



TRI DELTA TRANSIT

Board of Directors Meeting Agenda

Wednesday, December 10, 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-MSC 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 October 22, 2025
- b. Financial Report
- c. Marketing and Customer Service Activities Report
- d. Legislative Report

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

6. CEO's REPORT: Rashidi Barnes

(see attachment: tab #2)

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7. ACTION and DISCUSSION ITEMS

a. ACTION ITEM: Draft Independent Auditors Report

(see attachment: tab #3)

Requested Action: Adopt Resolution #251210A accepting the Independent Auditor's Draft Final Report for the year ending June 30, 2025.

b. ACTION ITEM: Stroller Policy Update

(see attachment: tab #4)

Requested Action: Authorizing staff to adopt Resolution #251210B approving the updates to the Stroller Policy.

c. DISCUSSION ITEM: Clipper 2 Next Generation Overview

(see attachment: tab #5)

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

d. ACTION ITEM: 2026 ECCTA Board of Directors Meeting Schedule

(see attachment: tab #6)

Requested Action: Approve the staff recommendation to combine the November and December 2026 board meetings and conduct that meeting on December 9, 2026.

e. ACTION ITEM: Boardroom Use Policy

Board of Directors Meeting Agenda

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(see attachment: tab #7)

Requested Action: Adopt Resolution #251210E approving the revised Boardroom Use Policy.

f. ACTION ITEM: Mid-Term ECCTA Board Member-At-Large-Appointment

(see attachment: tab #8)

Requested Action: Choose the desired action to fill the Director-at-Large position for the remainder of the current term, through December 31, 2026.

8. 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.

9. ADJOURN

Next Meeting: January 28, 2026, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

TAB 1

Agenda Item #5

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

Board of Directors Meeting

Wednesday December 10, 2025

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

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

MINUTES

October 22, 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 Oerlemans at 4:03 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)*; Louie Rocha (Antioch); Shannon Shaw (Oakley); Anissa Williams (Oakley); Tony Oerlemans (Brentwood)
*arrived after roll call

ABSENT: Diane Burgis (County); Shanelle Scales-Preston (County)

STAFF PRESENT:

Rashidi Barnes, Chief Executive Officer (CEO)
Toan Tran, Chief Operations Officer (COO)
Eli Flushman, General Counsel
Rosanna Dominguez, Executive Assistant
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
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
Tim Haile, Executive Director CCTA

PLEDGE OF ALLEGIANCE

Chair Oerlemans 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 Williams, ECCTA Board members adopted the Consent Calendar below, which was carried by the following vote:

- A. Minutes of the Board of Directors meeting of September 27, 2025
- B. Marketing and Customer Service Activities Report
- C. Operations Report
- D. Legislative Report

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

NOES: None

ABSTAIN: None

ABSENT: Burgis, Scales-Preston

ACTION ITEM AND DISCUSSION ITEMS

- A. Assembly Bill 394 Update (Wilson) – Strengthen Safety for Transit Operators and Riders
Chair Oerlemans requested that this item be moved down to be presented as item 7e on the agenda.

On motion by Director Shaw, seconded by Director Rocha, ECCTA Board members consented to moving item 6a to after item 6d, which was carried by the following vote:

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

NOES: None

ABSTAIN: None

ABSENT: Burgis, Scales-Preston

- B. Senate Bill 63 (Wiener, Arreguin) – Connect Bay Area Act

Executive Director Tim Haile reviewed Senate Bill 63. He expressed gratitude to Assemblywoman Lori Wilson for helping with the bill's creation. This is a citizens' initiative, so a 51% vote is required for it to pass. Mr. Haile reviewed the flow of funding, including over-the-top costs, and allocation of funding. Director Meyer inquired about the cost of litigation; Mr. Haile will provide that number. Advocacy still needs to continue, and planning meetings for the allocation of funding are being

scheduled. The messaging for this bill will be to save transit. If this bill is not approved, there will likely be a significant reassessment of all other funding allocations for public transit. Concern was expressed regarding public perceptions of accountability with MTC and BART. Another concern is how Senate Bill 63 impacts Measure J. There was a discussion about messaging and voting, particularly regarding multiple tax-dependent initiatives. Mr Barnes stated that if this bill does not pass then some very hard decisions will need to be made. Summer, there should be educational outreach started to the public.

