



TRI DELTA TRANSIT

# Board of Directors Meeting Agenda

## Wednesday, July 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  
Shanelle Scales-Preston

#### CITY OF BRENTWOOD

Susannah Meyer  
Tony Oerlemans - Chair

#### CITY OF PITTSBURG

Dionne Adams - Vice Chair  
Angelica Lopez

#### MEMBER-AT-LARGE

Merl Craft

## **PUBLIC COMMENT GUIDELINES:**

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

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

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

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

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

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

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

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

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

# Board of Directors Meeting Agenda

## Wednesday, July 23, 2025

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

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

#### a. Roll Call

### 2. **PLEDGE OF ALLEGIANCE**

### 3. **PUBLIC COMMENT**

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

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

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

*(see attachment: tab #1)*

- a. Minutes of the Board of Directors meeting of June 25, 2025
- b. Financial Report
- c. Marketing and Customer Service Activities Report
- d. Legislative Report

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

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

*(see attachment: tab #2)*

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### 7. ACTION and DISCUSSION ITEMS

**a. ACTION ITEM:** DBE Triennial Goal

*(see attachment: tab #3)*

**Requested Action:** Approve Resolution #250723A accepting ECCTA's proposed DBE Triennial Goal of 3.3% for FTA-assisted contracts for FFY 2026-2028. Upon approval, ECCTA's DBE Triennial Goal will be submitted to the FTA on or about August 1, 2025.

**b. ACTION ITEM:** Title VI Study, Comprehensive Operational Analysis

*(see attachment: tab #4)*

**Requested Action:** Approve Resolution #250723B accepting ECCTA's Title VI Service Equity Analysis.

**c. ACTION ITEM:** FY2026 Transportation Fund for Clean Air Program

*(see attachment: tab #5)*

**Requested Action:** Adopt Resolution #250625C, authorizing ECCTA's application submittal to the FY2026 TFCA program.

**d. ACTION ITEM:** FY2025 Section 5310 Funding

*(see attachment: tab #6)*

**Requested Action:** Adopt Resolution #250723D authorizing ECCTA's application submittal to the FY2025 Section 5310 call for projects.

**e. DISCUSSION ITEM:** Comprehensive Operational Analysis Revitalize Tri Delta Transit Marketing Update

*(see attachment: tab #7)*

**Requested Action:** No requested action.

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**f. ACTION ITEM:** Diesel Bus Purchase

*(see attachment: tab #8)*

**Requested Action:** Adopt Resolution #250723F authorizing the CEO to execute a contract with Gillig through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of twenty-five (25) heavy-duty diesel buses for an amount not to exceed \$ 22,260,535, which includes a 10% contingency.

**9. BOARD OF DIRECTORS COMMENTS**

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

**10. ADJOURN**

Next Meeting: August 27, 2025, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

# **TAB 1**

Agenda Item #5

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

## **Board of Directors Meeting**

Wednesday July 23, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

June 25, 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 4:00 P.M.

**ROLL CALL / CALL TO ORDER**

BOARD MEMBERS

PRESENT: Dionne Adams (Pittsburg)\*; Diane Burgis(County); Donald Freitas (Antioch); Sue Higgins (Member-At-Large Alternate); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Louie Rocha (Antioch); Shanelle Scales-Preston; Shannon Shaw (Oakley); Anissa Williams (Oakley)  
\*Arrived after roll call

ABSENT: Tony Oerlemans (Brentwood)

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)  
Toan Tran, Chief Operations Officer (COO)  
Eli Flushman, General Counsel  
Rosanna Dominguez, Executive Assistant  
Leeann Lorono, Manager of Customer Service and Marketing  
Agustin Diaz, Manager of Planning and Grants  
Michael Gonsalves, Parts Supervisor  
Angel Valdez, Facilities Intern

OTHERS

PRESENT: Myeisha Williams, Transdev General Manager  
Ben Trejo, Safety Manager  
Debra Steidle, Paratransit Coordinator

**PLEDGE OF ALLEGIANCE**

Vice-Chair Oerlemans led the Pledge of Allegiance.

**PUBLIC COMMENT**

There was no public comment.

## **CHAIR'S REPORT**

No Chair's report.

## **CONSENT CALENDAR**

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

- A. Minutes of the Board of Directors meeting of May 28, 2025
- B. Marketing and Customer Service Activities Report
- C. Legislative Report

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

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

- A. Operations Report

Chief Executive Officer Rashidi Barnes updated the Board of Directors on a hearing conducted by JLAC. This hearing included eastern Contra Costa County small operators in response to a request to audit these agencies, requested by Senator Wahab. The audit will take place sometime between July 2024 and March 2026.

Mr. Barnes reported that a Glydways tour will occur in the coming week. Mr. Barnes also presented a map with the different operators in the Bay Area and a new acronym list.

## **ACTION ITEM AND DISCUSSION ITEMS**

- A. Clipper START Regional Means-Based Fare Program

Manager of Customer Service and Marketing Leeann Lorono presented the background of the Clipper START Regional Means-Based Fare Program, highlighting that the program discount went from a 20% to a 50% discount for those individuals who financially qualify. A Title VI could possibly be performed. A final agreement is still being created, but there is an estimated \$15k impact each year to TDT. The agency feels that this program is necessary for the community. Chair Burgis requested that a breakdown of how much monetary value would account for assistance to how many members of the public, so that it could be easier to find funding. Staff does not believe the cost will exceed 15k; this is just an estimate.



On motion by Director Freitas, seconded by Director Meyer, ECCTA Board members adopted Resolution #250625A authorizing participation in the Clipper START Means-Based Fare Program at the rate of 50% off fares for card holders, in partnership with MTC and Bay Area transit agencies, subject to final guidance from the FTA, which was carried by the following vote:

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

#### B. SB1 State of Good Repair Program

Manager of Planning and Grants, Agustin Diaz, presented an overview of the State of Good Repair program. This program funds capital projects that maintain the public transit system. FY25-26, identified that these funds will be used for parking repairs.

On motion by Director Adams, seconded by Director Scales-Preston, the ECCTA Board of Directors approved Resolution #250625B, approving ECCTA's fiscal year 2025-26 State of Good Repair Program project list submittal, which was carried by the following vote:

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

#### C. Nelson/Nygaard Contract Amendment

Chief Operating Officer Toan Tran presented a history of the contract with Nelson/Nygaard. Additional funding has become available, giving the Comprehensive Operational Analysis project opportunity to enhance the outreach, however this will require a contract amendment. Some outreach efforts include promotional video filming, additional advertisements, and assets to promote the project.

On motion by Director Shaw, seconded by Director Meyer, the ECCTA Board of Directors adopted Resolution #250625C authorizing the CEO to amend Contract #2023-04 with Nelson\Nygaard, increasing the contract amount by \$21,500 for a revised total of \$418,500, which was carried by the following vote:

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

#### D. Zero-Emission Bus Rollout Plan Update

Chief Operating Officer Toan Tran provided an update on regulations that ECCTA has so far set as a goal to be compliant with within the Zero-Emission Bus Rollout Plan. This plan has been very aggressive thus far, and current changes require this plan to adjust due to the availability of manufacturers and fuel. The new plan includes a 25-diesel bus purchase.

On motion by Director Adams, seconded by Director Lopez, the ECCTA Board of Directors adopt Resolution #250625D to approve the revised Zero-Emission Bus Rollout Plan and authorize the CEO to submit the plan to CARB in accordance with the Innovative Clean Transit Regulations, which was carried by the following vote:

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

#### E. FY2025-2026 ECCTA Board of Directors Election of Officers

Chief Executive Officer Rashidi Barnes presented the history of the Chair position and the new officers for Chair and Vice-Chair.

On motion by Scales-Preston, seconded by Director Meyer, the ECCTA Board of Directors,

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

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

Which was carried by the following vote:

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

#### **BOARD OF DIRECTORS COMMENT**

Director Adams  
Director Lopez  
Director Williams  
Director Scales-Preston  
Director Higgins  
Director Rocha  
Director Shaw  
Director Meyer

Director Freitas

**ADJOURNMENT**

The meeting of the Eastern Contra Costa Transit Authority adjourned at 5:15 p.m. until July 23, 2025, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave, Antioch, California.

Respectfully submitted,

Rosanna Dominguez

Executive Assistant

## Income Statement - Comparison to Annual Adopted Budget


< July 1, 2024 through June 30, 2025 >  
(unaudited)

	FY 25 YTD Actual			FY25 Adopted Budget			YTD % of FY 25 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR	ECCTA	FR	DR
<b>OPERATING REVENUES</b>									
Passenger Fares	\$ 2,113,468	\$ 1,408,066	\$ 705,402	\$ 1,986,465	\$ 1,013,097	\$ 973,368	106%	139%	72%
Other Income	\$ 127,889	\$ 127,889		\$ 120,000	\$ 120,000		107%	107%	
<b>Total Operating Revenues:</b>	\$ 2,241,357	\$ 1,535,955	\$ 705,402	\$ 2,106,465	\$ 1,133,097	\$ 973,368	106%	136%	72%
<b>NON-OPERATING REVENUES</b>									
Federal Funds	\$ 1,979,112	\$ 155,138	\$ 1,823,974	\$ 2,089,582	\$ 254,827	\$ 1,834,755	95%	61%	99%
State Funds	\$ 18,351,807	\$ 17,174,961	\$ 1,176,846	\$ 24,188,138	\$ 19,030,535	\$ 5,157,603	76%	90%	23%
Local Funds	\$ 3,499,766	\$ 1,601,293	\$ 1,898,473	\$ 4,367,255	\$ 2,398,449	\$ 1,968,806	80%	67%	96%
Inter-Operator Agreements (Bart Feeder)	\$ 2,665,851	\$ 2,665,851		\$ 2,665,851	\$ 2,665,851		100%	100%	n/a
Interest & Other Misc Income	\$ 68,396	\$ 56,385	\$ 12,011	\$ 50,000	\$ 40,000	\$ 10,000	137%	141%	120%
<b>Total Non-operating Revenues:</b>	\$ 26,564,931	\$ 21,653,628	\$ 4,911,304	\$ 33,360,826	\$ 24,389,662	\$ 8,971,164	80%	89%	55%
<b>Total Revenues:</b>	\$ 28,806,288	\$ 23,189,583	\$ 5,616,705	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532	81%	91%	56%
<b>OPERATING EXPENSES</b>									
Purchased Transportation	\$ 20,480,240	\$ 12,954,861	\$ 7,525,380	\$ 21,187,290	\$ 13,613,752	\$ 7,573,538	97%	95%	99%
Materials and Supplies	\$ 4,093,703	\$ 3,337,121	\$ 756,582	\$ 5,294,307	\$ 4,261,135	\$ 1,033,172	77%	78%	73%
Salaries & Benefits	\$ 5,800,433	\$ 4,592,336	\$ 1,208,097	\$ 6,408,589	\$ 5,639,566	\$ 769,023	91%	81%	157%
Services	\$ 1,454,599	\$ 1,066,656	\$ 387,943	\$ 1,372,102	\$ 1,002,585	\$ 369,517	106%	106%	105%
Casualty and liability insurance	\$ 351,798	\$ 291,315	\$ 60,483	\$ 478,493	\$ 384,080	\$ 94,413	74%	76%	64%
Utilities	\$ 296,048	\$ 238,486	\$ 57,562	\$ 333,846	\$ 284,719	\$ 49,127	89%	84%	117%
Other ( Dues, Travel, Taxes, and Other)	\$ 551,476	\$ 366,447	\$ 185,029	\$ 392,664	\$ 336,921	\$ 55,743	140%	109%	332%
<b>Total Operating Expenses:</b>	\$ 33,028,298	\$ 22,847,222	\$ 10,181,075	\$ 35,467,291	\$ 25,522,759	\$ 9,944,532	93%	90%	102%
<b>EXCESS REV/(EXP)</b>	\$ (4,222,010)	\$ 342,360	\$ (4,564,370)	n/a	n/a	n/a			


NOTE:

This financial statement is an estimate because the year-end process has not yet been completed. It is important to note that these figures may be adjusted once all transactions are finalized.

