



TRI DELTA TRANSIT

Board of Directors Meeting Agenda

Wednesday, September 24, 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.
- 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

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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 August 27, 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: Bus Charger Purchase

(see attachment: tab #3)

Requested Action: Adopt Resolution #250924A authorizing the CEO to execute a contract with Gillig through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of six electric bus charging stations and related equipment, and the design of installation specifications, for an amount not to exceed \$796,658, which includes a 10% contingency.

b. DISCUSSION ITEM: Service Change Update

(see attachment: tab #4)

Requested Action: This is a discussion item only, no action is needed at this time.

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: October 22, 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 September 24, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

August 27, 2025

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

ROLL CALL / CALL TO ORDER

BOARD MEMBERS

PRESENT: Dionne Adams (Pittsburg); Donald Freitas (Antioch); Sue Higgins (Member-At-Large); Angelica Lopez (Pittsburg); Susannah Meyer (Brentwood); Nancy Parent (County); Louie Rocha (Antioch); Kevin Romick (County); Shannon Shaw (Oakley); Anissa Williams (Oakley)*

*Arrived after roll call

ABSENT: Susannah Meyer (Brentwood); 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
Paul Rodrigues, Director of Finance and Accounting
Agustin Diaz, Manager of Planning and Grants
Maceo Wiggins, Compliance Manager
Megan Howell, Associate of Customer Service and Marketing
Rohit Bhan, Facilities Worker
Mike Gonsalves, Parts Supervisor
Moises Trejo, Maintenance Manager
Will Omaque, Maintenance Supervisor

OTHERS

PRESENT: Benjamin Trejo, Transdev Safety Manager
Myeisha Williams, Transdev General Manager
Bob Harrison, Member of the Public
Chris Lee, Lobbyist with Politico

PLEDGE OF ALLEGIANCE

Vice-Chair Adams led the Pledge of Allegiance.

PUBLIC COMMENT

There was no public comment.

CHAIR'S REPORT

There was 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 July 23, 2025
- B. Marketing and Customer Service Activities Report
- C. Legislative Report

AYES: Adams, Freitas, Higgins, Lopez, Parent, Rocha, Romick, Shaw, Williams

NOES: None

ABSTAIN: None

ABSENT: Meyer, Oerlemans

CHIEF EXECUTIVE OFFICER'S REPORT

A. Operations Report

Chief Executive Officer Rashidi Barnes provided a report on his participation at the Joint Legislative Audit Committee (JLAC) hearing. Mr. Barnes provided a document listing out the items that have been requested by the JLAC. Mr. Barnes reviewed the anticipated timeline and outlook of the progression of this investigation.

Mr. Barnes reported on the ridership numbers after the youth ride free initiative for July and August of this summer. Ridership increase was substantial.

Mr. Barnes provided a report on the tour and visit made by Assemblymember Lori Wilson to the Tri Delta Transit offices. Assemblymember Wilson spoke to operators discussing AB 394, which focuses on strengthening consequences for anyone who assaults a transit worker.

Mr. Barnes provided a couple more announcements, including the tour of the desalination plant and new staff members. New staff members include Paul Rodrigues, now the Director of Finance and Accounting, and Megan Howell, now the Customer Service and Marketing Associate.

ACTION ITEM AND DISCUSSION ITEMS

A. Regional Tax Measure – SB63

Chief Executive Officer Rashidi Barnes presented SB63, including the history of the bill and some of the amendments that needed to be made. East Bay Operators have been able to get a defined revenue source included in the bill. The new amendment includes \$15.75 million dollars that will go towards the small operators to be divided among them. The accountability measures that are included within the bill ensure that a third party will financially review the large operators within the area, as well as a goal of increasing ridership by improving customer service. Mr. Barnes gave a timeline of the next steps for this Bill. Tri Delta Transit's lobbyist, Chris Lee, also spoke to the board, breaking down the work that the small operators have done and ensuring that the amendments would be included in this bill. Some draft amendments of the bill are currently being circulated.

On motion by Director Freitas, seconded by Director Higgins, the ECCTA Board of Directors adopted resolution #250827A as a position of "Support" pending amendments to incorporate the July 23 expenditure plan into the measure. If authorized by the Board of Directors, staff will prepare a letter to be sent to the bill authors, members of the Tri Delta Transit legislative delegation, and relevant legislative committees, which was carried by the following vote:

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

BOARD OF DIRECTORS COMMENT

Director Shaw
Director Parent
Director Lopez

ADJOURNMENT

The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:29 p.m. until September 24, 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, 2025 through August 31, 2025 >
(unaudited)


| | FY 25 YTD Actual | | | FY26 Adopted Budget | | | YTD % of FY 25 Budget | | |
|---|------------------|----------------|--------------|---------------------|---------------|---------------|-----------------------|------|-----|
| | ECCTA | FR | DR | ECCTA | FR | DR | ECCTA | FR | DR |
| OPERATING REVENUES | | | | | | | | | |
| Passenger Fares | \$ 232,745 | \$ 122,339 | \$ 110,406 | \$ 2,153,356 | \$ 1,098,211 | \$ 1,055,144 | 11% | 11% | 10% |
| Other Income | \$ 105,009 | \$ 105,009 | - | \$ 100,000 | \$ 100,000 | \$ - | 105% | 105% | |
| Total Operating Revenues: | \$ 337,754 | \$ 227,348 | \$ 110,406 | \$ 2,253,356 | \$ 1,198,211 | \$ 1,055,144 | 15% | 19% | 10% |
| NON-OPERATING REVENUES | | | | | | | | | |
| Federal Funds | \$ - | \$ - | \$ - | \$ 1,095,783 | \$ - | \$ 1,095,783 | | | |
| State Funds | \$ 1,531,836 | \$ 980,601 | \$ 551,235 | \$ 26,387,095 | \$ 19,629,635 | \$ 6,757,460 | 6% | 5% | 8% |
| Local Funds | \$ 11,341 | \$ - | \$ 11,341 | \$ 3,342,533 | \$ 1,277,605 | \$ 2,064,928 | 0% | | 1% |
| Inter-Operator Agreements (Bart Feeder) | \$ - | \$ - | \$ - | \$ 2,608,847 | \$ 2,608,847 | \$ - | | | n/a |
| Interest & Other Misc Income | \$ 40,703 | \$ 33,760 | \$ 6,943 | \$ 76,745 | \$ 61,396 | \$ 15,349 | 53% | 55% | 45% |
| Total Non-operating Revenues: | \$ 1,583,880 | \$ 1,014,361 | \$ 569,519 | \$ 33,511,004 | \$ 23,577,483 | \$ 9,933,520 | 5% | 4% | 6% |
| Total Revenues: | \$ 1,921,634 | \$ 1,241,709 | \$ 679,925 | \$ 35,764,359 | \$ 24,775,695 | \$ 10,988,664 | 5% | 5% | 6% |
| OPERATING EXPENSES | | | | | | | | | |
| Purchased Transportation | \$ 1,949,058 | \$ 1,144,080 | \$ 804,978 | \$ 21,904,858 | \$ 13,856,003 | \$ 8,048,855 | 9% | 8% | 10% |
| Materials and Supplies | \$ 654,915 | \$ 524,639 | \$ 130,276 | \$ 4,425,783 | \$ 3,604,645 | \$ 821,138 | 15% | 15% | 16% |
| Salaries & Benefits | \$ 955,601 | \$ 738,191 | \$ 217,410 | \$ 6,349,603 | \$ 5,027,923 | \$ 1,321,680 | 15% | 15% | 16% |
| Services | \$ 176,965 | \$ 148,083 | \$ 28,882 | \$ 1,499,535 | \$ 1,100,245 | \$ 399,290 | 12% | 13% | 7% |
| Casualty and liability insurance | \$ 84,623 | \$ 69,583 | \$ 15,040 | \$ 484,630 | \$ 401,310 | \$ 83,320 | 17% | 17% | 18% |
| Utilities | \$ 45,182 | \$ 36,147 | \$ 9,035 | \$ 389,500 | \$ 313,488 | \$ 76,012 | 12% | 12% | 12% |
| Other (Dues, Travel, Taxes, and Other) | \$ 85,771 | \$ 52,803 | \$ 32,968 | \$ 710,450 | \$ 472,082 | \$ 238,368 | 12% | 11% | 14% |
| Total Operating Expenses: | \$ 3,952,115 | \$ 2,713,525 | \$ 1,238,590 | \$ 35,764,359 | \$ 24,775,695 | \$ 10,988,664 | 11% | 11% | 11% |
| EXCESS REV/(EXP) | \$ (2,030,481) | \$ (1,471,816) | \$ (558,665) | n/a | n/a | n/a | | | |