C. Bus Charger Purchase

Toan Tran, Chief Executive Officer, reviewed the current fleet inventory. Mr. Tran provided an overview of the charging infrastructure used for our current electric bus fleet, which includes six chargers. These chargers have reached the end of their useful life; currently, five of these chargers are out of commission. There is no current vendor available to make repairs to these chargers.

A grant was recently awarded to ECCTA to replace four of these chargers. The new chargers that will be installed have a larger output. At this time, three chargers will replace the four chargers that are currently down, thereby avoiding the need for a transformer upgrade. The output of these chargers cuts the charging time in half. A follow-up to the contract issuance will be brought to the board for approval in the coming months. Employees will not need additional training during the first five years.

On motion by Director Adams, seconded by Director Rocha, the ECCTA Board of Directors adopted Resolution #251022C authorizing the CEO to execute a contract with Gillig, through the CalACT-MBTA Vehicle Purchasing Cooperative, for the purchase of three electric bus charging stations, related equipment, and design services for installation specifications, in an amount not to exceed \$804,141, inclusive of a 10% contingency, which was carried by the following vote:

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

D. 2025 Agency Safety Plan

Compliance Manager Maceo Wiggins presented the 2025 Agency Safety Plan. Mr. Wiggins explained the review process that the safety plan undergoes, including reviews from the Safety Solutions Team and CEO Rashidi Barnes. Mr. Wiggins stated that the last major update was in 2024, when federal regulations required us to make changes to how we report and set our safety targets. There were no significant changes for this year.

On motion by Director Lopez, seconded by Director Meyer, the ECCTA Board of Directors adopted resolution #251022D approving Eastern Contra Costa Transit Authority's 2025 Public Transportation Agency Safety Plan, which was carried by the following vote:

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

A. Assembly Bill 394 Update (Wilson) – Strengthen Safety for Transit Operators and Riders
It was requested by staff to have this item moved to after the Chief Executive Officer's report.

On motion by Director Shaw, seconded by Director Williams, ECCTA Board members consented to moving item 6a to after the CEO's report, which was carried by the following vote:

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

CHIEF EXECUTIVE OFFICER'S REPORT

A. Operations Report

Chief Executive Officer Rashidi Barnes reported on a broader issue around public transit and how the lack of funding can have many negative impacts on our communities, environment, and economy. Mr. Barnes reviewed the effects of the government shutdown. There are currently no significant impacts on Tri Delta Transit due to the government shutdowns.

Mr. Barnes reviewed the new Clipper tap-and-ride program that was rolled out at BART stations. The East Contra Costa County Stations are included in the data. Tri Delta Transit buses currently cannot accept open payments. December 10, 2025, is currently the proposed date for initiating that capability.

Mr. Barnes also shared details on the cover art contest being held, where students in the County can submit art that will be considered for the cover of the following Tri Delta Transit schedule. The Directors are encouraged to promote this contest with schools.

ACTION ITEM AND DISCUSSION ITEMS

A. Assembly Bill 394 Update (Wilson) – Strengthen Safety for Transit Operators and Riders
It was requested by staff that this item be moved to after the Board of Directors' comments.

On motion by Director Meyer, seconded by Director Shaw, ECCTA Board members consented to moving item 7a after the Board of Directors' comments, which was carried by the following vote:

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

BOARD OF DIRECTORS COMMENT

Director Shaw
Director Higgins
Director Adams
Director Williams

ACTION ITEM AND DISCUSSION ITEMS

E. Assembly Bill 394 Update (Wilson) – Strengthen Safety for Transit Operators and Riders

Assemblywoman Lori Wilson presented on Assembly Bill 394, expressing her enthusiasm over its passage into law. This bill protects workers not only in traditional workplaces but also in transit systems. It can be a train, car, bus, or open space for a transit operating center. Ms. Wilson expressed that safety for public transit workers is not only a safety issue to the individual but a larger public safety issue. The bill allows judges complete discretion in issuing restraining orders, which include considering each order for protection and safety, encompassing everything from timing to location(s).

On motion by Director Shaw, seconded by Director Williams, ECCTA Board members consented to moving item 7e to after item 7, which was carried by the following vote:

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

ADJOURNMENT

The meeting of the Eastern Contra Costa Transit Authority adjourned at 5:18 p.m. until December 10, 2025, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave, Antioch, California.

