,630	6,137	1%
Utilities	249,979	319,554	333,846	345,000	389,500	55,654	17%
Dues, Travel, Taxes and Other	444,635	297,401	392,665	638,345	710,450	317,785	81%
Total Operating Expenses	32,975,565	33,912,627	35,467,291	33,611,729	35,764,359	297,068	1%
Surplus/Deficit	-	-	-	1,485,708	-		

# **TAB 5**

Agenda Item #8c

ACTION ITEM: Authorization for Filing of TDA, STA, RM2, and RM3  
Funding

## **Board of Directors Meeting**

Wednesday April 23, 2025

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 23, 2025

**Agenda Item:** Authorization of Filing for TDA, STA, RM2 and RM3 Funding - Agenda Item #8c

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

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



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### Background

The Metropolitan Transportation Commission (MTC) serves as the transportation planning agency for the Bay Area and oversees the administration of the Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and Regional Measure 3 (RM3) funds for the region.

TDA established two funding sources: Local Transportation Fund (LTF) and the STA fund.

- *LTF*, is derived from a ¼ cent of the general sales tax collected statewide. The California Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population.
- *STA*, is derived from the statewide sales tax on gasoline and diesel fuel. The STA funds are appropriated by the legislature to the State Controller's office. The Controller's office then allocates the tax revenue, by formula, to planning agencies and other selected agencies. The statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

### Regional Measures

- RM2 was established on March 2, 2004, to raise the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00.

- RM3 was established on June 5, 2018, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3.00, phased in through one-dollar increments, that went into effect on January 1, 2019, January 1, 2022, and January 1, 2025.

To receive a timely allocation of these funds, ECCTA must file applications in accordance with MTC's procedures and conditions outlined for each fund.

### **Financial Impact**

Approval of this resolution will allow the Chief Executive Officer or his designee to timely file the TDA, STA, RM2, and RM3 funds to meet the operational needs.

### **Requested Action**

The Staff requests that the Board adopt 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.





# TRI DELTA TRANSIT

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

## **RESOLUTION #250423C**

### **AUTHORIZATION FOR FILING OF TDA, STA, RM2, AND RM3 FOR FY2025-2026**

**Resolution #250423C authorizes the Chief Executive Officer or their designee to file applications and supporting documents with the Metropolitan Transportation Commission for the allocation of Transportation Development Act, State Transit Assistance, Regional Measure 2 and Regional Measure 3 funding.**

**WHEREAS**, the Transportation Development Act (TDA), (Public Utilities Code §99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Contra Costa for use by eligible applicants for the purpose of administering and operating public transit services in Eastern Contra Costa County; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Code of Regs. §6600 et seq.) a prospective applicant wishing to receive an allocation from the Local Transportation Fund (LTF) shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code §99310 et seq., and

**WHEREAS**, the STA fund makes funds available pursuant to Public Utilities Code §99313.6 for allocation to eligible applicants to support approved transit projects; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Contra Costa County and STA funds will be required by applicant in Fiscal Year 2025-2026 for administering and operating Fixed-Route and paratransit services for the public of Eastern Contra Costa County; and

**WHEREAS**, the Eastern Contra Costa Transit Authority is an eligible applicant for TDA and/or STA funds pursuant to PUC §99260;

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

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

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

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

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 and Regional Measure 3 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures and Regional Measure 3 Policies and Procedures (MTC Resolution No.4404); and

**WHEREAS**, Eastern Contra Costa Transit Authority (ECCTA) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds, and in the Regional Measure 3 Expenditure Plan; and

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

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

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

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

**RESOLVED**, that ECCTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636) and Regional Measure 3 Policies and Procedures; and be it further

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

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

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

**RESOLVED**, that ECCTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d) and Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further; and be it further

**RESOLVED**, that ECCTA is authorized to submit an application for Regional Measure 2 funds for ECCTA Regional Express Bus in accordance with California Streets and Highways Code 30914(d) and Regional Measure 3 funds for ECCTA Regional Express Bus in accordance with California Streets and Highways Code 30914.7(a) ; and be it further

**RESOLVED**, that ECCTA certifies that the projects and purposes for which RM2 and RM3 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to ECCTA making allocation requests for Regional Measure 2 and Regional Measure 3 funds; and be it further

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

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

**RESOLVED**, that ECCTA indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of ECCTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and RM3 funds. ECCTA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and RM3 funds as shall reasonably be considered necessary by MTC may be retained until a disposition has been made of any claim for damages; and be it further

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

**RESOLVED**, that ECCTA authorizes its Chief Executive Officer, or their designee, to execute and submit an allocation request for operating or planning costs for Fiscal Year 2025-2026 with MTC for TDA, STA, RM2, RM3 funds; and be it further

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

**RESOLVED**, that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of such claims; and the Metropolitan Transportation Commission be requested to grant the allocation of funds specified in the applications and supporting documents.