NOTE:

Staff Report to ECCTA Board of Directors

Meeting Date: September 24, 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>STOP #819444 East Leland Rd & Lakeview Cr</p> <p>Para información: Time checkpoints shown here, PM in bold.</p> <p>1 MON-FRI 360WB 7:00 1:27 7:50 2:27 9:00 3:27</p> <p>3 MON-SUN 370WB 4:29 12:31 4:43 5:29 12:38 4:58 6:29 12:43 5:13 6:44 12:58 5:27 6:59 1:13 5:42 7:15 1:39 5:57 7:28 1:42 6:11 7:45 1:57 6:26 7:58 2:11 6:57 8:12 2:28 7:26 8:26 2:43 7:56 8:41 2:58 8:26 8:56 3:14 8:57 9:11 3:27 9:26 9:28 3:42 9:54 9:45 3:57 10:24 9:58 4:11 10:54 10:15 4:28 11:24 10:25 10:41 10:56 11:22 11:37 11:42 11:57</p> <p>4 MON-SUN 371WB 5:29 12:34 5:59 1:04 6:29 1:35 6:59 2:04 7:51 2:33 8:02 3:05 8:35 3:35 9:05 4:04 9:32 4:34 10:02 5:05 10:30 5:35 10:59 6:05 11:28 6:35 11:59 7:04 7:32 8:01 9:00 9:58</p> <p>5 MON-SUN 372WB 6:22 12:22 7:22 1:22 7:52 1:52 8:22 2:22 8:52 2:52 9:22 3:22 9:52 3:52 10:22 4:22 10:52 4:52 11:22 5:22 11:52 5:52 6:22 6:52 7:22 7:52 8:22 8:52 9:22</p> <p>Route Information: 925-754-4040 Download the app transit for real time arrival Transfer for free within 2 hours with Clipper Card</p> | <h2>New Routes..New Rider Experience</h2> <p>Tri Delta Transit is continuing to work on communicating the benefits to our new TDT network. High ridership multi-route stops will feature 8-1/2x14 mini schedules for the routes' time checkpoint at that stop. We hope this will help people navigate our system more easily.</p> <p>The new Brentwood Tri MyRide zone will have full-size signs marking key places where vehicles pick up and drop off. It's a brand-new day.</p> |
|  <p>TRI DELTA TRANSIT</p> <p>Need to transfer when riding transit? Transferring from one Tri Delta Transit route to another or from Tri Delta Transit to BART or another transit agency -</p> <p>Get a Clipper Card today - and transfer FREE if transferring within 2 hours (120 min)</p> <p>Get a Clipper Card at:</p> <ul style="list-style-type: none"> TRI DELTA TRANSIT ADMIN OFFICES 600 Wilbur Ave., Antioch Bring ID, Passport or Birth Certificate TELECOMMERCE PARTICIPATING WALGREENS Your local Walgreens location SMALL CLIPPER CARDS Clippercard.com CLIPPER YOUTH & SENIOR CARDS Clippercard.com CLIPPER START ClipperSTART DISCOUNT Clipperstartcard.com For assistance with your Clipper card, contact: Clipper at: 1-877-578-8883 | <h2>Riders Transfer for FREE using Clipper</h2> <p>To promote ridership and ease of transferring, we've launched a campaign regarding the benefits of using Clipper. With a Clipper Card, you can transfer FREE between TDT buses within 120 minutes. We could use your help spreading the word, and we will provide materials for posting and your newsletters. Thank you in advance.</p> |

Agenda Item #5c
Eastern Contra Costa Transit Authority
Board of Directors Meeting
September 24, 2025



All Aboard Transit Month

September is Transit Month! Bay Area transit agencies are celebrating all month long with events, giveaways, and more. Plus, there is a ride contest! Tri Delta Transit will be at the Antioch Big Truck event, as our event, on September 18th from 4-8 pm at the community center. So get aboard transit, visit ridecontest.com, and log your rides to win.



Tri Delta Transit Out and About

Tri Delta Transit continues to be out and about. Here are some places we've been recently:

- Mustang Days, First Day of LMC Pittsburg
- Mustang Days, First Day of LMC Brentwood

Plus - Pittsburg PD came to visit! Officers were here to train for incidents involving vehicles. Thank you, Pittsburg PD, for all you do. We look forward to assisting other agencies and the BART police, too.

Ongoing Projects:

Transit Takes You Places

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

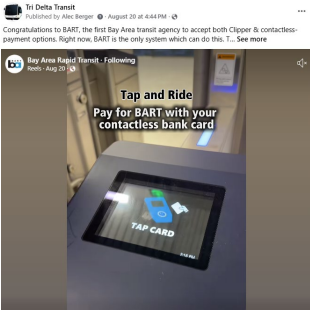
With the assistance of our City of Antioch intern, Owi, riders were encouraged to take transit to the following events (some not shown here):

- Contra Costa Block Party, Antioch
- Delta Harvest Run, Brentwood
- Bay Point Community Resource Fair
- Continuing Rhythms Concert Series Antioch
- Continuing Food Truck Thursday, Antioch
- Continuing Concerts in the Park, Oakley



Agenda Item #5c

*Eastern Contra Costa Transit Authority
Board of Directors Meeting
September 24, 2025*



Collaboration

This month, the following was posted in collaboration with Bay Area Transit Agencies:

- All Aboard Transit Month
- BART contactless payment options

SOCIAL MEDIA ANALYTICS

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

| MAIN ACCOUNTS | MONTHS | | | |
|---------------|----------|-----------|-------------|-------------|
| Followers | MAY 2025 | JUNE 2025 | JULY 2025 | AUGUST 2025 |
| Facebook | 1.4K | 1.4K | 1.4K still! | 1.4K |
| Instagram | 1,101 | 1,101 | 1,114 | 1,117 |
| LinkedIn | 687 | 701 | 721 | 733 |
| BlueSky | 28 | 32 | 35 | 37 |

| ALERT ACCOUNTS | MONTHS | | | |
|----------------|----------|-----------|-----------|-------------|
| Followers | MAY 2025 | JUNE 2025 | JULY 2025 | AUGUST 2025 |
| Facebook | 90 | 92 | 99 | 101! |
| Instagram | 88 | 92 | 97 | 99 so close |

Please let us know if you have any questions or need further information about any of these materials.