Respectfully submitted,

Rosanna Dominguez

Executive Assistant



EASTERN CONTRA COSTA TRANSIT AUTHORITY

Income Statement - Comparison to Annual Adopted Budget

< July 1, 2025 through October 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	\$ 584,844	\$ 336,801	\$ 248,042	\$ 2,153,356	\$ 1,098,211	\$ 1,055,144	\$ 19,629,635	\$ 6,757,460	16%	11%
Other Income	\$ 105,103	\$ 105,103	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 1,277,605	\$ 2,064,928	32%	23%
<i>Total Operating Revenues:</i>	\$ 689,947	\$ 441,904	\$ 248,042	\$ 2,253,356	\$ 1,198,211	\$ 1,055,144				
NON-OPERATING REVENUES										
Federal Funds	\$ 4,180,240	\$ 3,462,557	\$ 717,683	\$ 1,095,783	\$ -	\$ 1,095,783				
State Funds	\$ 1,059,194	\$ 294,030	\$ 765,164	\$ 26,387,095	\$ 19,629,635	\$ 6,757,460				
Local Funds				\$ 3,342,533	\$ 1,277,605	\$ 2,064,928				
Inter-Operator Agreements (Bart Feeder)					\$ 2,608,847	\$ 2,608,847				
Interest & Other Misc Income	\$ 48,388	\$ 39,909	\$ 8,480	\$ 76,745	\$ 61,396	\$ 15,349				
<i>Total Non-operating Revenues:</i>	\$ 5,287,823	\$ 3,796,496	\$ 1,491,326	\$ 33,511,004	\$ 23,577,483	\$ 9,933,520				
<i>Total Revenues:</i>	\$ 5,977,769	\$ 4,238,400	\$ 1,739,369	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664				
OPERATING EXPENSES										
Purchased Transportation	\$ 7,199,792	\$ 4,351,195	\$ 2,848,598	\$ 21,904,858	\$ 13,856,003	\$ 8,048,855				
Materials and Supplies	\$ 1,480,633	\$ 1,152,075	\$ 328,558	\$ 4,425,783	\$ 3,604,645	\$ 821,138				
Salaries & Benefits	\$ 1,943,402	\$ 1,506,065	\$ 437,337	\$ 6,349,603	\$ 5,027,923	\$ 1,321,680				
Services	\$ 384,918	\$ 275,108	\$ 109,811	\$ 1,499,535	\$ 1,100,245	\$ 399,290				
Casualty and liability insurance	\$ 150,007	\$ 123,198	\$ 26,809	\$ 484,630	\$ 401,310	\$ 83,320				
Utilities	\$ 95,209	\$ 74,936	\$ 20,274	\$ 389,500	\$ 313,488	\$ 76,012				
Other (Dues, Travel, Taxes, and Other)	\$ 65,044	\$ 51,061	\$ 13,983	\$ 710,450	\$ 472,082	\$ 238,368				
<i>Total Operating Expenses:</i>	\$ 11,319,006	\$ 7,533,637	\$ 3,785,370	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664				
<i>EXCESS REV/(EXP)</i>	\$ (5,341,237)	\$ (3,295,236)	\$ (2,046,001)	n/a	n/a	n/a				

Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 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>STUDENT COVER ART CONTEST DESIGN TRI DELTA TRANSIT'S JANUARY 2026 SCHEDULE COVER! CONTEST ENDS: NOVEMBER 14TH 5:00 PM PST SEE WEBSITE FOR COMPLETE DETAILS.</p>	<h2>Student Cover Art Contest</h2> <p>Tri Delta Transit was excited to run our first ever Cover Art Contest to design the front of our January 11, 2026 schedule. Fliers were distributed to the school districts, on social media, at the office, Tri Delta Transit outreach events, and more.</p> <p>We're unveiling the art with the schedule but can reveal the winner was from Freedom High School!</p>
 <p>Tri Delta Transit Published by Hootsuite • November 13 at 9:50 AM • See more</p> <p>Tri Delta Transit celebrates National Transit Career Day today! ... See more</p>  <p>Each year, Tri Delta Transit holds a toy drive benefiting a local charity and "Blessed" Children's One and Only Foundation. This year, we are partnering with the Rotary Club of Vallejo to provide for those in our area who are less fortunate and the community we serve.</p> <p>The Rotary Club of Vallejo organizes a Christmas Toy Drive for the 200+ families and 600+ children in the Vallejo area. The Toy Drive is held in December. Scan the QR code and your donation will help make the holidays brighter for families in need. Or click this link: www.vallejorotary.org/charity/toy-drive</p>	<h2>Celebrating and Spreading the Word</h2> <p>We were honored to highlight:</p> <ul style="list-style-type: none"> • Local Veterans celebrations • National Transit Career Day • Local Toy Drives • New paratransit vehicles • Thanksgiving Weekend/Holiday schedule • Local parades and tree lighting ceremonies