# Staff Report to ECCTA Board of Directors

**Meeting Date:** July 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 

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

 <p><b>IMPORTANT NOTICE</b>  <b>ADVISO IMPORTANTE</b></p> <p>Effective  <b>SUNDAY, AUGUST 10, 2025</b>  <b>THIS BUS STOP will no longer be in service.</b></p> <p>Effectivo, Domingo,  <b>10 de Agosto del 2025</b>  <b>ESTA PARADA de autobús ya no estará en servicio</b></p> <p>Info available on  <a href="http://www.revitalize.tridelta.com">www.revitalize.tridelta.com</a>      scan here   escanear aquí</p> <p><b>ROUTE INFORMATION: 1-925-754-4040</b></p> <p><small>If information is needed in another language, please contact 1-925-754-4040.      Si se necesita información en español, comuníquese al 1-925-754-4040.      Chinese: 925-754-4040      Tagalog: 925-754-4040</small></p> <p><b>Did you know?</b>      Tri Delta Transit's NEW TDT SYSTEM has</p> <ul style="list-style-type: none"> <li>FASTER TIMES</li> <li>MORE TRI MYRIDE SERVICE</li> <li>MORE FREQUENT SERVICE</li> <li>BETTER CONNECTION TO MART</li> <li>MORE WEEKEND SERVICE</li> <li>JUST WORKS FOR YOU</li> </ul> <p><b>View our NEW Routes</b></p>	<h2>August 10<sup>th</sup> Revitalize Schedule Change</h2> <p>With most of our routes changing and route numbers changing, plus additions to Tri MyRide, we are getting the word out early and often so that current riders can plan what they need to do, and new riders can see that transit is a possibility with our new streamlined routes coming more often and running faster.</p> <p>We're excited to bring the new service to current and potential riders.</p> <p>We'll provide a broad overview of outreach in a board presentation during the meeting.</p>
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*Agenda Item #5c  
 Eastern Contra Costa Transit Authority  
 Board of Directors Meeting  
 July 23, 2025*



## Youth Ride Free & Pass2Class

The successful Youth Ride Free campaign continues throughout July, transitioning near the end of July to a program ending July 31, 2025.



Next up is 511 Contra Costa's Pass2Class program, where qualifying students can obtain two 20-ride TDT passes for FREE. The passes do not expire, so students can use them after the other program expires. The program requires an application, and passes are mailed to households.



## Tri Delta Transit Outreach

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

- Oakley Summerfest
- Unity for All Resource Fair, Bay Point

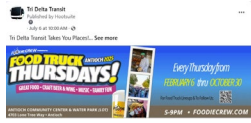


## General Messages and National Campaigns

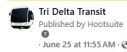
Tri Delta Transit strives to celebrate, honor and educate about various messages. Here are a few for April/May

- July 4<sup>th</sup> Holiday Service

## Ongoing Projects:



ANTIOCH RESIDENTS: The Contra Costa Mosquito and Vector Control District will host a community meeting at Harbour Park and Mountaire Park on Saturday (6/28) from 10 a.m. ... See more



Headed to the Pittsburg Car and Music show? Tri Delta Transit takes you places!... See more



## 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):

- 4<sup>th</sup> of July Celebrations
- Food Truck Thursdays, Pittsburg
- Antioch Community Meetings

## SOCIAL MEDIA ANALYTICS

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

<b>MAIN ACCOUNTS</b>	<b>MONTHS</b>			
<b>Followers</b>	<b>MARCH 2025</b>	<b>APRIL 2025</b>	<b>MAY 2025</b>	<b>JUNE 2025</b>
Facebook	1.4k	1.4k	1.4k	1.4k
Instagram	1,081	1,094	1,101	1,101
LinkedIn	667	677	687	701
BlueSky	26	27	28	32

<b>ALERT ACCOUNTS</b>				
<b>Followers</b>	<b>MARCH 2025</b>	<b>APRIL 2025</b>	<b>MAY 2025</b>	<b>JUNE 2025</b>
Facebook	83	88	90	92
Instagram	89	87	88	92

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  
July 23, 2025*





July 11, 2025

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

From: Chris Lee, Partner, Politico Group

Re: **July Legislative & Budget Updates**

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Politico Group is pleased to provide the following report to Tri Delta Transit on legislation and on the fiscal year 2025-26 state budget, which was approved by the Legislature and signed by the Governor on June 27.

### Legislative Updates

With the house of origin deadline behind the Legislature, policy committee hearings picked back up in mid-June. Eclipsing that work though was the state budget process with several rounds of budget committee hearings, a Legislative budget proposal that was unsatisfactory to Governor Newsom, and finally the announcement of a three-party deal. At the time of this writing, the Legislature has one week of business remaining before it breaks for its month-long summer recess. When they return on August 18, they have four weeks to wrap up legislative work by the end of session on September 12.

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

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

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

SB 63 (Wiener & Arreguín) related to a 2026 Bay Area transit funding measure was approved in the Assembly Transportation Committee on Monday, July 7 on a party-line vote with Republicans voting “no” and one member absent. The Transportation Committee is Chaired by Lori Wilson, who represents part of Tri Delta’s service area in Eastern Contra Costa County, in addition to Solano County. Chair Wilson took a strong position in support of small transit operators, by passing the bill with amendments that reflect those requested by Tri Delta and other East Bay small operators.

The committee amendments to SB 63 reduce the allowable expenditures for transit transformation work undertaken by the Metropolitan Transportation Commission to 5% of total measure revenues. More importantly, the changes make Tri Delta and other small operators eligible to receive measure

funding. Previously, the small operators would have only been eligible for funding from county “return-to-source revenues” after up to 10% of total measure revenue was allocated to MTC transit transformation. While these changes are a positive development, the real test will be the development of a final expenditure plan for the proposed regional measure.

In the hearing, Chair Wilson expressed some frustration that the bill was not fully developed, including a detailed expenditure plan identification of participating counties. She stated that she was allowing the bill to advance with the understanding that the Committee would be involved in the negotiation of those final details—a comment reiterated by another Bay Area member of the Committee, Diane Papan (D-San Mateo). With the approval of the Speaker of the Assembly, the Committee would also be able to pull the bill back for an additional hearing when substantive changes, like amendments to codify an expenditure plan, are made later this summer. This would provide the Chair with an additional opportunity to ensure that her concerns are addressed before the bill is sent back to the Senate for final approval.

The bill will next be heard in the Assembly Revenue and Taxation Committee, chaired by Mike Gipson (D-Carson) on July 14. There are no Bay Area members on the Committee, but in the Transportation Committee hearing, some members asked questions about concerns from the Service Employees International Union (SEIU) that the bill should authorize other types of taxes in addition to a sales tax. Senator Wiener committed to ongoing conversations with SEIU and others but stressed that an approach that could address broad stakeholder concerns, including the business community, was necessary.

SB 63 must be approved by the Assembly Appropriations Committee by August 29 and by floor votes in both houses of the Legislature by September 12. The bill still includes non-binding intent language that a final determination on participating counties be amended into the bill by August 11.

## 2025-26 State Budget Approved

On Friday, June 27, the Legislature passed, and the Governor signed the 2025 Budget Act and several related bills, including numerous trailer bills that make policy changes related to the budget. The package represented a final three-party agreement for the 2025-26 state budget. The budget agreement advances many of the Legislature’s priorities, including reducing the Governor’s proposed cuts to Medi-Cal, and utilizes more reserves and internal borrowing than proposed in the May Revise. In an interesting, and likely unprecedented move, the entire budget deal was made contingent upon the Legislature approving and the Governor signing a [SB 131](#), a budget trailer bill that authorized a new California Environmental Quality Act (CEQA) exemption for infill housing and other environmentally-beneficial projects, and which provided an additional \$500 million appropriation to local governments through the Homeless Housing, Assistance, and Prevention Program (HHAP) in FY 2026-27.

Despite contentious hearings on a related housing trailer bill, [AB 130](#), and significant opposition from the environmental community on SB 131’s changes to CEQA, the Legislature came together to pass both bills, which were signed by Governor Newsom on June 30. While all the component parts of the final budget deal have been approved, Politico Group anticipates action on additional trailer bills throughout the remainder of the 2025 legislative session, and modifications to the budget are entirely possible as well given the considerable uncertainty of fiscal policy at the federal level.

Key budget issues for Tri Delta and public transit include:

- **Cap-and-Trade/Transit and Intercity Rail Investments.** While the final state budget did not include an extension of cap-and-trade beyond 2030, the Legislature and Governor agreed to use \$500 million in greenhouse gas reduction fund (GGRF) in 2025-26 to backfill eligible General Fund expenditures. This amount preserves funding for transit and intercity rail investments that were in peril under the Governor’s May Revision. The budget also included intent language to provide further General Fund relief from the GGRF in the future if the overall budget picture continues to decline, including \$1.2 billion in 2026-27, \$500 million in 2027-28, and \$500 million in 2028-29. However, intent language does not prevent the Legislature or Governor from doing something different in future budgets. Politico Group understands that the Legislature and Governor remain committed to a cap-and-trade extension in a policy bill by the end of the 2025 session.
- **Loans to Bay Area Transit Operators & Los Angeles County Wildfire Recovery.** The 2025-26 state budget provides a \$750 million loan to Bay Area transit operators and a \$1 billion loan to local governments in Los Angeles impacted by wildfires. The transit-related loans would be made to BART, SF MUNI, Caltrain, and AC Transit for operating expenditures to maintain transit services. The loans are contingent on the Legislature passing a budget trailer bill this year to establish loan terms, including requirements for timely repayment of principal and specified interest and to identify reliable funding for repayment. The loan program is also contingent on the passage of legislation to authorize a regional transit revenue measure in the Bay Area, such as SB 63 (Wiener & Arreguín).

## Administrative Updates

### Dina El-Tawansy Appointed New Caltrans Director

On June 18, Governor Newsom named Dina El-Tawansy as the new Caltrans Director. With Caltrans since 1998, she held key roles including Bay Area District 4 Director, Acting Director, Chief Deputy, District 12 Deputy Director, and Regional Project Manager. Ms. El-Tawansy’s education includes an M.Sc. in Construction Management (CSU Long Beach) and a B.Sc. in Civil Engineering (Cal Poly Pomona).

### Attachment

Tri Delta Transit Legislative Tracking Report

# Tri Delta Transit Legislative Report

## Friday, July 11, 2025

### [AB 30](#)

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

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

**Introduced:** 12/2/2024

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

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

**Is Fiscal:** Y

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

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

#### **Position**

Watch

### [AB 33](#)

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

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

**Introduced:** 12/2/2024

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

**Status:** 7/1/2025-Withdrawn from committee. Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 7/1/2025-S. APPR.

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

#### **Position**

Watch

### [AB 35](#)

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

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

**Introduced:** 12/2/2024

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

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

**Is Fiscal:** Y

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

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

#### **Position**

Watch

### [AB 259](#)

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

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

**Introduced:** 1/16/2025

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

**Status:** 6/27/2025-In committee: Hearing postponed by committee.

**Is Fiscal:** N

**Location:** 5/14/2025-S. JUD.

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

**Position**

Watch

**[AB 394](#) (Wilson D) Public transportation providers.**

**Current Text:** Amended: 4/23/2025 [html](#) [pdf](#)

**Introduced:** 2/3/2025

**Last Amend:** 4/23/2025

**Status:** 7/2/2025-From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 0.) (July 1). Re-referred to Com. on JUD.

**Is Fiscal:** Y

**Location:** 7/1/2025-S. JUD.

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

**Position**

Support

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

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

**Introduced:** 2/19/2025

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

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

**Is Fiscal:** Y

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

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

**Position**

Watch

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

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

**Introduced:** 2/21/2025

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

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

**Is Fiscal:** Y

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

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

**Position**

Watch

**SB 63**

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

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

**Introduced:** 1/9/2025

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

**Status:** 7/9/2025-Read second time and amended. Re-referred to Com. on REV. & TAX.

**Is Fiscal:** Y

**Location:** 7/7/2025-A. REV. & TAX

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

**Position**

SIA

**SB 71**

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

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

**Introduced:** 1/14/2025

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

**Status:** 7/3/2025-July 7 hearing postponed by committee.

**Is Fiscal:** Y

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

**Summary:** The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

**Position**

Watch

**SB 79**

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

**Current Text:** Amended: 7/8/2025 [html](#) [pdf](#)

**Introduced:** 1/15/2025

**Last Amend:** 7/8/2025

**Status:** 7/8/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

**Is Fiscal:** Y

**Location:** 7/2/2025-A. L. GOV.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a land use element and a housing element. The Housing Accountability Act requires a local agency that proposes to disapprove a housing development project, as defined, or to impose a condition that the project be developed at a lower density to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist if that project complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization to bring an action to enforce the act's provisions, as provided, and provides for penalties if the court finds that the local agency is in violation of specified provisions of the act. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, as provided. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law.