September 15, 2025

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

From: Chris Lee, Partner, Politico Group

Re: **September Legislative, Budget & Administrative Updates**

Politico Group is pleased to provide the following report to Tri Delta Transit on recent legislative advocacy and other legislative, budget, and administrative updates.

Legislative Updates

The Legislature adjourned for its interim recess on Saturday, September 13. Earlier in the week, both houses voted to waive their rules to meet for an extra day— a maneuver that is possible in the first year of a two-year legislative session by a two-thirds vote in each house. The extra time allowed Democrats, who hold supermajorities in both houses, to consider a six-bill energy and climate package, including the reauthorization of the state’s greenhouse gas emissions reduction and trading program, now called “Cap-and-Invest.” The extended session also provided some breathing room for final votes on controversial legislation, including SB 63 (Wiener) the Connect Bay Area Act. Details on both items are included in the report below.

Politico Group continues to work with Tri Delta to monitor transit-related legislation with potential impacts on operations and funding. Because of the extra session day, Governor Newsom also has an extra day to consider bills. He can sign bills or return them to the Legislature unsigned (vetoing them) by October 13. The Legislature will return for the second year of the 2025-2026 session on January 5.

A full list of bills we are tracking is attached to this report. Bills with active positions include the following:

| Active Bills – Eastern Contra Costa Transit Authority | | | |
|---|---|------------------------------------|----------|
| Measure | Topic | Status | Position |
| AB 394 (Wilson) | Public transportation providers: operator and rider safety | Approved and presented to Governor | Support |
| SB 63 (Wiener & Arreguín) | San Francisco Bay Area: local revenue measure: transportation funding | Approved and presented to Governor | Support |

Connect Bay Area Act Sent to Governor Newsom’s Desk

SB 63 (Wiener & Arreguín) related to a 2026 Bay Area transit funding measure was narrowly approved by a 41-19 vote in the Assembly around 10 PM on Friday. Two Bay Area members, Diane Papan (D-San Mateo) and Alex Lee (D-San Jose) were joined moderate Democrats from elsewhere in the state in abstaining (five Democrats added their votes in support after the roll was closed, bringing the official vote to a healthier 46-20 margin). The 20-member Republican caucus all voted “no.” The Senate

concurrent in the Assembly’s amendments by a party-line 29-8 vote just before 2 AM on Saturday. The bill now heads to Governor Newsom’s desk.

The final amendments to the bill imposed new accountability measures, ensured “return to source” of tax revenues to all participating counties, and made numerous other mostly technical changes. Key provisions of the bill in its final format include:

Expenditure Plan

SB 63 authorizes a 14-year regional public transit operations revenue measure on the November 2026 ballot in specified Bay Area counties to provide critical funding for transit agencies with major operations shortfalls. Specifically, it authorizes a ½-cent sales tax measure in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, with up to 1 cent in San Francisco to provide greater Muni funding. The overall estimated allocations to transit operations, county “return to source,” and to the Metropolitan Transportation Commission for administration and transit transformation (fare programs, accessibility, transit priority projects, and wayfinding) are as follows:

| Recipient | Projected Annual Revenue (FY 2030-31, millions) |
|---|--|
| MTC - Administration | \$2.32 |
| MTC - Transit Transformation Programs | \$46 |
| BART | \$330 |
| Muni | \$170 |
| Caltrain | \$75 |
| AC Transit | \$51 |
| Alameda County Small Bus Operators | \$5.25 |
| Contra Costa County Small Bus Operators | \$15.75 |
| SF Bay Ferry | \$7 |
| Golden Gate Transit | \$1 |
| Alameda County Return to Source | \$10 |
| Contra Costa County Return to Source | \$27 |
| SamTrans Return to Source | \$49 |
| Santa Clara VTA Return to Source | \$264 |

Funding generated in Contra Costa County would be allocated as follows, with the allocation of funding between the small bus operators determined by the Contra Costa Transportation Authority:

| Recipient | Percentage of Funding |
|--|------------------------------|
| BART | 58.59% |
| Return to Source to CCTA | 19.20% |
| Tri Delta, County Connection, West CAT | 11.41% |
| MTC for Transit Transformation | 5% |
| AC Transit | 3.70% |

| | |
|------------------------|-------|
| SF Muni | 1.09% |
| SF Bay Ferry | 0.76% |
| MTC for Administration | 0.25% |

Maintenance of Effort

Each transit operator that receives funds from an SB 63 revenue measure is required to maintain its expected level of funding for operations and shall not supplant any sources of operating revenue under its control or fund sources allocated by the Metropolitan Transportation Commission that were used for transit operations in the preceding three fiscal years. Exceptions are included for state of good repair needs for capital assets, costs to comply with state or federal laws or regulations and needs to finance capital expenditures that will not require the operator to reduce its service hours.

Accountability

The bill continues to require a financial efficiency review of BART, AC Transit, SF Muni, and Caltrain. The review would be overseen by an oversight committee that includes an equal balance of operator representatives and independent experts, as well as a member of the commission from the geographic boundaries of the measure. Those operators would have to submit an implementation plan, which must be approved by the oversight committee, and adhere to that plan as a condition of receiving funding from a revenue measure approved under SB 63.

New accountability requirements added in the Assembly allow county transportation entities (CCTA, et al) that receive the return to source funds from the measure and each participating county's Board of Supervisor to petition "ad hoc adjudication committees" if they believe a large operator they are funding through an SB 63 measure is unfairly or inconsistently applying adopted policies in that county. The committees would be composed solely of two representatives from each county where the transit operator (e.g. Contra Costa and Alameda counties in the case of AC Transit). If a complaint from the county is approved by the committee, then MTC would be directed to withhold up to 3.5%, and then after 90 days if an operator has yet to comply, up to 7% of an operator's funding.

Next Steps

Once formally presented to Governor Newsom, he will have until October 13 to sign or veto the bill.

Budget Updates

Bay Area Transit Loan

SB 105 (Committee on Budget), which amends the Budget Act of 2025, was approved by the Legislature on September 12. This budget bill lays out a process and timeline for the Department of Finance to work with the State Transportation Agency to examine loan or other financing options that might be used to provide sufficient short-term state financial assistance for BART, Caltrain, Muni, and AC Transit by January 10, 2026. These proposals could be included in the Governor's January budget, which must be presented to the Legislature by that date.

Cap and Trade Extension Deal Protects Transit and Affordable Housing Funding

California lawmakers closed the 2025 legislative session on Saturday, September 13 by passing a last-minute, six-bill energy and climate package negotiated behind closed doors between the Governor and legislative leaders. The deal included an extension of the state's Cap-and-Trade program (renamed "Cap-and-Invest") for another 15 years, from 2030 through 2045. The program, which requires the California

Air Resources Board (CARB) to develop a market-based emissions program that requires large emitters to purchase allowances for greenhouse gas (GHG) emissions, has been a cornerstone of California's climate policy since 2013.