Tri Delta Transit Out and About

Though event season is winding down, Tri Delta Transit continues to be out and about. Here are some places we've been recently:

- Digs and Rigs, Brentwood

Ongoing Projects:

Transit Takes You Places

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

- Mercantile Market by Makers Boulevard. This great event moved from the Oakley Park 'n Ride to downtown Oakley to be around restaurants and facilities. We helped and went to their inaugural opening on November 23rd.
- Delta Veterans Group Smash Burger Fundraiser
- Food Truck Thursdays
- Local area Halloween celebrations
- Pawstoberfest.



Collaboration

- Clipper 2 Next Generation launching December 10th. Marketing will run multiple social media posts telling riders the benefits and changes to the program.
- 511 Contra Costa Big Win rewards riders by entering them each time they ride in a contest for \$511 a month. Tri Delta Transit was excited to hear one of our riders won recently.
- Posted request to complete the City of Antioch Hazard Mitigation Plan Survey



Agenda Item #5c

Eastern Contra Costa Transit Authority

Board of Directors Meeting

December 10, 2025

SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS				
Followers	JULY 2025	AUGUST 2025	SEPTEMBER 2025	Through NOV. 19, 2025
Facebook	1.4K	1.4K	1.4k	1.4k
Instagram	1,114	1,117	1,124	1,130
LinkedIn	721	733	768	789
BlueSky	35	37	43	43

ALERT ACCOUNTS				
Followers	JULY 2025	AUGUST 2025	SEPTEMBER 2025	Through NOV. 19, 2025
Facebook	99	101	105	108
Instagram	97	99	105	105

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



November 19, 2025

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

From: Chris Lee, Partner, Politico Group

Re: November State Election, Legislative & Budget Updates

Politico Group is pleased to provide the following report to Tri Delta Transit on recent state election, legislative, and budget updates. We are still awaiting the release of the CalSTA Transit Transformation Taskforce report, which was due to the Legislature at the end of October.

State Election Updates

November in the state capital was dominated by the Governor's successful redistricting gambit, with Proposition 50 passing by over 64% of the statewide special election vote at the latest count. The measure redraws California's congressional districts for the 2026, 2028, and 2030 elections, with line-drawing power returning to the citizens redistricting commission after the 2030 census.

Political dominos owing to Prop. 50's scrambling of the congressional map have started to fall, with former Senate President pro Tem McGuire declaring his candidacy in a redrawn district that combines his Sonoma County base with far-flung northeastern California. Locally, several cities in Tri Delta's service area would move into a San Joaquin County-based Congressional district. Other parts of the state also have significant map changes, including far Northern California, the Sacramento region, the San Joaquin Valley, and the Inland Empire. In each of these areas, new district lines could all kick-off games of musical chairs with implications for state legislative and local races.

Following Proposition 50's passage, the focus of state politics has turned to the 2026 ballot, with the Governor's race still wide open and the field of proposed ballot measures beginning to take shape.

Alex Padilla Declines California Governor Bid

U.S. Senator Alex Padilla announced on November 4 that he will not enter the 2026 race to succeed Gavin Newsom as Governor and instead will remain in the Senate. In his remarks, Padilla emphasized his commitment to continue "the fight" in Washington and pointed to his ongoing work to defend the Constitution and protect the American Dream. Padilla's decision removes what many considered a front runner from the gubernatorial field, effectively opening space for other Democratic contenders and shifting strategic calculations across both parties.