**Position**

Watch

**SB 88**

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

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

**Introduced:** 1/22/2025

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

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

**Is Fiscal:** Y

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

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

**Position**

Watch

**SB 239**

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

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

**Introduced:** 1/30/2025

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

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

**Is Fiscal:** N

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

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

**Position**

Watch

**[SB 707](#) (Durazo D) Open meetings: meeting and teleconference requirements.**

**Current Text:** Amended: 7/8/2025 [html](#) [pdf](#)

**Introduced:** 2/21/2025

**Last Amend:** 7/8/2025

**Status:** 7/8/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

**Is Fiscal:** Y

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

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

**Position**

Watch

**Total Measures: 13**

**Total Tracking Forms: 13**



# **TAB 2**

Agenda Item #6a  
ACTION ITEM: CEO Report

## **Board of Directors Meeting**

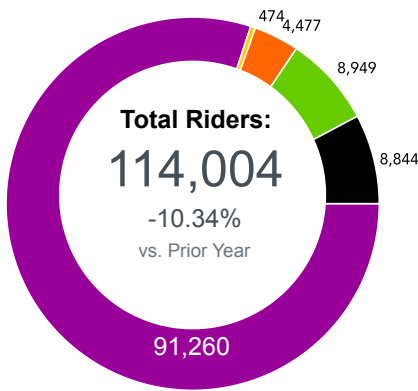
Wednesday July 23, 2025

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509



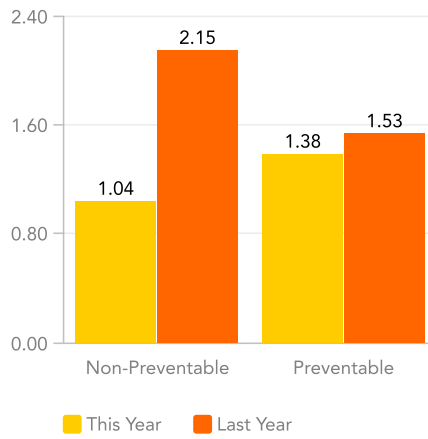
# Performance Summary

### Ridership

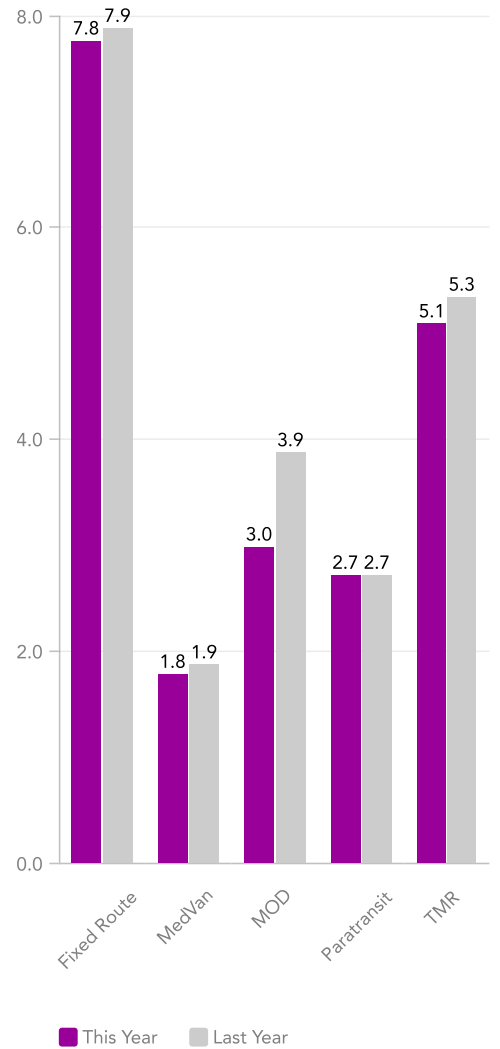


- Fixed Route
- MedVan
- MOD
- Paratransit
- TMR

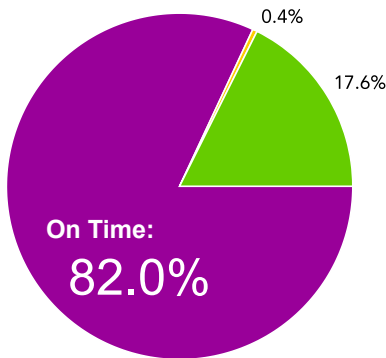
### Accidents / 100K Miles



### Passengers Per Revenue Hour

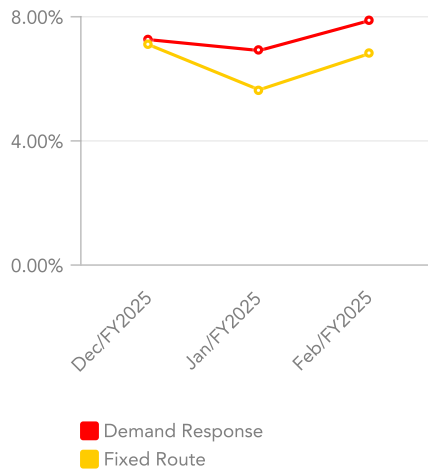


### On Time Performance



- On Time
- Early
- Late

### Cost Recovery Ratio



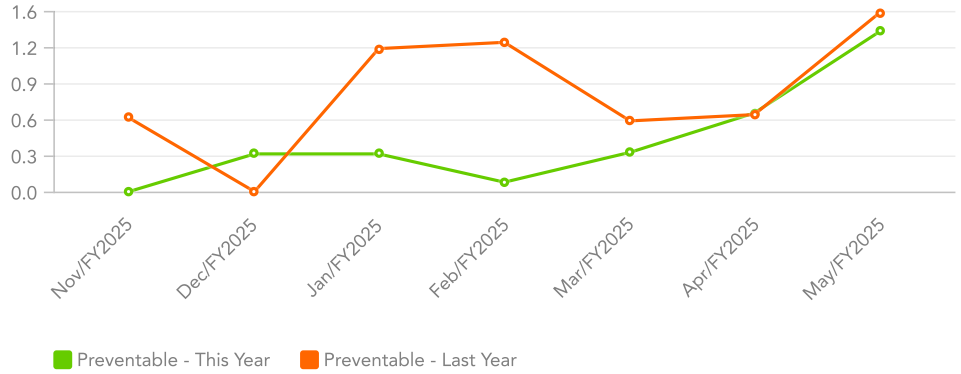
- Demand Response
- Fixed Route

# Safety Performance

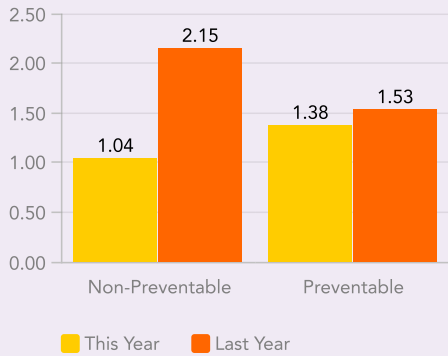
## Preventable Accident Report

	Accidents	Per 100,000 Miles
Dec/FY2025	1	0.33
Jan/FY2025	1	0.33
Feb/FY2025	1	0.08
Mar/FY2025	1	0.34
Apr/FY2025	2	0.67
May/FY2025	4	1.38
<b>YTD 2024</b>	<b>5</b>	<b>1.53</b>
<b>YTD 2025</b>	<b>4</b>	<b>1.38</b>
<b>YTD Change</b>		
Values	-1	-9.80%

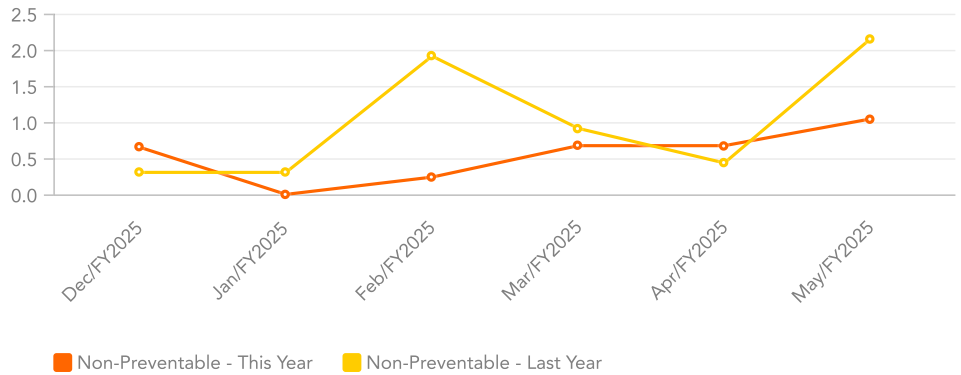
## Preventable Accidents Per 100,000 Miles Last Six Months - System Wide



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

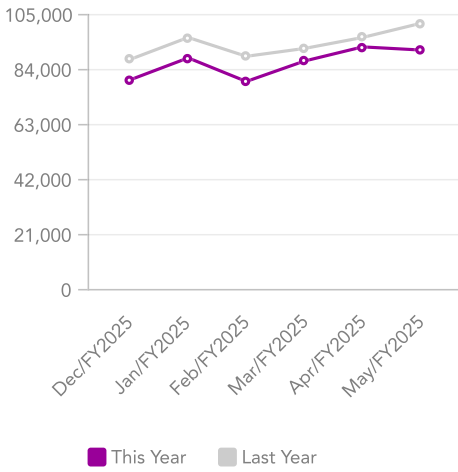


## Non-Preventable Accidents Per 100,000 Miles Last Six Months - System Wide

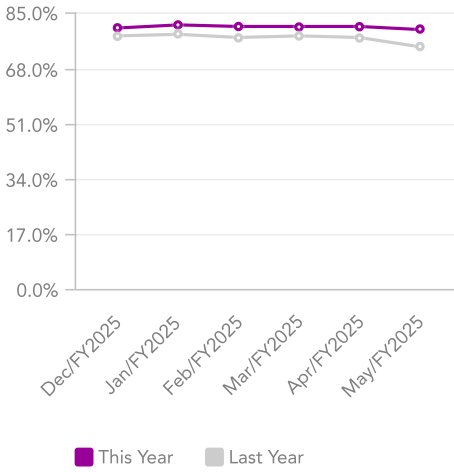


# Fixed Route Performance

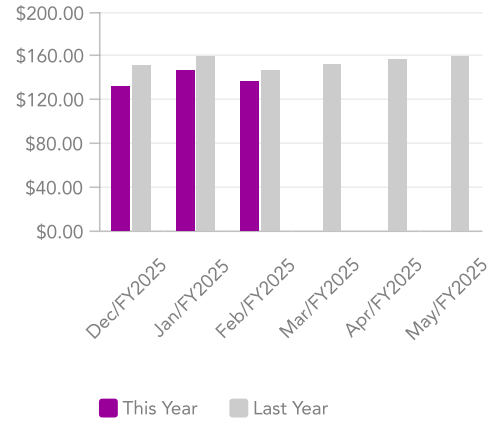
### Total Ridership



### On Time Performance



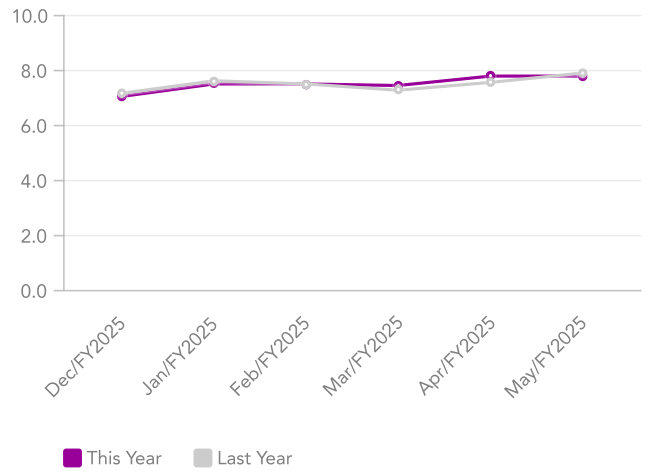
### Operating Cost Per Revenue Hour



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

	Metric	This Year	Prior Year	% Change
<b>Customer</b>	<b>% of Trips On Time</b>	80.32	81.04	-0.9%
<b>Service</b>	<b>Average Miles Between Roadca</b>	11,132.54	5,438.00	+104.7%
	<b>Complaints Per 100k Riders</b>	21.92	40.16	-45.4%
	<b>Ridership Per Rev. Hour</b>	7.76	7.79	-0.4%
<b>Ridership</b>	<b>Ridership</b>	91,260.00	92,122.00	-0.9%

### Passengers Per Revenue Hour



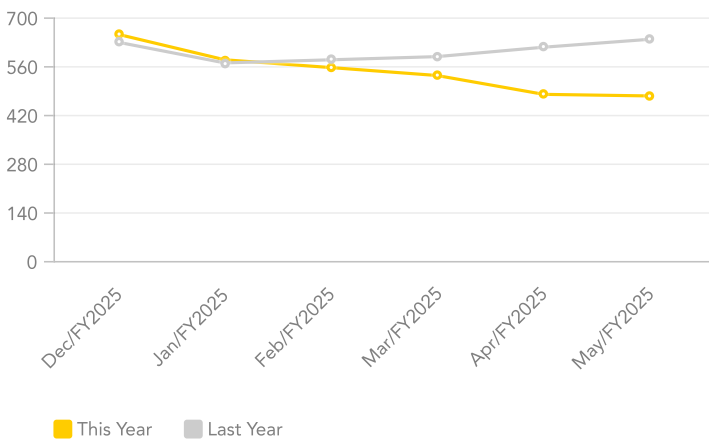
# MedVan, Paratransit, and MOD Performance

## Year-over-Year Report

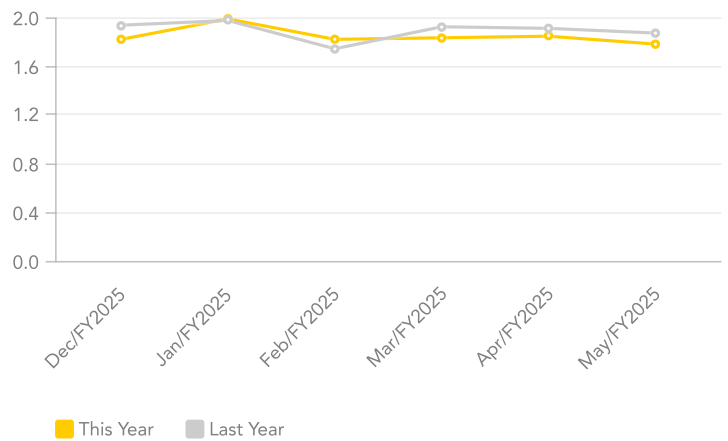
### MedVan

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	91.65	91.64	+0.0%
	Complaints Per 100k Riders	0.00	0.00	
Ridership	Ridership Per Rev. Hour	1.78	1.87	-4.8%
	Ridership	474.00	638.00	-25.7%
Financial	Operating Costs Per Rev. Hour		134.93	