The deal, along with related action on the state budget, protects one-time and ongoing funding for High-Speed Rail, transit operations expenses and capital projects, as well as other investments in affordable housing, wildfire prevention, and safe drinking water.

Cap-and-Invest was accompanied by four other energy-related bills in the following package:

- [AB 1207](#) (Irwin): Cap-and-Invest extension and program changes
- [SB 840](#) (McGuire and Limon): Cap-and-Invest auction proceeds expenditure plan
- [SB 237](#) (Grayson, et al): Oil spill prevention, gasoline specifications, and environmental streamlining for Kern County oil production through 2035
- [SB 254](#) (Becker, et al): Extends Investor-Owned Utility wildfire mitigation fund, creates public financing for energy transmission infrastructure, and related policy changes
- [SB 352](#) (Reyes): Community air pollution monitoring
- [AB 825](#) (Petrie-Norris, et al): Western regional power grid

Cap-and-Invest Parameters

AB 1207 extends the Cap-and-Invest program through 2045 and is a cornerstone of California's statutory net-zero emissions goal by that year. Despite earlier proposals, which would have significantly changed the design of the program, the final deal makes smaller tweaks with an eye towards affordability for energy consumers and additional legislative oversight.

Specifically, the final deal increases the amount of funding from auction proceeds that return to consumers via credits on their utility bills, directs CARB to support with free allowances the industrial sectors that are at the greatest risk of leaving California, and requires CARB to prioritize affordability and ensure consumer protections in the design of the Cap-and-Invest program.

The deal also encourages greater accountability to the Legislature by requiring CARB to provide economic analyses of proposed regulatory changes to the program to the Legislature, to appear at oversight hearings, and establish an annual oversight hearing on Greenhouse Gas Reduction Fund spending to ensure that the projects funded through Cap-and Invest are providing tangible benefits to Californians.

Greenhouse Gas Reduction Fund Expenditure Plan

SB 840 contains the spending plan for how Cap-and-Invest auction revenues will be invested. A separate budget bill, [SB 105](#), allocates one-time funding from the Greenhouse Gas Reduction Fund (GGRF) to honor a deal from earlier in the summer to restore funding for public transit via the Transit and Intercity Rail Capital Program from SB 125 and the Zero Emission Transit Capital Program.

The most significant change is that starting in FY 2026-27, High-Speed Rail and other legislative priorities will receive \$1 billion respectively which will come off the top of total auction proceeds. Moreover, rather than a percentage of total auction proceeds, long-standing programs will receive set amounts of

funding that are subject to annual reduction based on overall auction performance and availability of funding.

For FY 2025-26, the final Cap-and-Invest and related budget action provides the following comprehensive GGRF appropriations:

- High-Speed Rail – 25%
- Affordable Housing and Sustainable Communities Program – 20%
- Transit and Intercity Rail Capitol Program – 10%
- Low Carbon Transit Operations Program – 5%
- Safe and Affordable Drinking Water Fund – 5%
- Healthy forest and fire prevention grant programs/projects and prescribed fire/fuel reduction projects – a \$200 million
- CalFIRE operational costs – \$500 million
- SB 125 (2023) Transit and Intercity Rail Capitol Program (formula and competitive grant) – \$368 million
- Medium and heavy duty zero-emission vehicle infrastructure – \$40 million
- Livestock methane reduction – \$7 million
- AB 617 (2017) implementation – \$100 million
- Clean Cars for All Program – \$25 million

Beginning in FY 2026-27, the following annual allocations will be made from Cap-and-Invest revenues:

- High-Speed Rail – \$1 billion
- Legislative priorities (to be negotiated during the budget process) – \$1 billion
- Affordable Housing and Sustainable Communities Program – \$800 million
- Transit and Intercity Rail Capital Program – \$400 million
- Community Air Protection Programs – \$250 million
- Low Carbon Transit Operations Program – \$200 million
- Wildfire Prevention and Forest Health – \$200 million
- Safe and Affordable Drinking Water Program – \$130 million
- CalFIRE operations – \$90 million
- Legislative Counsel Climate Bureau – \$3 million

For 2026-27, the following items are included under the \$1 billion allocated pursuant to legislative priorities in the budget process:

- Transit fare-free and reduced-fee programs – \$125 million
- Climate-focused technological innovation, related research, and the deployment of climate solutions identified in the scoping plan – \$ 85 million
- University of California Climate Research Center – \$25 million
- Rebuilding Topanga Park – \$15 million

Administrative Update

Transportation Agency Announces Sustainable Communities Task Force

On August 25, CalSTA Secretary Omishakin announced the creation of and membership for the [“California Sustainable Communities Task Force,”](#) which will make recommendations to the Legislature on how to reduce GHG emissions by aligning transportation investments and local land use outcomes through the implementation of regional Sustainable Communities Strategies. According to the release, the task force “builds on over a decade of climate planning, including the passage of Senate Bill 375 (Steinberg, 2008) and the California Air Resources Board’s 2022 Scoping Plan, which outlines the state’s roadmap to carbon neutrality by 2045.”

The Task Force is will begin meeting in fall 2025, with draft recommendations anticipated in the summer of 2026 and a final report issued in November. Key areas of focus will include:

- Sustainable transportation investments and land use planning
- Transportation system management and pricing strategies
- Climate resilience and adaptation
- Funding and authority needed for regional implementation
- Updated success metrics and modeling approaches

Members of the Task Force include representatives from regional transportation agencies, the California Association of Councils of Government, the California Transit Association, legislative staff from the transportation and housing policy committees, and numerous advocacy groups from across the transportation industry and environmental community.

Attachment

Tri Delta Transit Legislative Tracking Report

Tri Delta Transit Legislative Report

Monday, September 15, 2025

[AB 30](#)

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

Current Text: Enrollment: 9/9/2025 [html](#) [pdf](#)

Introduced: 12/2/2024

Last Amend: 3/26/2025

Status: 9/9/2025-Enrolled and presented to the Governor at 3 p.m.

Is Fiscal: Y

Location: 9/9/2025-A. ENROLLED

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: 9/9/2025-Ordered to inactive file at the request of Senator Gonzalez.

Is Fiscal: Y

Location: 9/9/2025-S. INACTIVE FILE

Summary: Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human 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: 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025) (May be acted upon Jan 2026)

Is Fiscal: N

Location: 7/17/2025-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. 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: Enrollment: 9/12/2025 [html](#) [pdf](#)

Introduced: 2/3/2025

Last Amend: 7/17/2025

Status: 9/12/2025-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Is Fiscal: Y

Location: 9/12/2025-A. ENROLLMENT

Summary: 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: Enrolled: 9/12/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Last Amend: 9/3/2025

Status: 9/10/2025-Senate amendments concurred in. To Engrossing and Enrolling.

Is Fiscal: Y

Location: 9/10/2025-A. ENROLLMENT

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would 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, on and after 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.

Position

Watch

SB 63

(Wiener D) San Francisco Bay area: local revenue measure: public transit funding.

Current Text: Enrollment: 9/13/2025 [html](#) [pdf](#)

Introduced: 1/9/2025

Last Amend: 9/9/2025

Status: 9/13/2025-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 8.) Ordered to engrossing and enrolling.

Is Fiscal: Y

Location: 9/13/2025-S. ENROLLMENT

Summary: Would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara 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 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed.