**PASSED AND ADOPTED THIS** 23rd day of April 2025, by the following votes:

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

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Diane Burgis, Chair

---

Rashidi Barnes, Chief Executive Officer

**AYES:** \_\_\_\_\_  
**NOES:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_  
**ABSTENTIONS:** \_\_\_\_\_

# **TAB 6**

Agenda Item #8d

ACTION ITEM: Paratransit Bus Purchase

## **Board of Directors Meeting**

Wednesday April 23, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 23, 2025  
**Agenda Item:** Paratransit Bus Purchase – Agenda Item #8d  
**Lead Staff:** Joe Chappelle, Manager of Administrative Services  
**Approved:** Rashidi Barnes, Chief Executive Officer



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### Background

ECCTA has 10 paratransit buses that have reached the end of their useful life and need to be replaced. ECCTA has 28 remaining options on a contract through the CalACT-MBTA Vehicle Purchasing Cooperative, which is a joint procurement cooperative available to public agencies that allows them to purchase a variety of vehicles at competitive prices. The contract meets the requirements of all applicable State of California solicitation and bid award requirements and follows ECCTA's procurement policy.

### Discussion

The contract has a variety of dealers that ECCTA can select for the actual purchase. Model 1 Commercial Vehicles, formerly known as Creative Bus Sales, is a dealer that ECCTA has worked with in the past for similar vehicle purchases and has a productive relationship with.

### Financial Impact

The quoted price of 10 paratransit vehicles is \$1,535,654.63.

### Requested Action

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.





# TRI DELTA TRANSIT

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

## **RESOLUTION #250423D AUTHORIZATION FOR PARATRANSIT BUS PURCHASE**

**Resolution #250423D authorizes the Chief Executive Officer to enter into a contract for the purchase of 10 paratransit buses with Model 1 Commercial Vehicles.**

**WHEREAS**, ECCTA has ten 2018 paratransit buses that have reached the end of their useful life; and

**WHEREAS**, Model 1 Commercial Vehicles was awarded a contract through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of paratransit vehicles; and

**WHEREAS**, this was a competitively bid contract and complies with State of California and Federal Transit Administration applicable requirements, and

**WHEREAS**, this procurement complies with ECCTA's procurement policies.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250423D authorizing the Chief Executive Officer to enter into a contract for the purchase of ten paratransit buses with Model 1 Commercial Vehicles for an amount not to exceed \$1,689,220, which includes a 10% contingency.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of April 2025, by the following votes:

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

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Diane Burgis, Chair

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Rashidi Barnes, Chief Executive Officer

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

# **TAB 7**

Agenda Item #8e

ACTION ITEM: State Advocacy Services

## **Board of Directors Meeting**

**Tuesday April 23, 2024**

**ECCTA Boardroom**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 23, 2025  
**Agenda Item:** State Advocacy Services – Agenda Item #8e  
**Lead Staff:** Rashidi Barnes, Chief Executive Officer  
**Approved:** Rashidi Barnes, Chief Executive Officer



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### Background

ECCTA was a participant in a joint procurement contract for advocacy services at the state level with the three other transit agencies of the county, resulting in a one-year contract to Politico being signed in March 2024. ECCTA has determined that it is still in need of advocacy services at the state level and issued an RFP to procure such services as part of a one-year contract, with two one-year options, on February 20, 2025.

In response to the RFP, ECCTA received two responsive proposals from:

- EJ Thronson
- Politico

An internal review team evaluated and scored the responsive proposals. No interviews were determined to be necessary.

The review team determined that Politico was the most qualified firm, offering the best quality for the best value possible.

### Discussion

None.

### Financial Impact

Monthly retainer fee: \$2,500 per month.

## **Requested Action**

Adopt 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.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250423E AUTHORIZATION FOR AWARD OF STATE ADVOCACY SERVICES**

**Resolution #250423E authorizes the Chief Executive Officer to enter into a one-year contract with two one-year options for the provision of state advocacy services.**

**WHEREAS**, the current contract of Eastern Contra Costa Transit Authority's (ECCTA) state advocacy services expired in March 2025; and

**WHEREAS**, ECCTA has determined that it is still in need of state advocacy services; and

**WHEREAS**, RFP #2025-02 was published and advertised by ECCTA on February 20, 2025; and

**WHEREAS**, Politico is the recommendation of ECCTA, having offered the highest quality service at the best value possible;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250423E authorizing the Chief Executive Officer to enter into a one-year contract, with two one-year options, for the provision of state advocacy services in regulatory, legislative, operations, and funding issues of interest to ECCTA with Politico for a monthly retainer fee of \$2,500.

**PASSED AND ADOPTED THIS 23<sup>rd</sup> day of April 2025, by the following votes:**

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

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Diane Burgis, Chair

---

Rashidi Barnes, Chief Executive Officer

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