### Total Ridership



### Passengers Per Revenue Hour

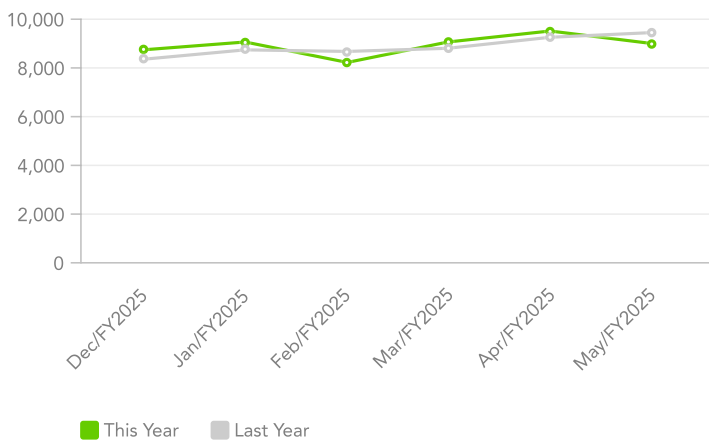


## Year-over-Year Report

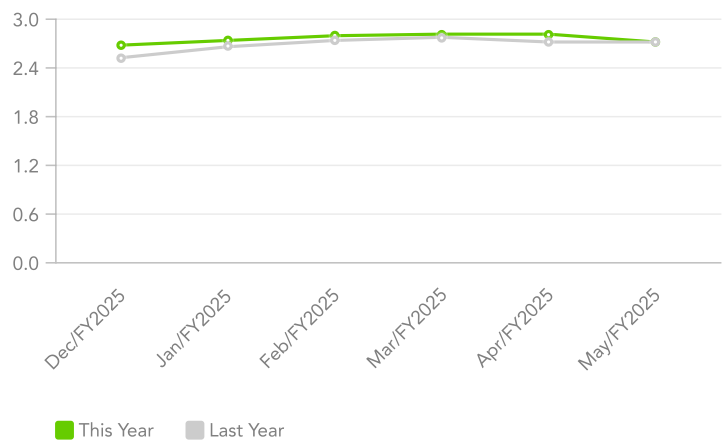
### Paratransit

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	87.99	87.59	+0.5%
	Complaints Per 100k Riders	0.00	138.03	-100.0%
Ridership	Ridership Per Rev. Hour	2.71	2.71	
	Ridership	8,949.00	9,418.00	-5.0%
Financial	Operating Costs Per Rev. Hour		131.53	

### Total Ridership



### Passengers Per Revenue Hour

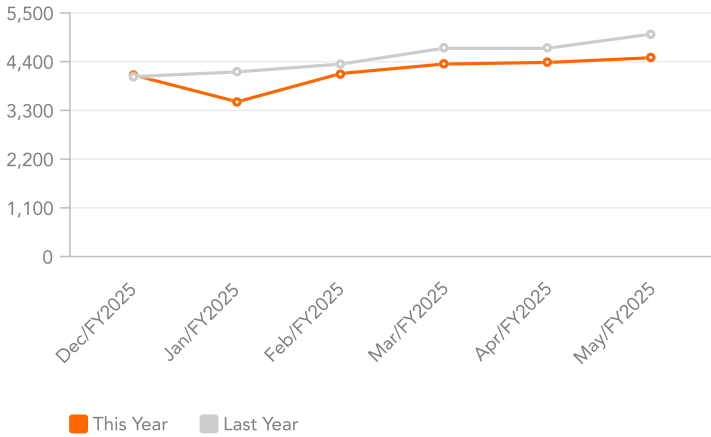


## Year-over-Year Report

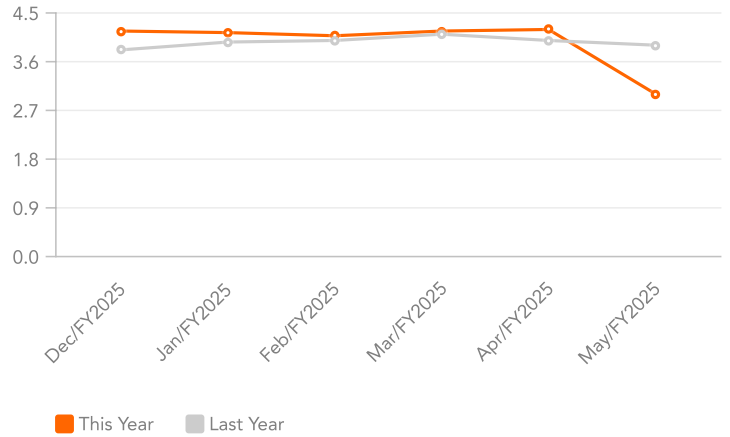
**MOD**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	2.98	3.88	-23.2%
Financial	Operating Costs Per Rev. Hour		80.71	
Ridership	Ridership	4,477.00	5,002.00	-10.5%

Total Ridership



Passengers Per Revenue Hour

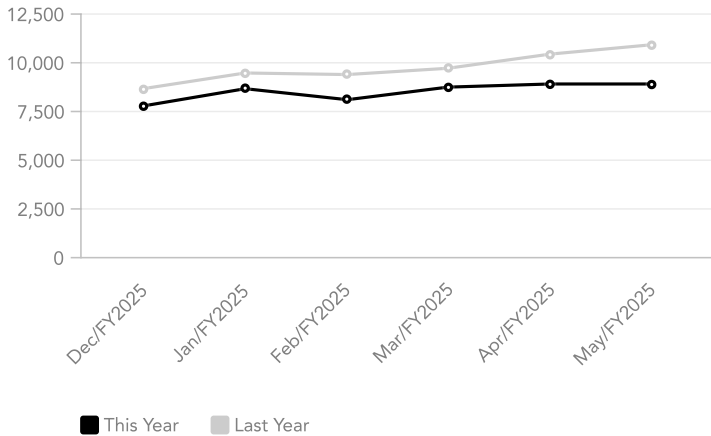


## Year-over-Year Report

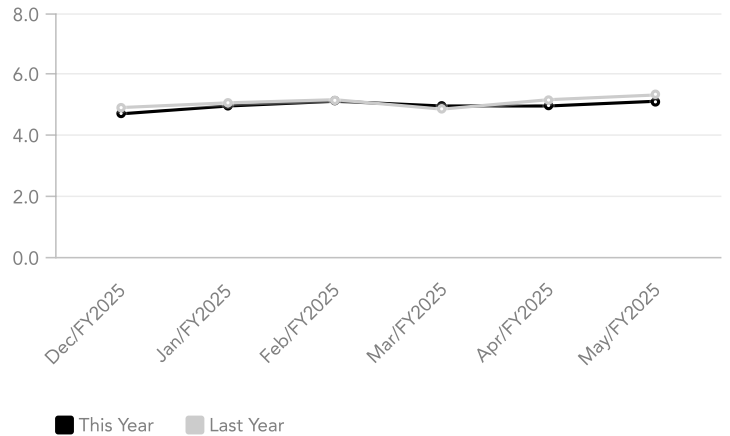
**TMR**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	11.31	64.45	-82.5%
Service	Ridership Per Rev. Hour	5.09	5.34	-4.7%
Financial	Operating Costs Per Rev. Hour		129.43	
Ridership	Ridership	8,844.00	10,861.00	-18.6%

Total Ridership



Passengers Per Revenue Hour



# **TAB 3**

Agenda Item #7a

**ACTION ITEM: DBE Triennial Goal**

## **Board of Directors Meeting**

**Wednesday July 23, 2025**

**ECCTA Boardroom**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025  
**Agenda Item:** DBE Triennial Goal- Agenda Item #7a  
**Lead Staff:** Maceo Wiggins, Compliance Manager  
**Approved:** Rashidi Barnes, Chief Executive Officer



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### Background

ECCTA implements a Disadvantaged Business Enterprise (DBE) Program in accordance with Title 49 of the Code of Federal Regulations, Part 26 (49 CFR Part 26). The DBE regulations require United States Department of Transportation recipients to implement a DBE program and to set an overall DBE Triennial Goal for Federal Transit Administration (FTA)-assisted contracts on a three-year basis. This current cycle covers FFY2026-FFY2028. Our submittal is due to the FTA on August 1, 2025.

### Discussion

The attached document details the methodology used to establish ECCTA's overall DBE Triennial Goal. In determining the DBE goal for the Federal fiscal period of October 1, 2025, through September 30, 2028, ECCTA reviewed the FTA-assisted contracting opportunities over this period, excluding any FTA funds to be used for the purchase of transit vehicles, as transit vehicle purchases are not included in the goal-setting process. ECCTA proposes a DBE Triennial Goal of 3.3% for the three-year Federal Fiscal period, from October 1, 2025 through September 30, 2028 (FFY 2026-2028).

### Financial Impact

This action is not expected to create any financial impact.

### Requested Action

Approve Resolution #250723A accepting ECCTA's proposed DBE Triennial Goal of 3.3% for FTA-assisted contracts for FFY 2026-2028. Upon approval, ECCTA's DBE Triennial Goal will be submitted to the FTA on or about August 1, 2025.

**Agenda Item #7a**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
July 23, 2023*



**Attachment 1:** FFY26-FFY28 Triennial Goal Presentation

**Agenda Item #7a**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*July 23, 2023*



# TRI DELTA TRANSIT

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

## **RESOLUTION #250723A DISADVANTAGED BUSINESS ENTERPRISE (DBE) TRIENNIAL GOAL FOR FEDERAL FISCAL YEARS (FFY) 2026-2028**

**Resolution #250723A accepts the DBE Triennial Goal of 3.3% for FFY 2026-2028.**

**WHEREAS**, in accordance with 49 CFR Part 26, Eastern Contra Costa Transit Authority (ECCTA) must establish an overall goal for DBE participation on all FTA-assisted contracts for FFY 2026-2028; and

**WHEREAS**, ECCTA has developed a methodology based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on ECCTA’s FTA-assisted contracts; and

**WHEREAS**, ECCTA published its goal and methodology on its website; and

**WHEREAS**, ECCTA has consulted with groups and organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and ECCTA’s efforts to establish a level playing field for the participation of DBEs in two (2) scheduled events which occurred in person and virtually; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250723A accepting the DBE Triennial Goal of 3.3% for FFY 2026-2028. Upon approval, ECCTA shall submit to the FTA on August 1<sup>st</sup>, 2025 the DBE Triennial Goal of 3.3% for FTA-assisted contracts for FFY 2026-2028.

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

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

\_\_\_\_\_  
Tony Oerlemans, Chair

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

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



# Tri Delta Transit - FFY26-FFY28 Goal Setting Report

# Triennial Goal - Process

---



- All recipients of FTA funds are required to prepare and submit a DBE goal to the USDOT every three years.
- ECCTA has a methodology that is well established 2-step process:
  - Step 1
    - Identify the total contract dollars expected to be awarded during the period
    - Identify the RWA DBE firms and the comparison group from US Census data
    - Dollar value weight the contracts by availability
    - Sum to calculate a weighted base-figure for the three-year DBE goal
  - Step 2
    - Adjust the base figure if needed and present final Triennial DBE Goal
- ECCTA has completed this review and determined the FFY26-FFY28 DBE Goal is: **3.3%**

# Step 1 - Total Projected Contracting



**Table 1- FTA-Assisted Contracting Opportunities**

Description of Contract	FTA Dollars
ADA & other operating assistance (5307/5310)	\$1,271,735
Fuel System Maintenance (5311)	\$125,349
Hydrogen Fuel Station (5339)	\$4,000,000
Install Zeb Electric Vehicle Chargers (5307)	\$535,000
<b>Total</b>	<b>\$ 5,932,084</b>

EV Charging and Hydrogen Fuel Station are carryover from the prior triennial period

# Step 2 - Establish NAICS Codes



Table 2-NAICS Code and Associated Contracting Opportunity

A. NAICS CODE	B. NAICS DESCRIPTION	C. CONTRACTING OPPORTUNITY
485113	Bus and other Motor Vehicle Transit Systems	ADA operating assistance
237120	Oil & Gas Pipeline and Related Structures Construction	Construction, alteration and/or repair of fuel station
238210	Electrical Contractors and Other Wiring Installation Contractors	Furnish and Place Electric Vehicle Charging Stations
811310	Commercial and Industrial Machinery and Equipment	Diesel Fuel System Maintenance

# Step 3 - Establish Availability



## in the market area

A. NAICS CODE	B. NAICS DESCRIPTION	C. DBEs AVAILABLE TO PERFORM THIS WORK	D. ALL FIRMS AVAILABLE	E. RELATIVE DBE AVAILABILITY
485113	Bus and other Motor Vehicle Transit Systems	2	15	13% (.13)
237120	Oil & Gas Pipeline and Related Structures Construction	2	21	9.5% (.095)
238210	Electrical Contractors and Other Wiring Installation Contractors	37	2,245	1.6% (.016)
811310	Commercial and Industrial Machinery and Equipment	2	353	.5% (.005)

This establishes how many firms there are in the market area AND how many DBEs that correspond to the work identified in the contract there are in the same area.