Position

SIA

SB 71

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

Current Text: Enrolled: 9/12/2025 [html](#) [pdf](#)

Introduced: 1/14/2025

Last Amend: 9/2/2025

Status: 9/10/2025-Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.

Is Fiscal: Y

Location: 9/10/2025-S. ENROLLMENT

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

Position
Watch

SB 79

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

Current Text: Enrollment: 9/12/2025 [html](#) [pdf](#)

Introduced: 1/15/2025

Last Amend: 9/5/2025

Status: 9/12/2025-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 21. Noes 8.) Ordered to engrossing and enrolling.

Is Fiscal: Y

Location: 9/12/2025-S. ENROLLMENT

Summary: Existing law, 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 housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. 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 require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential 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 as well as applicable local objective general plan and zoning standards 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, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. 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. This bill contains other related provisions and other existing laws.

Position
Watch

SB 88

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

Current Text: Enrolled: 9/13/2025 [html](#) [pdf](#)

Introduced: 1/22/2025

Last Amend: 9/2/2025

Status: 9/11/2025-Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.

Is Fiscal: Y

Location: 9/11/2025-S. ENROLLMENT

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. 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 internet website an

assessment of the life-cycle emissions from alternative uses of forest and agricultural biomass residues, as specified.

Position

Watch

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

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

Introduced: 1/30/2025

Last Amend: 4/7/2025

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

Is Fiscal: N

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

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

Position

Watch

SB 707 (Durazo D) Open meetings: meeting and teleconference requirements.

Current Text: Enrollment: 9/13/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Last Amend: 9/5/2025

Status: 9/13/2025-Joint Rule 61(a)(14) and 51(a)(4) suspended. Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 27. Noes 6.) Ordered to engrossing and enrolling.

Is Fiscal: Y

Location: 9/13/2025-S. ENROLLMENT

Summary: Existing law, 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, beginning July 1, 2026, and 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. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws.

Position

Watch

Total Measures: 13

Total Tracking Forms: 13

TAB 2

Agenda Item #6a
ACTION ITEM: CEO Report

Board of Directors Meeting

Wednesday September 24, 2025

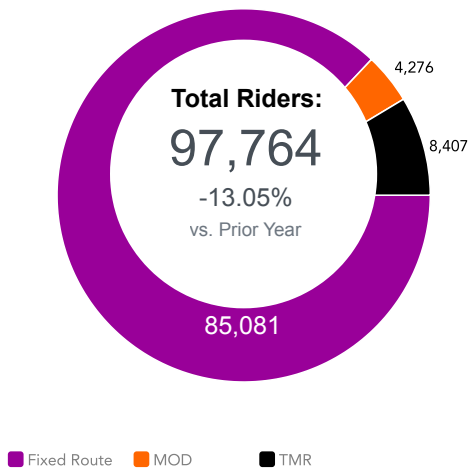
**ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509**



Performance Summary

Some Data Unavailable

Ridership

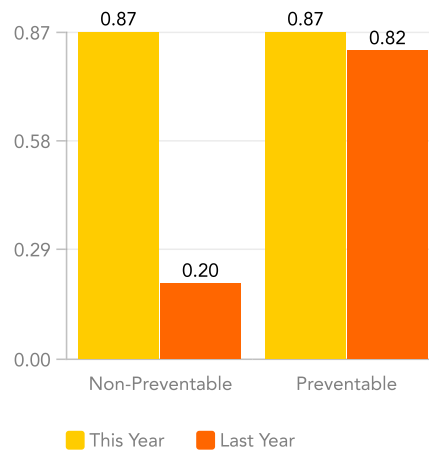


On Time Performance

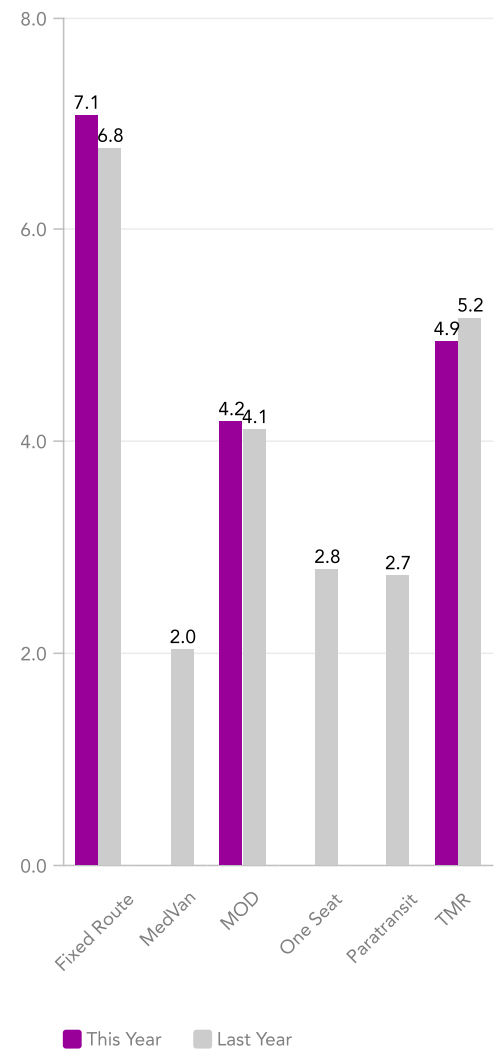
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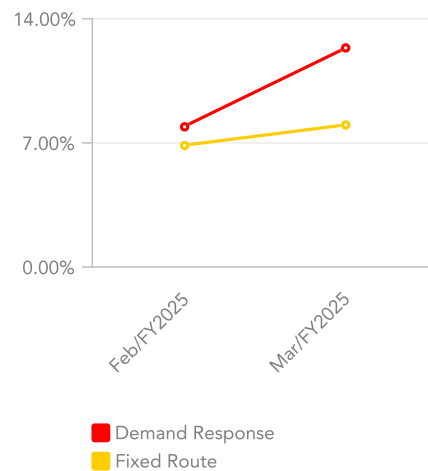
Accidents / 100K Miles