For transportation and infrastructure stakeholders, this means that the race for governor may focus more heavily on state centric issues and less on Washington-to Sacramento crossover name power, potentially favoring candidates with a strong local policy or regulatory track record. Antonio Villaraigosa has sought to stake out a moderate lane, garnering support from the State Building and Construction Trades Council and the California State Council of Laborers, both of which are major players in the transportation infrastructure funding space in the state legislature.

Other Democratic aspirants such as former member of Congress Katie Porter and former state Attorney General Xavier Becerra are also likely to increase their campaign visibility and fundraising following Padilla's decision. The June 2026 top-two primary race is still very fluid, with numerous other Democrats remaining in the race, two Republican candidates splitting the Republican vote (Riverside County Sheriff Chad Bianco and self-financed candidate Steve Hilton), and recent polling from Berkeley Institute of Governmental Studies and Emerson College both showing approximately 40% of likely voters are undecided on their choice for Governor.

2026 Ballot Measures to Watch

Well-funded interest groups are beginning to file proposed ballot initiatives for the 2026 statewide ballot. Two proposed measures with implications for transportation projects and funding are currently gathering signatures in order to qualify, while a third was placed on the ballot by the Legislature.

CEQA and Project Approval Timelines

The "Building an Affordable California Act" was submitted for a title and summary on October 21 by a coalition of business interests led by the California Chamber of Commerce. The measure would impose new statutory timeframes for the environmental review and approval of a broad swath of proposed projects, including all road and highway projects, mass transit projects that include "fixed guideways" (i.e. rail and bus rapid transit), and electric vehicle charging projects. Qualifying transportation projects must have a project labor agreement or use a "skilled and trained workforce" as defined by the Public Contract Code.

The measure aims to close a perceived loophole between California's Permit Streamlining Act (PSA), which creates timeframes for the approval of discretionary projects by government agencies, and the California Environmental Quality Act, which has different review timeframes and considerations that render the PSA relatively toothless for projects that have significant environmental impacts. Specifically, the measure would require agencies to approve or deny projects within 365 days, limit public comment periods to 60 days, and narrow the required consideration of alternatives to the proposed project.

If an environmental review and project approval under the measure are challenged in court, a 270-day shot clock is established for the court's decision. The measure also limits the court's ability to overturn a project approval to circumstances when the agency has ignored clear, objective, written standards, and limits a judge's discretion to overturn project approvals that are based on substantial evidence in the record.

The measure also applies broadly to clean energy, public safety, wildfire resilience, housing, water, health facilities, and broadband projects. While the proponents appear to be serious about taking the measure to the ballot, it could also be a helpful bargaining chip in the Legislature, where there is already discussion about rolling back CEQA changes approved in 2025. The prognosis for the measure will depend on the reaction of environmental advocates, labor unions, tribes, and others. To give just two examples of political pitfalls, the measure's labor standards for housing projects are weaker than those included in recent legislation, as are the requirements for tribal consultation on proposed projects.

Local Tax Measure Approval Thresholds

Over the summer the Attorney General issued a title and summary for a measure proposed by the Howard Jarvis Taxpayers Association. Per the title, the initiative constitutional amendment "limits [the] ability of voters to raise revenues for local government services" by raising the vote approval threshold requirement for such ballot measures from a simple majority to two-thirds. The measure also limits real

estate transfer taxes in charter cities and would overturn existing voter-approved property-related taxes that do not comply with these requirements two years after the measure is enacted. The Legislative Analyst's Office fiscal analysis flags up to \$2 billion in revenue losses, primarily to charter cities, and potential future revenue reductions in what local governments would otherwise collect due to the higher voter approval threshold.

A related measure that the Legislature previously placed on the 2024 statewide ballot, but subsequently moved to 2026, is ACA 13 (Ward). This Assembly Constitutional Amendment would require measures that increase voter approval thresholds to be passed by the same threshold. For example, the Howard Jarvis measure would need to be approved by two-thirds of voters to take effect under ACA 13.