DBEs/Comparison of all firms = Relative DBE availability

# Step 4 - Dollar Value Weighting



Table 4- Calculating Weighted Base Figure

A. NAICS CODE	B. CONTRACTING OPPORTUNITY	C. FTA DOLLARS	D. WEIGHTED % OF TOTAL FTA DOLLARS	E. DBE AVAILABILITY	F. BASE FIGURE TO DBEs
485113	ADA operating assistance	\$1,021,735	17.2%	13%	2.2%
237120	Fuel System Maintenance (5311)	\$125,349	2.1%	9.5%	.1%
238210	Hydrogen Fuel Station (5339)	\$4,000,000	67.4%	1.6%	1.1%
811310	Zeb Electric Vehicle Chargers (5307)	\$535,000	9%	.5%	N/A
	<b>Total</b>	<b>\$ 5,932,084</b>	<b>100%*</b>	<b>Base Figure</b>	<b>3.3%</b>

\*Totals do not equal 100% due to rounding

The 3.3% dollar value weighted base figure concludes this step



# Final Steps

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Weighted base figure = 3.3%

Disparity Study: No relevant studies in jurisdiction. Radar up for 2025 BART study currently underway  
Review of Market Area: >1016 >75% of all our firms interested in working with ECCTA are domiciled in the counties of our established market area. Re-affirming prior analysis of actual contracting to include ANY firm who has sought to do business with us.

# Next Steps

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- Please give us any feedback on the:
  - Process/Methodology
  - Outcomes/Calculations
  - Adjustment to the goal
  - Any info you may have on the challenges with leveling the playing field for DBEs

# **TAB 4**

Agenda Item #7b  
ACTION ITEM: Title VI Study,  
Comprehensive Operational  
Analysis

## **Board of Directors Meeting**

Wednesday July 23, 2025

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025

**Agenda Item:** Title VI Study, Comprehensive Operational Analysis - Agenda Item #7b

**Lead Staff:** Maceo Wiggins, Compliance Manager

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



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### Background

The attached document details the methodology and outcomes of the Title VI Service Equity analysis of the 2025 Comprehensive Operations Analysis (COA). This study was conducted by Nelson-Nygaard, the same consultant who prepared the 2025 COA recommended network that the Board adopted in 2025. This methodology is consistent with the same methods and tools employed in 2021 to conduct a service equity analysis at the time.

Effective this year, subject to final verification by the Federal Transit Administration (FTA), ECCTA is no longer required to conduct Title VI service and fare equity analyses. ECCTA is still obligated to ensure that we implement the requirements of Title VI; however service and fare equity analyses are no longer required. Should ECCTA's level of fixed route service rise to the level where these analyses are required staff will notify the Board.

### Discussion

The study finds that, while the service changes are major under our Title VI Program, they did not rise to a level that would trigger our disparate impact or disproportionate burden thresholds. At the conclusion of the analysis Nelson-Nygaard determined that no mitigation under Title VI is required by ECCTA to implement the COA service plan approved by the Board in 2025.

### Financial Impact

This action is not expected to create any financial impact.

**Requested Action**

Approve Resolution #250723B accepting ECCTA's Title VI Service Equity Analysis.

**Attachment 1:** Title VI Proposed Service Equity Analysis



# TRI DELTA TRANSIT

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

## **RESOLUTION #250723B**

### **TITLE VI SERVICE EQUITY ANALYSIS FOR THE 2025 COMPREHENSIVE OPERATIONAL ANALYSIS (COA) SERVICE CHANGES**

**Resolution #250723B accepts the findings of ECCTA’s Title VI Service Equity Analysis for the 2025 Comprehensive Operational Analysis (COA) Service Changes**

**WHEREAS**, the Federal Transit Administration requires Eastern Contra Costa Transit Authority (ECCTA) to conform to Title VI of the Civil Rights Act of 1964, its amendments, and related statutes and Executive Orders, including Environmental Justice and Limited English Proficiency; and

**WHEREAS**, ECCTA is required to comply with FTA Circular 4702.1B, which states that temporary service changes in effect longer than twelve months are subject to a service equity analysis; and

**WHEREAS**, ECCTA has established a Major Service Change Policy and Disparate Impact and Disproportionate Burden Policy complying with FTA Circular 4702.1B; and

**WHEREAS**, a Title VI analysis was conducted on ECCTA’s proposed COA to ensure compliance with federal and state civil rights regulations; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #250723B adopting the findings of the Title VI Service Equity Analysis for the 2025 COA.

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

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

\_\_\_\_\_  
Tony Oerlemans, Chair

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

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



# TITLE VI PROPOSED SERVICE EQUITY ANALYSIS

**To:** Toan Tran, Tri Delta Transit  
Maceo Wiggins, Tri Delta Transit

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

**Date:** July 15, 2025

**Subject:** Revitalize Tri Delta Transit Title VI Analysis

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## Table of Contents

<b>1</b>	<b>Introduction</b> .....	<b>2</b>
<b>2</b>	<b>Evaluation of Recommendations</b> .....	<b>6</b>
	Major Service Assessment.....	6
<b>3</b>	<b>Service Equity Analysis</b> .....	<b>10</b>
	Service Equity Analysis – Tri MyRide.....	18

# 1 INTRODUCTION

This report includes service equity analysis to determine whether a disparate impact or a disproportionate burden with result from proposed major service changes in comparison to the baseline service equity.

The service equity analysis included in this report complies with the Federal Transit Administration (FTA)'s Title VI Requirements and Guidelines, as detailed in the FTA Title VI Circular 4702.1B and Tri Delta Transit's (ECCTA) 2021 Title VI Program. The impacts were evaluated cumulatively by service change and service type.

Pursuant to the FTA Circular 4702.1B, Tri Delta Transit does not meet the threshold established by Chapter IV of Circular 4702.1B and does not operate fifty (50) or more vehicles in peak service in an Urbanized Area of 200,000 or more in population. Because this study was already underway, Tri Delta Transit elected to complete this analysis, despite there being no obligation to do so. Should this service plan require changes, staff will ensure that Tri Delta Transit meets its obligations to the community under the circular and shall continue to meet its obligations to the FTA under the Circular.

## Service Change Recommendations

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:



## Title VI Service Equity Analysis

Tri Delta Transit

- Consistent, higher frequency in high ridership areas
- Faster, more direct bus routes to major destinations
- 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, Route 200X and the Pittsburg / Bay Point Tri MyRide zone have no changes. All fixed-route and Tri MyRide changes are included in this Title VI equity analysis.

## Public Engagement

Public engagement was conducted in two phases. Phase I, occurring in June and July 2024, was focused on identifying strengths, opportunities, and priorities for improvements from Tri Delta Transit staff, transit riders, and the broader East County community. In addition to staff workshops, pop up events, and stakeholder meetings, an online survey was administered that collected 205 unique responses.

Phase II engagement, occurring throughout the Fall of 2024, sought the perceptions of two preliminary service scenarios to inform priorities and the strongest individual improvements to help shape the preferred alternative and final recommendations. This phase also incorporated an in-person open house, pop up events, and an online survey that received 230 unique responses.

In both phases of engagement, participants showed strong support for more frequent service, faster service, more direct service, and improved operating efficiency for Tri MyRide service.

## Major Service Change Policy

ECCTA adopted its Title VI program in February 2008 and updated its Title VI Major Service Change Policy in February 2020 to reflect guidelines from the FTA Title VI Circular 4702.1B. ECCTA will provide an opportunity for a public hearing prior to making a final decision on any increase to the basic fare structure or any major service change.

The following defines a major service change or fare change, with exceptions noted:

- A transit route is added or eliminated; or
- A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-month period; or

## Title VI Service Equity Analysis

Tri Delta Transit

- A change in the routing of a bus route, when it is in service that alters 40 percent or more of the route's path.

Some exceptions exist to the major service change definition:

1. Standard seasonal variations in service.
2. Experimental or fare changes may be instituted for six months or less without an equity analysis being completed; Experimental or emergency service changes may be instituted for 12 months or less without an equity analysis being completed.
3. Changes to a route with productivity that is 50 percent or below 18 passengers per revenue hour (Tri Delta Transit Productivity standard) in a typical service day are not considered "major", unless service on that route is eliminated completely on any such day. Productivity refers to the number of passengers carried per revenue hour or per trip.
4. Restoration of service previously eliminated due to budget constraints, provided the service runs on the same route as it had prior to its elimination and those minor deviations do not exceed the requirements of exceptions one (1) through three (3) above.

## Disparate Impact and Disproportionate Burden Policy

As required by FTA Title VI Circular 4702.1B, ECCTA developed a Disparate Impact and Disproportionate Burden policy for use in the assessment of proposed major service changes or fare changes. This policy was adopted by the ECCTA Board of Directors on April 22, 2015, and reaffirmed at the February 26, 2021, Board of Directors Meeting.

A disparate impact is when a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin. A disproportionate burden is when a neutral policy or practice disproportionately affects low-income populations more than non-low-income populations. If a disparate impact or disproportionate burden is found, ECCTA may take additional steps before implementing any major service or fare change to avoid, minimize, or mitigate creating that disparate impact or disproportionate burden.

The policy provides a process and threshold for determining if a disparate impact or disproportionate burden has resulted from a service change. In assessing disparate impact and disproportionate burden, Tri Delta Transit determines adverse impact based on a threshold that compares benefits and adverse impacts between protected and nonprotected populations. The following definitions apply to determine if a disparate impact or disproportionate burden may exist:

- For adverse effects or service decreases, a disparate impact or disproportionate burden will occur when the protected population impacted by service decreases is

## Title VI Service Equity Analysis

Tri Delta Transit

greater than 10 percentage points above the percentage of the protected population system wide.

- For benefits or service increases, a disparate impact or disproportionate burden will occur when the protected population impacted by service benefits is less than 10 percentage points below the percentage of the protected population system wide.

## 2 EVALUATION OF RECOMMENDATIONS

The recommendations included in the new route structures plan are based on existing and emerging transit user needs as indicated by the review of demographics, growth potential in the area, comprehensive route analysis and input from public outreach. The recommendations that qualify as a major service change are identified in this section and are included in the service equity analysis.

### Major Service Assessment

Each fixed route with proposed service changes included in the near-term recommendations was evaluated to determine if the change should be considered a major service change. A major service change exists if (1) a route is added or eliminated; (2) revenue miles change by more than 25 percent; or (3) if a route's path is altered more than 40 percent.

As shown in Figure 1, the proposed changes that qualify as a major service changes are all routes except for the 200X.

FTA Circular 4702.1B defines any non-fixed route system transporting individuals with advanced scheduling including services provided by public entities, non-profits, and private providers as demand response service. However, there are no equity analysis requirements listed for demand response systems. ECCTA's major service policy and disparate impact and disproportionate burden policy do not address equity analysis requirements for demand response system. For this analysis, new service zones and expansion of the existing Tri MyRide service zones are considered major service changes.

The routes in today's network are long, indirect, and have frequencies that are inconvenient for most riders. The New TDT Network makes service faster, more direct, and offers higher frequency routes that better meet the needs of the community. The New TDT Network creates more direct service that reduces time spent on buses, resulting in faster service for existing riders. Tri MyRide service expansion is also greatly needed to meet the changing demands of riders.