Passengers Per Revenue Hour



Cost Recovery Ratio



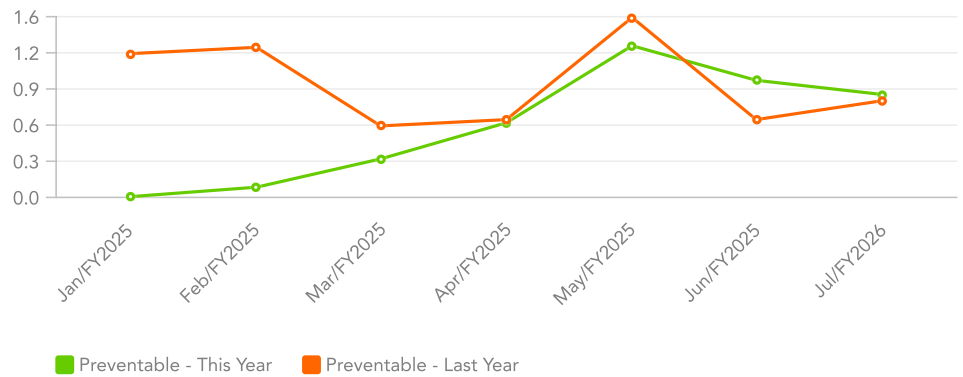
Safety Performance

Preventable Accident Report

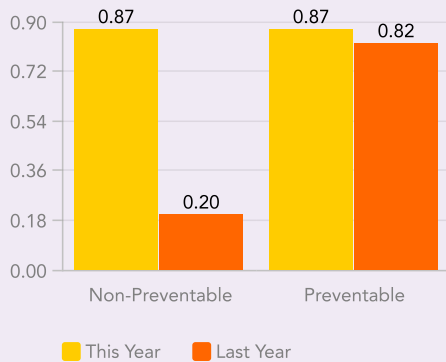
| | Accidents | Per 100,000 Miles |
|-------------------|-----------|-------------------|
| Feb/FY2025 | 1 | 0.08 |
| Mar/FY2025 | 1 | 0.32 |
| Apr/FY2025 | 2 | 0.63 |
| May/FY2025 | 4 | 1.29 |
| Jun/FY2025 | 3 | 1.00 |
| Jul/FY2026 | 2 | 0.87 |
| | | |
| YTD 2025 | 4 | 0.82 |
| YTD 2026 | 2 | 0.87 |
| YTD Change | | |
| Values | -2 | 6.10% |

Preventable Accidents Per 100,000 Miles

Last Six Months - System Wide

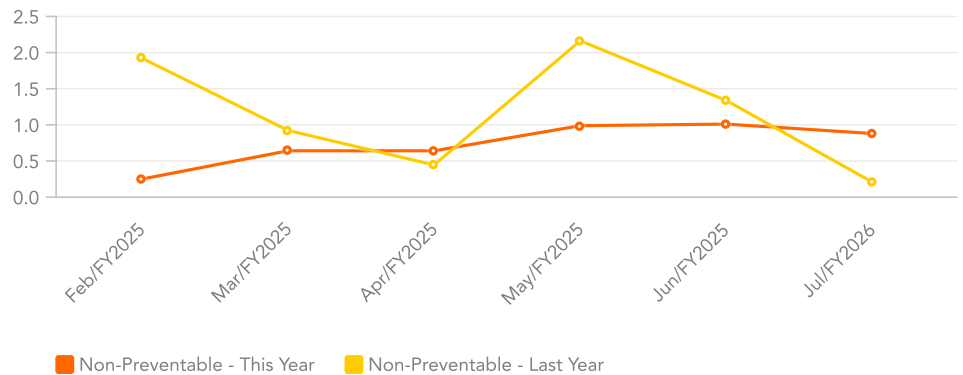


Year-over-Year - System Wide Accidents Per 100,000 Miles



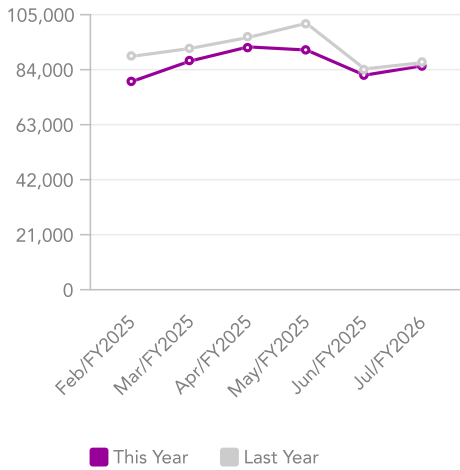
Non-Preventable Accidents Per 100,000 Miles

Last Six Months - System Wide

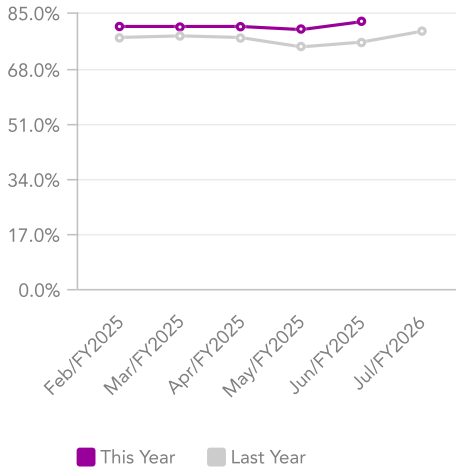


Fixed Route Performance

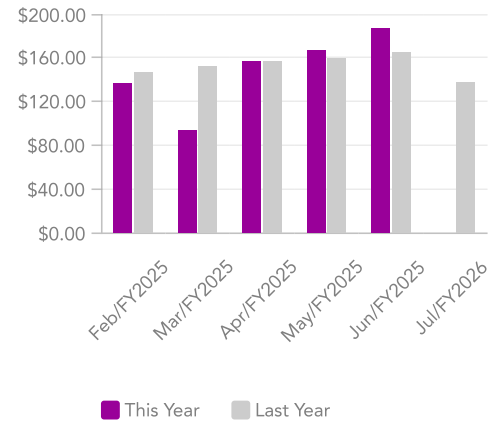
Total Ridership



On Time Performance



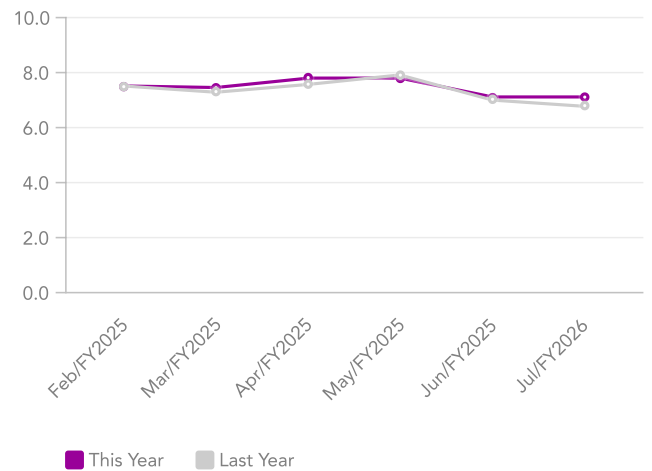
Operating Cost Per Revenue Hour



Year-over-Year Report - Fixed Route

| | Metric | This Year | Prior Year | % Change |
|------------------|-------------------------------|-----------|------------|----------|
| Customer Service | % of Trips On Time | | 82.71 | |
| | Average Miles Between Roadca | 21,346.02 | 7,829.53 | +172.6% |
| | Complaints Per 100k Riders | 17.63 | 23.28 | -24.3% |
| | Ridership Per Rev. Hour | 7.08 | 7.06 | +0.3% |
| Financial | Operating Costs Per Rev. Hour | | 187.08 | |
| Ridership | Ridership | 85,081.00 | 81,598.00 | +4.3% |

Passengers Per Revenue Hour





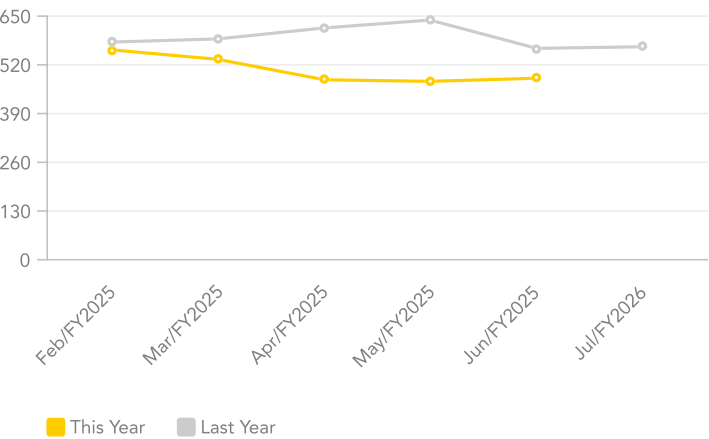
MedVan, Paratransit, and MOD Performance