State Budget Update

Remote Meeting Changes under the Brown Act Effective in January

As reported last month, Governor Newsom signed Senate Bill 707 (Durazo) on October 3. The bill will take effect on January 1, 2026. This bill extends until 2030 “just cause” flexibilities for members of Brown Act bodies to participate remotely, as well the ability of advisory committees to meet remotely without requiring an in-person quorum. Key provisions applicable to local legislative bodies include:

- **“Just Cause” Remote Participation for Members of Brown Act Bodies.** Following the amendments incorporating provisions from AB 259, SB 707 will extend until 2030 “just cause” remote participation for members of Brown Act bodies without disclosing their location and opening it to the public. Under this provision, an in-person quorum of the legislative body must be present, the member’s remote participation must be disclosed, and members can only use this authority for two meetings per year for a body that meets monthly or less frequently.

The bill broadens the current definition of “just cause,” to include a physical or family medical emergency that prevents a member from attending in person or military service. As under current law, “just cause” includes childcare or specified caregiving needs, specified needs related to a physical or mental condition, travel on official business, and immunocompromised family members that require the member to participate remotely.

- **Remote Participation for Advisory Bodies.** SB 707 also authorizes until 2030 the use of remote teleconference technology for subsidiary bodies, including advisory committees, without requiring an in-person quorum of the committee. These amendments incorporate major provisions from SB 239 (Arreguín). This extension is accompanied by new reporting requirements to ensure that recommendations from the advisory body are presented to the legislative body that created it at least annually in an open and public meeting.
- **New Language Access and Transparency Requirements.** SB 707 also includes new meeting accessibility requirements for cities, counties and special districts that exceed specified thresholds for population, number of employees and revenues. ECCTA does not appear to meet any of the criteria, although they will apply to numerous cities in Contra Costa County. The specific criteria are:
 - A city council of a city with a population of 30,000 or more.

- A county board of supervisors of a county, or city and county, with a population of 30,000 or more.
- A city council of a city located in a county with a population of 600,000 or more.
- The board of directors of a special district that has an internet website and meets any of the following conditions:
 - The boundaries of the special district include the entirety of a county with a population of 600,000 or more, and the special district has over 200 full-time equivalent employees.
 - The special district has over 1,000 full-time equivalent employees.
 - The special district has annual revenues, based on the most recent Financial Transaction Report data published by the California State Controller, that exceed four hundred million dollars (\$400,000,000), adjusted annually for inflation commencing January 1, 2027, as measured by the percentage change in the California Consumer Price Index from January 1 of the prior year to January 1 of the current year, and the special district employs over 200 full-time equivalent employees.

These designated “eligible legislative bodies” must comply with the new requirements for open and public meetings, including: providing an opportunity for public attendance at open and public meetings via a two-way telephonic service or a two-way audiovisual platform, offering reasonable assistance with translation and interpretation services at public meetings, translating agendas and specified website content into languages that are widely spoken in the relevant community, and adopting of specified policies on how meetings will proceed during an outage of virtual teleconferencing service, including a requirement to recess the meeting for at least one hour and make a good faith attempt to restore the service.

State Budget Update

LAO Urges Caution as State Revenues Exceed Expectations

The Department of Finance (DOF) is well underway developing the Governor’s January Budget for 2026-27. Politico Group has been monitoring DOF monthly finance bulletins which for September show that California’s General Fund revenues remain strong, with August receipts coming in \$1.7 billion above forecast and \$4.4 billion above projections since April. The gains are driven mainly by personal income tax and corporation tax and partially offset by slight shortfalls in sales tax and interest earnings.

While the revenue picture is stronger than expected, both the DOF and Legislative Analyst’s Office (LAO) caution that these gains may be temporary, tied to elevated stock market activity rather than broad-based economic strength. The LAO warns that the “AI-driven” surge may narrow budget deficits but not create new, ongoing fiscal capacity.

These revenue estimates will serve as the basis for Governor Newsom’s proposed 2026-27 state budget—his last—which is due to the Legislature by January 10, 2026.