## Title VI Service Equity Analysis

Tri Delta Transit

**Figure 1 Major Service Change Assessment**

Route	Existing		Proposed		Major Service Change Assessment			
	Daily Revenue Miles	One-Way Trip Length	Daily Revenue Miles	Daily Revenue Hours	Route Added/ Eliminated	Revenue Miles Difference	Route Alternation	Major Service Change
<b>Weekday</b>								
200X	118.68	14.84	118.68	7.1	No	0%	0%	No
201X	317.985	10.97	84.44	6.1	No	-73%	-4%	Yes
202X	26.07	4.35	0	0	Yes	-100%	-100%	Yes
300X	122.43	11.13	0	0	Yes	-100%	-100%	Yes
360	0	0	11.2	1.3	Yes	100%	100%	Yes
361	0	0	17.46	1.3	Yes	100%	100%	Yes
362	0	0	14.03	1.3	Yes	100%	100%	Yes
370	0	0	992.775	91.8	Yes	100%	100%	Yes
371	0	0	822	73.1	Yes	100%	100%	Yes
372	0	0	682.04	71.3	Yes	100%	100%	Yes
373	0	0	752.07	65.5	Yes	100%	100%	Yes
373 Ext	0	0	26.94	3.0	Yes	100%	100%	Yes
374	0	0	228.48	13.8	Yes	100%	100%	Yes
375	0	0	523.685	46.7	Yes	100%	100%	Yes
376	0	0	225.42	17.0	Yes	100%	100%	Yes
377	0	0	159.2	16.0	Yes	100%	100%	Yes
379	8.89	4.45	0	0	Yes	-100%	-100%	Yes
380	1338.24	26.24	0	0	Yes	-100%	-100%	Yes
381	101.085	4.40	0	0	Yes	-100%	-100%	Yes
383	235.96	13.88	0	0	Yes	-100%	-100%	Yes
384	240.48	10.02	0	0	Yes	-100%	-100%	Yes
385	285.48	15.86	0	0	Yes	-100%	-100%	Yes
387	597.04	17.56	0	0	Yes	-100%	-100%	Yes
388	1024.69	23.83	0	0	Yes	-100%	-100%	Yes
389	53.76	8.96	0	0	Yes	-100%	-100%	Yes

## Title VI Service Equity Analysis

Tri Delta Transit

Route	Existing		Proposed		Major Service Change Assessment			
	Daily Revenue Miles	One-Way Trip Length	Daily Revenue Miles	Daily Revenue Hours	Route Added/ Eliminated	Revenue Miles Difference	Route Alternation	Major Service Change
390	193.9	13.85	0	0	Yes	-100%	-100%	Yes
391	1029.18	20.18	0	0	Yes	-100%	-100%	Yes
<b>Weekend</b>								
370-Sat	0	0	608.475	56.25	Yes	100%	100%	Yes
371-Sat	0	0	438.4	46.38	Yes	100%	100%	Yes
372-Sat	0	0	346.8	32.64	Yes	100%	100%	Yes
373-Sat	0	0	341.85	29.50	Yes	100%	100%	Yes
374-Sat	0	0	212.16	10.88	Yes	100%	100%	Yes
375-Sat	0	0	291.89	33.13	Yes	100%	100%	Yes
376-Sat	0	0	198.9	14.83	Yes	100%	100%	Yes
380-Sat	865.92	26.24	0	0	Yes	-100%	-100%	Yes
381-Sat	140.64	4.40	0	0	Yes	-100%	-100%	Yes
388-Sat	714.9	23.83	0	0	Yes	-100%	-100%	Yes
389-Sat	143.36	8.96	0	0	Yes	-100%	-100%	Yes
391-Sat	585.22	20.18	0	0	Yes	-100%	-100%	Yes
395-Sat	144.32	13.12	0	0	Yes	-100%	-100%	Yes
370-Sun	0	0	608.475	56.25	Yes	100%	100%	Yes
371-Sun	0	0	438.4	46.38	Yes	100%	100%	Yes
372-Sun	0	0	346.8	32.64	Yes	100%	100%	Yes
373-Sun	0	0	341.85	29.50	Yes	100%	100%	Yes
374-Sun	0	0	212.16	10.88	Yes	100%	100%	Yes
375-Sun	0	0	291.89	33.13	Yes	100%	100%	Yes
376-Sun	0	0	198.9	14.83	Yes	100%	100%	Yes
380-Sun	865.92	26.24	0	0	Yes	-100%	-100%	Yes
381-Sun	140.64	4.40	0	0	Yes	-100%	-100%	Yes
388-Sun	714.9	23.83	0	0	Yes	-100%	-100%	Yes
389-Sun	143.36	8.96	0	0	Yes	-100%	-100%	Yes

**Title VI Service Equity Analysis**

Tri Delta Transit

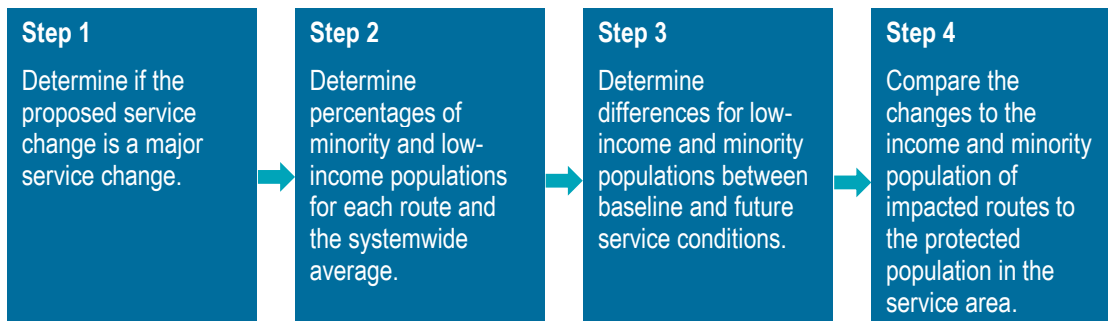
<b>Route</b>	<b>Existing</b>		<b>Proposed</b>		<b>Major Service Change Assessment</b>			
	<i>Daily Revenue Miles</i>	<i>One-Way Trip Length</i>	<i>Daily Revenue Miles</i>	<i>Daily Revenue Hours</i>	<i>Route Added/ Eliminated</i>	<i>Revenue Miles Difference</i>	<i>Route Alternation</i>	<i>Major Service Change</i>
<b>391-Sun</b>	585.22	20.18	0	0	Yes	-100%	-100%	Yes
<b>395-Sun</b>	144.32	13.12	0	0	Yes	-100%	-100%	Yes

## 3 SERVICE EQUITY ANALYSIS

The following section evaluates if the proposed major service changes will have a disparate impact and/or disproportionate burden on minority and/or low-income riders.

### Service Equity Data Analysis Methodology

The following steps were taken to determine if there is a disparate impact or disproportionate burden with major service changes.



#### Step 1: Determine if a service change is a major change

Based on major service change assessment in the previous section, the following changes are considered as major service changes that require service equity analysis:

1. Reducing service on Route 201X
2. Removing routes 202X and 300X
3. Removing routes 379, 380, 381, 383, 384, 385, 387, 388, 389, 390, 391, and 395 and restructuring them into new routes
4. New routes 360, 361, 362, 370, 371, 372, 373, 373 Extension, 374, 375, 376, and 377
5. Expansion of existing Tri MyRide Antioch Zone
6. New Brentwood Tri MyRide Zone



## Step 2: Determine percentages of minority and low-income populations

The 2019-2023 American Community Survey 5-year estimates, which correspond to the data set used for the Remix Analysis was used to determine the percentage of minority and low-income populations for each route for the existing/baseline conditions. The same data set was used for routes with major service changes. Figure 2 shows the low-income and minority populations by route for the existing and proposed conditions. The figures show the system route map, total population, low-income and minority population with a 0.25-mile buffer at each bus stop overlay respectively.

This data is calculated using a 0.25-mile buffer around each bus stop. For minority populations and low-income populations, the census "block group" divisions are used. In the analysis, the number of transit trips serving each census division is calculated for both the baseline service and the future service. The change in service level is calculated for each census division by subtracting current total trips from future total trips, as shown:

$$\begin{array}{l} \text{Future trips available} \\ \text{within census division} \\ \text{(modified/planned bus} \\ \text{routes)} \end{array} - \begin{array}{l} \text{Current trips available} \\ \text{within census division} \\ \text{(existing bus routes)} \end{array} = \begin{array}{l} \text{Change in service by} \\ \text{census division} \end{array}$$

Under the population method, the average percent change in service is calculated by assigning weights to each division's individual percent change according to its population makeup. This is achieved by multiplying each division's population by the percent change in that division, summing the results for all analyzed areas, and dividing the sum by the total population of the analyzed census divisions, as shown:

$$Avg\% \Delta = \frac{\sum Population_i \times Percent\ Change_i}{\sum Population_i}$$

**Title VI Service Equity Analysis**  
Tri Delta Transit

**Figure 2 Protected Population Percentages – Proposed Changes**

<b>Route</b>	<b>Existing</b>				<b>Proposed</b>			
	<i>Population (within 1/4 mile)</i>	<i>Low Income</i>	<i>Minority</i>	<i>Trips (Annually)</i>	<i>Population (within 1/4 mile)</i>	<i>Low Income</i>	<i>Minority</i>	<i>Trips (Annually)</i>
<b>201X</b>	12,765	34.1%	83.8%	1508	12,579	33.7%	83.6%	416
<b>202X</b>	1,470	16.8%	62.6%	312				
<b>300X</b>	4,578	22.1%	55.3%	572				
<b>360</b>					19,520	34.3%	76.7%	104
<b>361</b>					14,035	17.9%	76.3%	104
<b>362</b>					11,070	21.2%	51.8%	104
<b>370</b>					30,718	35.8%	82.5%	10764
<b>371</b>					36,487	37.3%	84.7%	6448
<b>372</b>					26,155	33.0%	83.9%	6188
<b>373</b>					16,605	23.3%	61.4%	6240
<b>373 Ext</b>					5,419	13.5%	52.0%	312
<b>374</b>					11,056	33.8%	88.6%	2080
<b>375</b>					20,743	25.8%	74.1%	6708
<b>376</b>					13,662	22.0%	75.8%	4888
<b>377</b>					11,164	16.7%	77.2%	1664
<b>379</b>	8,625	26.5%	77.9%	104				
<b>380</b>	69,700	29.4%	79.9%	6084				
<b>381</b>	12,429	39.5%	85.4%	4524				
<b>383</b>	19,612	25.4%	59.8%	884				
<b>384</b>	18,672	22.5%	74.2%	1248				
<b>385</b>	23,453	15.4%	65.9%	936				
<b>387</b>	41,001	38.6%	83.0%	1768				
<b>388</b>	46,300	32.2%	80.9%	5356				
<b>389</b>	12,829	34.9%	88.5%	988				
<b>390</b>	35,156	27.6%	78.3%	728				
<b>391</b>	33,335	29.0%	71.1%	5668				
<b>395</b>	2,751	15.8%	68.3%	1144				

## Title VI Service Equity Analysis

Tri Delta Transit

### Step 3: Changes between existing and proposed service

To calculate the change borne by low-income and minority populations, the difference between existing and proposed fixed-route service is compared in Figure 3.

**Figure 3 Changes between existing and proposed fixed-route service**

<i>Service Zone</i>	<i>People-Trips (Population X Trips)</i>	<i>Low-Income Populations- Trips</i>	<i>Minority Populations- Trips</i>	<i>Change Borne by Low Income</i>	<i>Change Borne by Minorities</i>
201X	-14,017,038	-4,793,202	-11,748,386	34.2%	83.8%
202X	-458,615	-77,223	-287,204	16.8%	62.6%
300X	-2,618,453	-578,169	-1,447,496	22.1%	55.3%
360	2,030,062	695,742	1,557,232	34.3%	76.7%
361	1,459,621	261,188	1,113,786	17.9%	76.3%
362	1,151,246	244,097	595,852	21.2%	51.8%
370	330,650,361	118,528,038	272,796,925	35.8%	82.5%
371	235,270,103	87,796,541	199,209,056	37.3%	84.7%
372	161,847,426	53,348,506	135,785,574	33.0%	83.9%
373	103,617,762	24,138,511	63,636,297	23.3%	61.4%
373 Ext	1,690,612	228,900	879,692	13.5%	52.0%
374	22,997,109	7,762,932	20,369,237	33.8%	88.6%
375	139,147,170	35,832,037	103,039,034	25.8%	74.1%
376	66,780,248	14,716,456	50,614,206	22.0%	75.8%
377	18,577,591	3,107,073	14,350,290	16.7%	77.2%
379	-897,013	-237,674	-698,703	26.5%	77.9%
380	-424,055,588	-124,631,533	-338,872,644	29.4%	79.9%
381	-56,227,271	-22,206,575	-48,028,927	39.5%	85.4%
383	-17,336,940	-4,401,183	-10,374,622	25.4%	59.8%
384	-23,302,498	-5,250,188	-17,299,196	22.5%	74.2%
385	-21,951,651	-3,387,008	-14,472,204	15.4%	65.9%
387	-72,490,634	-27,973,744	-60,140,260	38.6%	83.0%
388	-247,980,795	-79,783,010	-200,601,057	32.2%	80.9%
389	-12,674,968	-4,417,482	-11,221,262	34.9%	88.5%
390	-25,593,675	-7,062,917	-20,034,485	27.6%	78.3%

## Title VI Service Equity Analysis

Tri Delta Transit

<i>Service Zone</i>	<i>People-Trips (Population X Trips)</i>	<i>Low-Income Populations- Trips</i>	<i>Minority Populations- Trips</i>	<i>Change Borne by Low Income</i>	<i>Change Borne by Minorities</i>
<b>391</b>	-188,941,059	-54,700,831	-134,348,921	29.0%	71.1%
<b>395</b>	-3,146,789	-497,398	-2,150,057	15.8%	68.3%
<b>Changes</b>	<b>-26,473,675</b>	<b>6,661,884</b>	<b>-7,778,240</b>	<b>-25.2%</b>	<b>29.4%</b>

### Step 4: Comparison with protected population in the service area

The change borne by low-income and minority populations with the protected group population in service area is compared in Figure 4. The results of the equity analysis indicate an overall reduction in people-trips of approximately 26 million. Because this represents a service reduction, disparate impacts and disproportionate burdens would be represented by a difference of greater than +10% between impacted groups and service area averages.