Year-over-Year Report

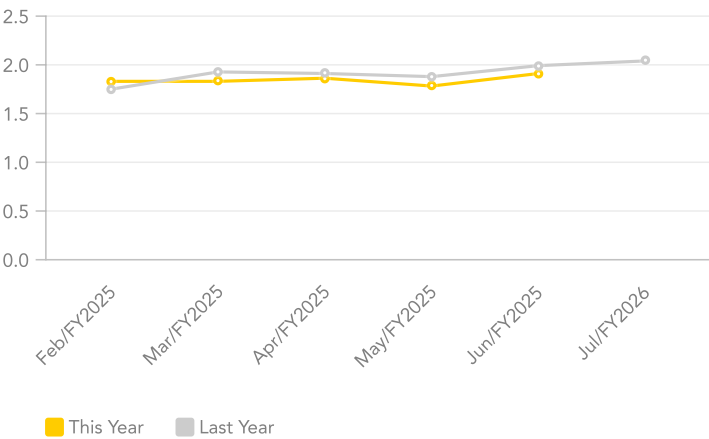
MedVan

| | Metric | This Year | Prior Year | % Change |
|------------------|-------------------------------|-----------|------------|----------|
| Customer Service | % of Trips On Time | | 91.59 | |
| | Complaints Per 100k Riders | | 0.00 | |
| | Ridership Per Rev. Hour | | 2.04 | |
| Financial | Operating Costs Per Rev. Hour | | 120.94 | |
| Ridership | Ridership | | 568.00 | |

Total Ridership



Passengers Per Revenue Hour

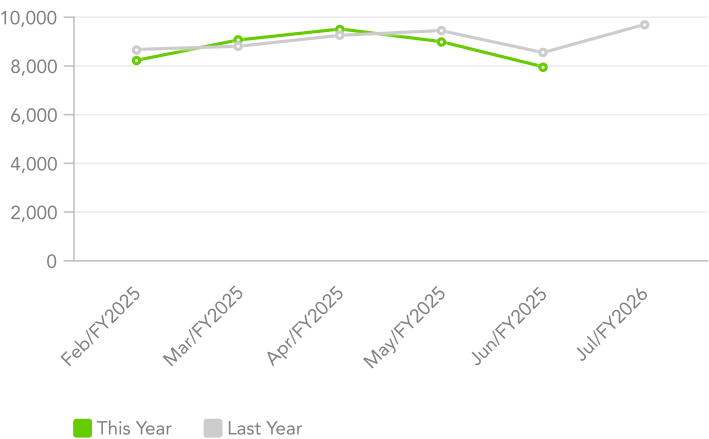


Year-over-Year Report

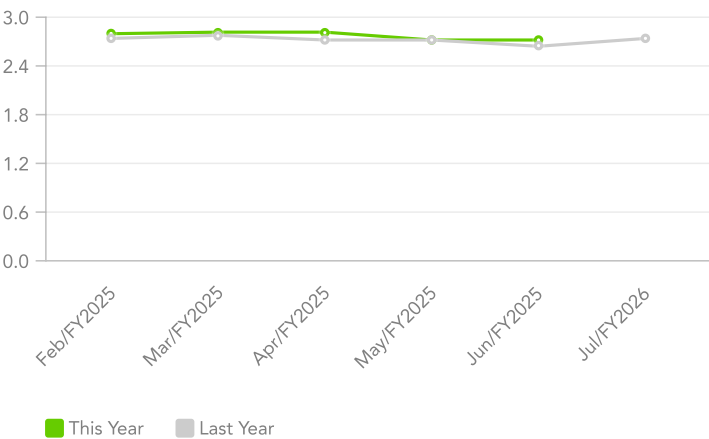
Paratransit

| | Metric | This Year | Prior Year | % Change |
|------------------|-------------------------------|-----------|------------|----------|
| Customer Service | % of Trips On Time | | 88.53 | |
| | Complaints Per 100k Riders | | 93.21 | |
| | Ridership Per Rev. Hour | | 2.73 | |
| Financial | Operating Costs Per Rev. Hour | | 120.94 | |
| Ridership | Ridership | | 9,656.00 | |

Total Ridership



Passengers Per Revenue Hour

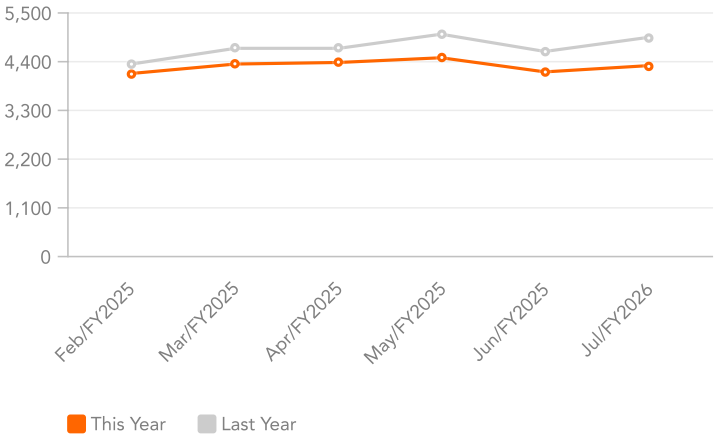


Year-over-Year Report

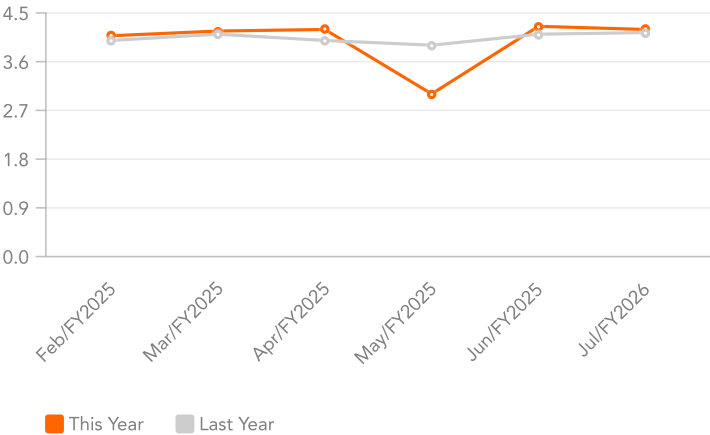
| | Metric | This Year | Prior Year | % Change |
|-----------|-------------------------------|-----------|------------|----------|
| Customer | Complaints Per 100k Riders | 0.00 | 0.00 | |
| Service | Ridership Per Rev. Hour | 4.19 | 4.11 | +1.9% |
| Financial | Operating Costs Per Rev. Hour | | 86.89 | |
| Ridership | Ridership | 4,276.00 | 4,916.00 | -13.0% |

MOD

Total Ridership



Passengers Per Revenue Hour

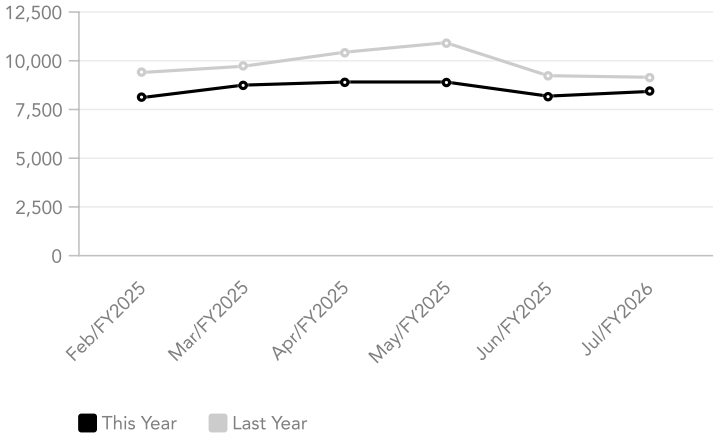


Year-over-Year Report

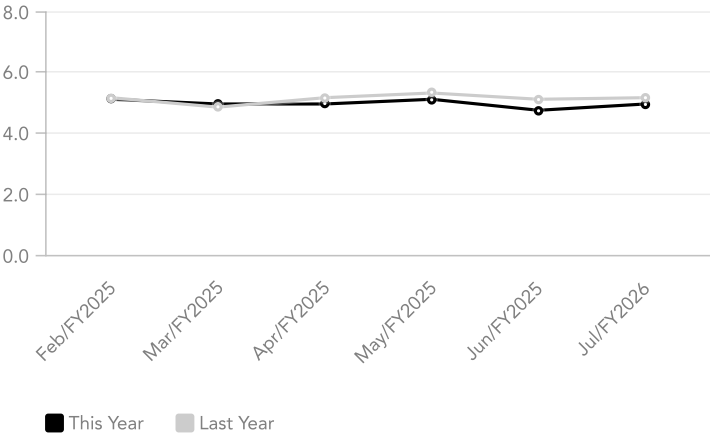
| | Metric | This Year | Prior Year | % Change |
|-----------|-------------------------------|-----------|------------|----------|
| Customer | Complaints Per 100k Riders | 0.00 | 54.98 | -100.0% |
| Service | Ridership Per Rev. Hour | 4.94 | 5.16 | -4.3% |
| Financial | Operating Costs Per Rev. Hour | | 120.94 | |
| Ridership | Ridership | 8,407.00 | 9,095.00 | -7.6% |

TMR

Total Ridership



Passengers Per Revenue Hour



TAB 3

Agenda Item #7a

ACTION ITEM: Bus Charger Purchase

Board of Directors Meeting

Wednesday September 24, 2025

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: September 24, 2025
Agenda Item: Bus Charger Purchase – Agenda Item #7a
Lead Staff: Toan Tran, Chief Operating Officer
Approved: Rashidi Barnes, Chief Executive Officer



Background

ECCTA currently has six battery electric bus chargers that need to be replaced.

In February 2025, ECCTA was awarded a grant of \$446,000 through the Bay Area Air Quality Management District's Carl Moyer Program Grant program that would help fund a project that helps reduce emissions of oxides, nitrogen, particular matter, and reactive organic compounds. Also, the Metropolitan Transportation Commission has programmed to ECCTA a total of \$3,035,628 of Federal Section 5307 funds as part of a Zero Emission Bus (ZEB) Set-Aside to be used for ZEB buses and infrastructure. A portion of this ZEB Set-Aside will cover the remaining costs for replacement chargers and any remainder will be used for future ZEB expansion.

ECCTA can purchase the replacement chargers, and the necessary equipment off a contract through the CalACT-MBTA Vehicle Purchasing Cooperative, which is a joint procurement cooperative. While traditionally focused on vehicles, the contract also allows for the purchase of electric vehicle chargers and related equipment, which are classified as vehicle accessories. The contract meets the requirements of all applicable State of California solicitation and bid award requirements and follows ECCTA's procurement policy

Discussion

ECCTA plans to purchase the chargers and related equipment, as well as the design of installation specifications, through the CalACT contract. Once the installation specifications have been delivered, ECCTA will put out an IFB to award a contractor the installation project.

Financial Impact

The quoted price of charging equipment and design services is \$724,234.

Requested Action

Adopt Resolution #250924A authorizing the CEO to execute a contract with Gillig through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of six electric bus charging stations and related equipment, and the design of installation specifications, for an amount not to exceed \$796,658, which includes a 10% contingency.



TRI DELTA TRANSIT

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

RESOLUTION #250924A

AUTHORIZATION FOR AWARD OF CONTRACT FOR BUS CHARGER PURCHASE

Resolution #250924A authorizes the CEO to enter a contract with Gillig for the purchase of six bus chargers and related equipment.

WHEREAS, ECCTA has six bus chargers that have reached the end of their useful life; and

WHEREAS, ECCTA would like to purchase replacement chargers and related equipment, as well as the design of installation specifications; and

WHEREAS, the quoted cost of charging equipment and design services is \$724,234; and

WHEREAS, Gillig was awarded a contract through the CalACT-MBTA Vehicle Purchasing Cooperative for the purchase of bus chargers; 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 #250924A authorizing the CEO to enter into a contract with Gillig for the purchase of six electric bus charging stations and related equipment, and the design of installation specifications, for an amount not to exceed \$796,658, which includes a 10% contingency.

PASSED AND ADOPTED THIS 24th day of September 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____

TAB 4

Agenda Item #7b
DISCUSSION ITEM: Service
Change Update

Board of Directors Meeting

Wednesday September 24, 2025

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

Staff Report to ECCTA Board of Directors

Meeting Date: September 24, 2025

Agenda Item: Service Change Update – Agenda Item #7b

Lead Staff: Toan Tran, Chief Operating Officer

Approved: Rashidi Barnes, Chief Executive Officer



Background

In February 2024, Nelson\Nygaard Consulting Associates, Inc. was awarded a contract to conduct a Comprehensive Operational Analysis (COA) of ECCTA's transit system. The primary objective of the COA is to address the significant decline in ridership that has continued since the onset of the COVID-19 pandemic, despite the restoration of pre-pandemic service levels. Additionally, the COA seeks to right-size the system in light of ongoing fiscal constraints.

The scope of work includes service planning and scheduling, community outreach, the development of service alternatives, and support for implementing a redesigned transit network that better reflects current travel patterns in eastern Contra Costa County.

Discussion

The project officially launched with a kick-off meeting on April 18, 2024, between ECCTA staff and the Nelson\Nygaard project management team. During that time, the consultant team has completed a thorough analysis of existing transit services, local travel behavior, and demographic trends. Extensive public outreach efforts were also conducted to gather community input and better understand rider needs.

This input informed the development of two initial service alternatives, which were presented to the ECCTA Board of Directors on January 22, 2025. Feedback from the Board and the community during a second round of public outreach helped guide the refinement of a proposed service plan.

On April 23, 2025, the project team presented the preferred alternative to the Board of Directors, which was approved. The Board authorized the Chief Executive Officer to move forward with implementation.

The approved service changes were successfully implemented on August 10, 2025. At this month's Board meeting, staff will present a summary of rider feedback and an overview of operations performance following the service rollout.

Requested Action

This is a discussion item only, no action is needed at this time.