There is also a reduction in minority people-trips of approximately 7.7 million, which suggests that 29.4% of the service reductions are borne by minority populations. A disparate impact occurs when the negative service change impacts borne by minority populations are more than 10% higher than the service area average for minority populations. The service area average minority population is currently 74.8%, while the negative impact borne by minority populations is significantly lower at 29.4%, resulting in a difference of -45.4%, thus **there are no disparate impacts associated with this service change.**

While there is an overall decrease in people-trips, there would be an increase in low-income people-trips of approximately 6.6 million. Because the service change represents an overall negative impact, the positive change borne by low-income populations is represented as a negative figure. In other words, while there is a net negative impact to the overall population, there is a net positive impact to low-income populations. The service area average low-income population is currently 28.6% and the impact borne by low-income populations is -25.2%, resulting in a difference of -53.7%, thus **there are no disproportionate burdens associated with this service change.**

**Title VI Service Equity Analysis**  
Tri Delta Transit

**Figure 4 Comparison – Service Percent Difference**

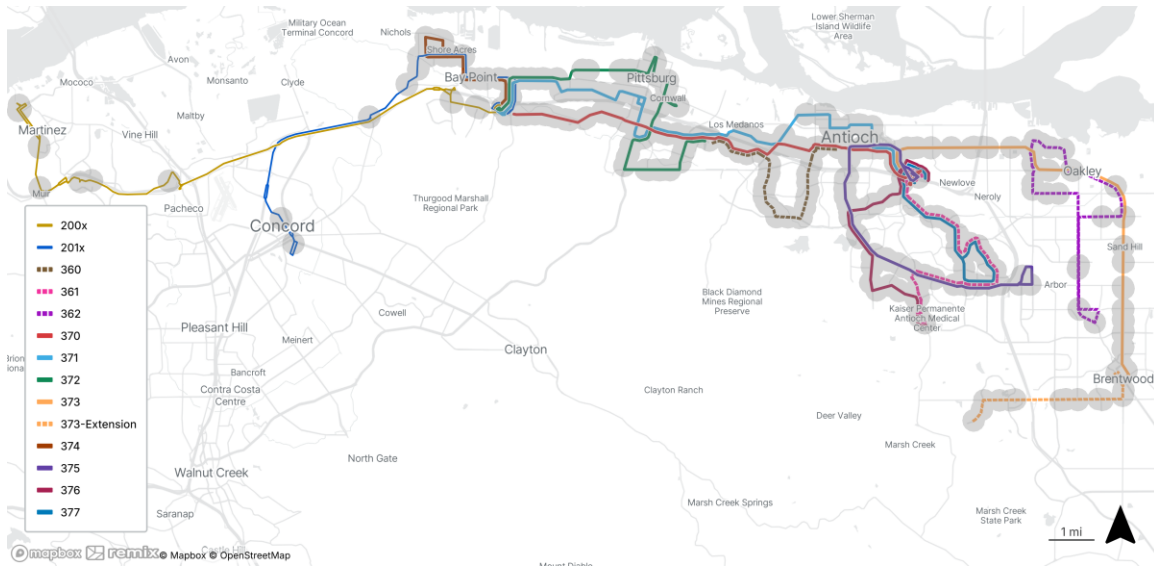
	Low Income	Minority
<b>Change borne by</b>	-25.2%	29.4%
<b>Service area average</b>	28.6%	74.8%
<b>Difference</b>	-53.7%	-45.4%
<b>Impact/Burden Threshold</b>	+10%	+10%
<b>Disparate Impact or Disproportionate Burden</b>	<b>None</b>	<b>None</b>

**Disparate and Disproportionate Burden - Fixed-Route Changes**

For fixed-route service changes, the percent difference for low-income and minority populations is less than the 10 percent threshold. Service improvements will increase the number of low-income population trips despite an overall reduction in total people trips. Therefore, on average, benefits impact protected groups more than non-protected groups.

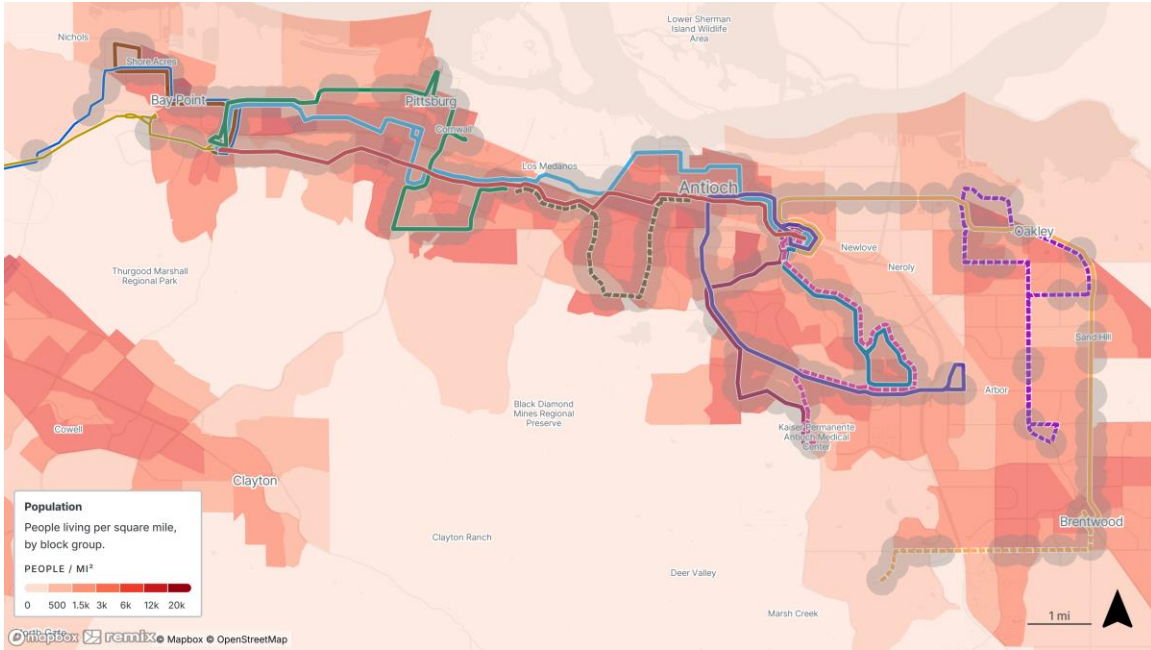
The proposed New TDT Network with a 0.25-mile buffer is shown in Figure 5, and the population, poverty, and minority block groups are shown against the proposed network in Figure 6, Figure 7, and Figure 8.

**Figure 5 New TDT Network – 0.25-mile buffer**

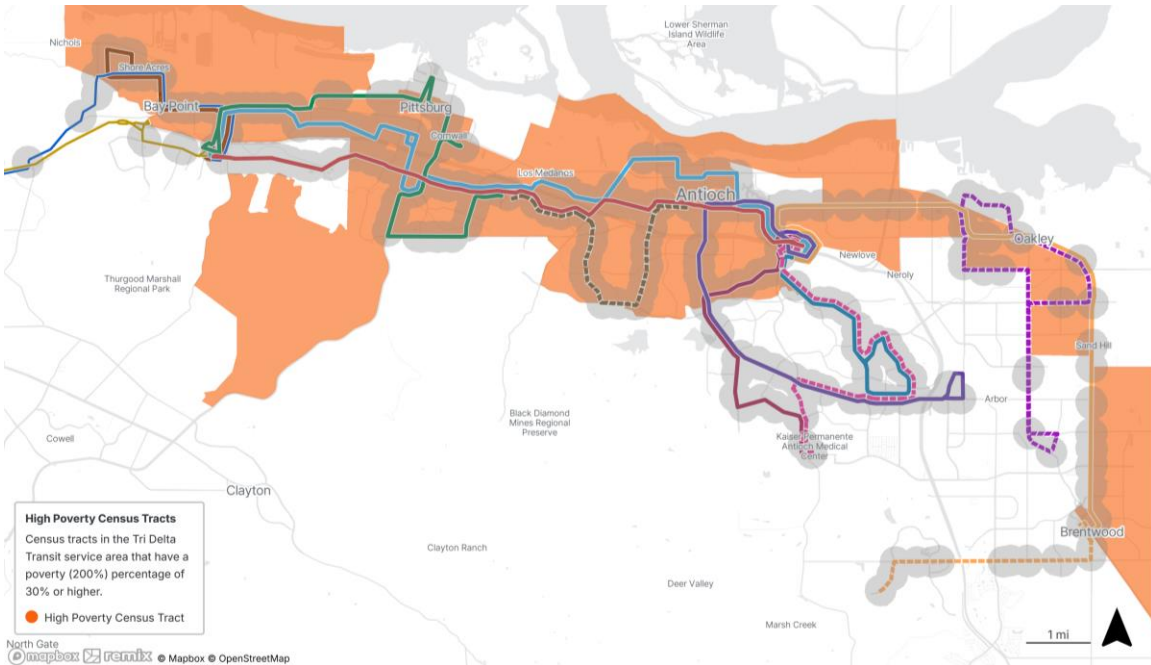


**Title VI Service Equity Analysis**  
Tri Delta Transit

**Figure 6 New TDT Network Service Area Total Population with 0.25-mile buffer**

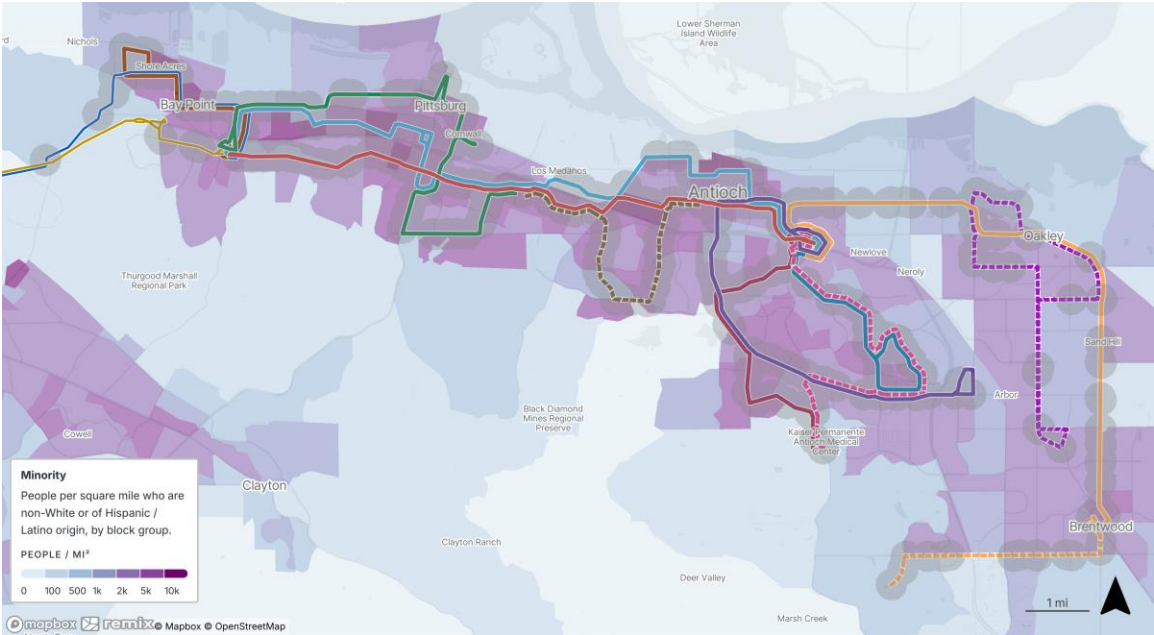


**Figure 7 New TDT Network Service Area Poverty with 0.25-mile buffer**



Title VI Service Equity Analysis  
Tri Delta Transit

Figure 8 New TDT Network Service Area Minority with 0.25-mile buffer



## Service Equity Analysis – Tri MyRide

Tri MyRide (TMR) is an on-demand shared shuttle service that allows riders to travel anywhere within the TMR zones. Tri MyRide is an important transit option for riders that provides better connections across more neighborhoods to fixed-route service and transit hubs.

As the demand for Tri MyRide service is expanding to other areas, the system redesign effort explored identification of new Tri MyRide service zones. The following recommendations were made to expand the Tri MyRide service zones as near-term improvements:

1. Expand the limits of the existing Tri MyRide Antioch Zone to serve Gentrytown Dr, James Donlon Blvd, and Contra Loma Blvd.
2. Create a new Brentwood Tri MyRide Zone to replace parts of current Routes 384, 385, 395, and 202X with faster and more convenient service.

This service equity analysis includes an assessment of disparate impact and/or disproportionate burden on minority and/or low-income riders with the implementation of Tri MyRide service in the new and expanded service areas recommended in the system redesign effort. The summary of the service analysis assessment of existing TMR service and proposed TMR service is included in Figure 9 and Figure 10.

**Figure 9 Service Equity Analysis Summary – Existing Tri MyRide**

<i>Service Zone</i>	<i>Minority</i>	<i>% Minority</i>	<i>Non-Minority</i>	<i>Diff</i>	<i>Low-Income</i>	<i>% Low-Income</i>	<i>Non-Low-Income</i>	<i>Diff</i>
<i>Existing Pittsburg/Bay Point Zone</i>	25,734	88.8%	3,236	14.0%	9,079	31.3%	19,891	2.8%
<i>Existing Antioch Zone</i>	50,389	71.5%	20,082	-3.3%	15,889	22.5%	54,581	-6.0%
<i>Total</i>	76,123	76.6%	23,317	1.7%	24,968	25.1%	74,472	-3.4%
<i>Service Area</i>	112,937	74.8%	38,043		43,115	28.6%	107,865	



Title VI Service Equity Analysis  
Tri Delta Transit

**Figure 10 Service Equity Analysis Summary – Proposed Tri MyRide**

<i>Service Zone</i>	<i>Minority</i>	<i>% Minority</i>	<i>Non-Minority</i>	<i>Diff</i>	<i>Low-Income</i>	<i>% Low-Income</i>	<i>Non-Low-Income</i>	<i>Diff</i>
<i>New Brentwood Zone</i>	15,784	55.4%	12,688	-19.4%	3,739	13.1%	24,733	-15.4%
<i>Expanded Antioch Zone</i>	67,313	69.7%	29,302	-5.1%	22,312	23.1%	74,303	-5.5%
<i>Total</i>	83,097	66.4%	41,990	-8.4%	26,051	20.8%	99,036	-7.7%
<i>Impact/Burden Threshold</i>				-10%				-10%
<i>Service Area</i>	112,937	74.8%	38,043		43,115	28.6%	107,865	
<i>Impact or Burden</i>	None				None			

**Disparate and Disproportionate Burden - Tri MyRide Changes**

For benefits or service increases, a disparate impact or disproportionate burden will occur when the protected population impacted by service benefits is less than 10 percentage points below the percentage of the protected population system wide. Because the Tri MyRide expansions represent an increase in service, this analysis appears different from the fixed-route equity evaluation. Instead disparate impacts and disproportionate burdens occur when the difference between the impacted group and the service area average is less than -10%.

In this case, the combined service improvements of the expanded Antioch zone and the new Brentwood zone would serve an area comprised of 66.4% minority groups. This is less than the 74.8% service area average for minority populations, resulting in a difference of -8.4%. Because this difference is larger than -10%, there would be **no disparate impact associated with this service change**.

Likewise, the service improvements would serve an area comprised of 20.8% low-income populations, which is lower than the 28.6% service area average for low-income populations. This results in a difference of -7.7%, which is also larger than the -10% threshold, thus there would be **no disproportionate burden associated with this service change**.

# **TAB 5**

Agenda Item #7c

ACTION ITEM: FY2026 Transportation Fund for Clean Air Program

## **Board of Directors Meeting**

Wednesday July 23, 2025

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025

**Agenda Item:** FY2026 Transportation Fund for Clean Air Program – Agenda Item #7c

**Lead Staff:** Agustin Diaz, Manager of Planning and Grants

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



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### Background

The California State Legislature enacted the California Clean Air Act in 1988 to protect public health. Pursuant to this law, the Bay Area Air Quality Management District (Air District) has adopted the 2017 Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2017 CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as “any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.” MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

In 1991, the California State Legislature authorized the Department of Motor Vehicles (DMV) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects of TCMs and MSMs. The Air District allocates this revenue through its Transportation Fund for Clean Air (TFCA) program to fund eligible projects and programs.

Forty percent (40%) of these TFCA funds are pass-through funds to the designated administering agency in each of the nine counties within the Air District’s jurisdiction based on the county’s proportionate share of fee-paid vehicle registration (“TFCA 40% Fund”).

## **Financial Impact**

ECCTA is an eligible applicant for the TFCA program. We are prepared to file a FY26 TFCA project application with the Contra Costa Transportation Authority at this time. Staff recommends that the application for the FY26 TFCA program request funding to expand Tri MyRide service.

## **Requested Action**

Adopt Resolution #250723C authorizing ECCTA's application submittal to the FY2026 TFCA program.



# TRI DELTA TRANSIT

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

## **RESOLUTION #250723C**

**AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER OR THEIR DESIGNEE  
TO SUBMIT AN APPLICATION FOR THE TRANSPORTATION FUND FOR CLEAN  
AIR PROGRAM FOR THE FOLLOWING PROJECT(S):  
TRI MY RIDE SERVICE EXPANSION**

**WHEREAS**, the California State Legislature authorized the Department of Motor Vehicles to impose a \$4.00 surcharge on motor vehicles registered within the San Francisco Bay area; and

**WHEREAS**, the Bay Area Air Quality Management District allocates this revenue through its Transportation Fund for Clean Air (TFCA) program to fund eligible projects; and

**WHEREAS**, Forty percent (40%) of these TFCA funds are pass-through funds to the designated administering agency in each of the nine counties within the Air District's jurisdiction; and

**WHEREAS**, the Contra Costa Transportation Authority (CCTA) has been designated as the program manager for Contra Costa County; and

**WHEREAS**, in order to qualify for these funds, the Eastern Contra Costa Transit Authority (ECCTA) is required to submit a proposed project application to CCTA; and

**WHEREAS**, ECCTA proposes to apply for these funds with the project Tri MyRide Service Expansion;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Eastern Contra Costa Transit Authority that it hereby authorizes the submittal of the proposed project for FY2026 TFCA program funds.

**NOW THEREFORE, BE IT RESOLVED** that the Chief Executive Officer, or their designee, be authorized to execute all required documents of the TFCA program and any amendments thereto with the Contra Costa Transportation Authority.

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

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Tony Oerlemans, Chair

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

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

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

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

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

# **TAB 6**

Agenda Item #7d

ACTION ITEM: FY2025 Section 5310 Funding

## **Board of Directors Meeting**

Wednesday July 23, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025

**Agenda Item:** FY2025 Section 5310 Funding – Agenda Item #7d

**Lead Staff:** Agustin Diaz, Manager of Planning and Grants

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



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### Background

The 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. The Governor of the State of California has designated the California Department of Transportation to administer 5310 grants for transportation projects.

### Financial Impact

The Caltrans Division of Mass Transportation has released a Call for Projects of FY2025 Section 5310 discretionary funds. ECCTA staff proposes applying for operating assistance funds for the Mobility on Demand program. An authorizing resolution is required to apply for these competitive funds.

### Requested Action

Adopt Resolution #250723D authorizing ECCTA's application submittal to the FY2025 Section 5310 call for projects.





# TRI DELTA TRANSIT

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

## **RESOLUTION #250723D**

### **RESOLUTION AUTHORIZING THE APPLICATION FOR FEDERAL FUNDING UNDER FTA SECTION 5310 (49 U.S.C. SECTION 5310) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act (**FTA C 9070.1G**); and

**WHEREAS**, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5310 grants for transportation projects for seniors and individuals with disabilities; and

**WHEREAS**, The Eastern Contra Costa Transit Authority desires to apply for said financial assistance to permit operation of service/purchase of capital equipment in Contra Costa County; and

**WHEREAS**, the Eastern Contra Costa Transit Authority has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** that the Board of Directors of the Eastern Contra Costa Transit Authority does hereby Authorize the Chief Executive Officer or their designee, to file and execute applications on behalf of Eastern Contra Costa Transit Authority with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5310 of the Federal Transit Act (**FTA C 9070.1G**), as amended.

That Chief Executive Officer or their designee is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That Chief Executive Officer or their designee is authorized to provide additional information as the Department may require in connection with the application for the Section 5310 projects.

That Chief Executive Officer or their designee is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5310 projects.

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

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Tony Oerlemans, Chair

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

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

# **TAB 7**

Discussion Item #7e


**ACTION ITEM: Comprehensive Operational Analysis Revitalize  
Tri Delta Transit Marketing Update**

## **Board of Directors Meeting**

**Wednesday July 23, 2025**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025  
**Agenda Item:** Comprehensive Operational Analysis Revitalize Tri Delta Transit Marketing Update – Agenda Item #7e  
**Lead Staff:** Leeann Lorono, Manager of Customer Service and Marketing  
**Approved:** Rashidi Barnes, Chief Executive Officer 

---

### Background

On February 28, 2024, the Eastern Contra Costa Transit Authority (ECCTA) Board of Directors approved Resolution #240228B, authorizing the CEO to enter into a contract with Nelson\Nygaard for a Comprehensive Operational Analysis (COA) named Revitalize Tri Delta Transit. In February 2025, the Board approved the Preferred Alternative to be implemented as part of the August 2025 schedule change.

On March 26, 2025, the Metropolitan Transportation Commission (MTC) approved an allocation of \$175,000 in Regional Measure 2 (RM2) revenue funds to ECCTA for FY 2024–25 operating assistance. A portion of the funds, totaling \$106,000, was set aside for a marketing plan that would communicate to current and potential riders the system wide schedule changes.

These include:

- Changes to all but two routes to make them faster and more efficient
- New route numbers signaling to operators and passenger that changes have been made
- Increase in weekend service
- Expansion of the Antioch/Oakley Tri MyRide zone, creation of a new Brentwood zone, as well as keeping the vast Pittsburg/Bay Point zone.

## **Discussion**

To support the rollout of the New TDT Network, ECCTA staff and Nelson\Nygaard developed an extensive marketing plan. This plan includes, but is not limited to:

- Professionally produced video content, including interviews and a future ride-along
- Geofenced digital advertising
- Large-scale informational displays at BART stations
- Change signage with website QR code at top 60 ridership stops
- Bus Back Advertising
- Billboard Ad
- Pittsburg Maya Cinema movie theater commercial
- Materials for information street teams
- Enhanced bus stop amenities
- Community Based Organization (CBO) outreach

ECCTA staff would like to take this time to thank MTC, BART, and former Bay Area reporter, Mark Jones, for their participation in our outreach efforts, as well as thank you to the Board of Directors, CBOs, and local schools for their assistance.

## **Financial Impact**

There is no financial impact to ECCTA.

## **Requested Action**

No requested action.

# **TAB 8**

Agenda Item #7f

ACTION ITEM: Diesel Bus Purchase

## **Board of Directors Meeting**

Wednesday July 23, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** July 23, 2025  
**Agenda Item:** Diesel Bus Purchase – Agenda Item #7f  
**Lead Staff:** Joe Chappelle, Manager of Administrative Services  
**Approved:** Rashidi Barnes, Chief Executive Officer



---

### Background

Due to recent changes in the zero-emission heavy-duty bus market, particularly regarding hydrogen buses and fueling stations, the ECCTA board of directors approved staff recommendations in June to shift away from purchasing hydrogen buses in 2025/2026. This decision is also reflected in the revisions made to the 2022 CARB-approved zero-emission transition plan.

Currently, ECCTA has twenty-five (25) heavy-duty diesel buses from 2013 that have reached the end of their 12-year useful life, as mandated by the FTA, and need to be replaced. ECCTA now has the opportunity to purchase new buses through an approved state contract via the CalACT-MBTA Vehicle Purchasing Cooperative. This cooperative allows public agencies to acquire a variety of vehicles at competitive prices. The contract meets all applicable State of California solicitation and bid award requirements and complies with ECCTA's procurement policy.

### Discussion

The contract has a selection of manufacturers that ECCTA can select for the actual purchase, one of which is Gillig, which has been the manufacturer of the majority of ECCTA's fixed-route heavy-duty fleet and is located in Alameda County. Furthermore, purchasing from Gillig ensures that ECCTA maintains fleet compatibility, with regard to parts, vehicle operation, and service.

### Financial Impact

The quoted price of twenty-five (25) heavy-duty diesel buses is \$20,236,850, with an additional 10% contingency of \$2,023,685 included. This purchase is not included in the FY 2025–26 budget; however, funding has been set aside to support it. Eighty percent (80%) of the cost will

be covered by FTA 5307 funds, with the remaining twenty percent (20%) funded through the Regional Measure 3 program.

### **Requested Action**

Adopt Resolution #250723F authorizing the CEO to execute a contract with Gillig through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of twenty-five (25) heavy-duty diesel buses for an amount not to exceed \$ 22,260,535, which includes a 10% contingency.





# TRI DELTA TRANSIT

Eastern Contra Costa Transit Authority  
801 Wilbur Avenue • Antioch, California 94509  
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## **RESOLUTION #250723F AUTHORIZATION FOR TWENTY-FIVE DIESEL BUSES PURCHASE**

**Resolution #250723F authorizes the CEO to execute a contract for the purchase of twenty-five heavy-duty diesel buses with Gillig.**

**WHEREAS**, ECCTA has twenty-five 2013 heavy-duty diesel buses that have reached the end of 12-year their useful life; and

**WHEREAS**, Gillig was awarded a contract through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of heavy-duty buses; 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 #250723F authorizing the CEO to execute a contract for the purchase of twenty-five heavy-duty diesel buses with Gillig for an amount not to exceed \$22,260,535, which includes a 10% contingency.

**PASSED AND ADOPTED** this 23rd day of July 2025, by the following votes:

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

\_\_\_\_\_  
Tony Oerlemans, Chair

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

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