TAB 2

Agenda Item #6
ACTION ITEM: CEO Report

Board of Directors Meeting

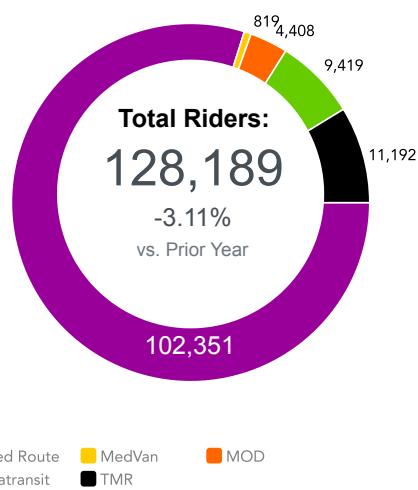
Wednesday December 10, 2025

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

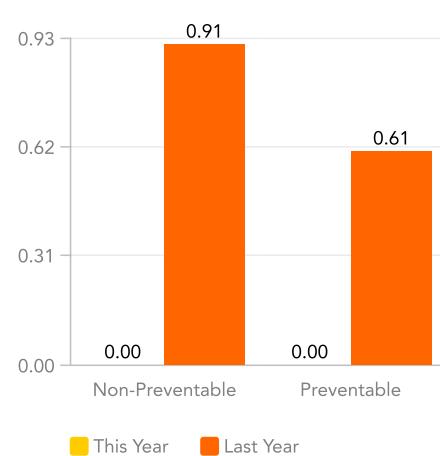


Performance Summary

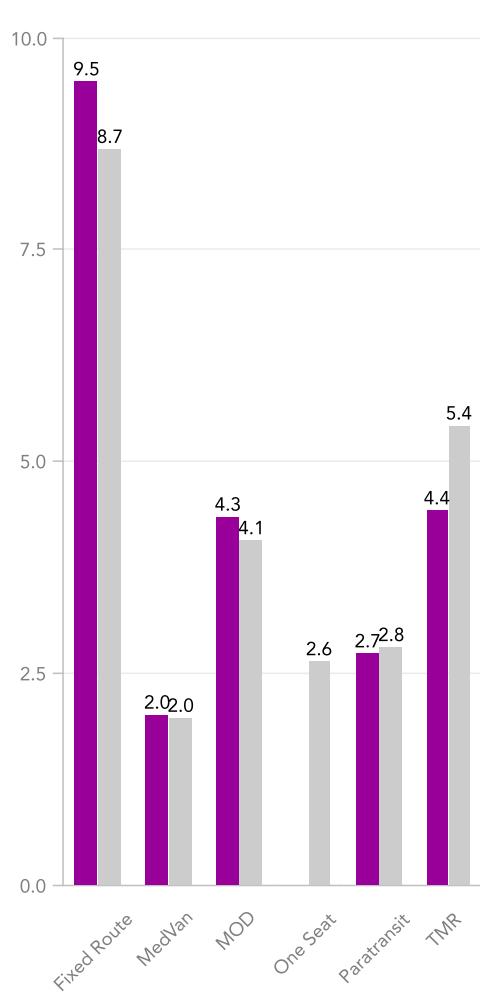
Ridership



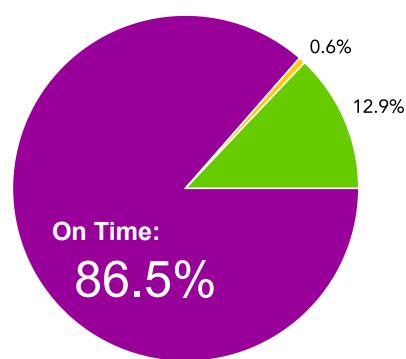
Accidents / 100K Miles



Passengers Per Revenue Hour



On Time Performance



Cost Recovery Ratio

No data



Safety Performance

Preventable Accident Report

	Accidents	Per 100,000 Miles
May/FY2025	4	1.29
Jun/FY2025	3	1.00
Jul/FY2026	2	0.68
Aug/FY2026	4	1.48
Sep/FY2026	5	1.92
 YTD 2025	 2	 0.61

YTD Change

No data

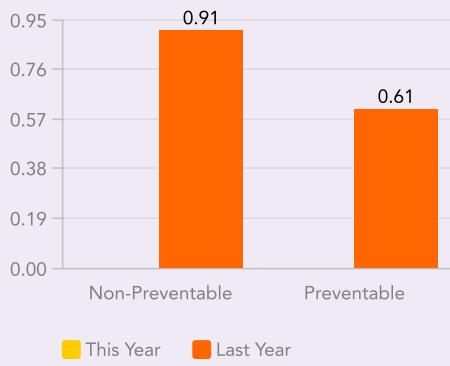
Preventable Accidents Per 100,000 Miles

Last Six Months - System Wide



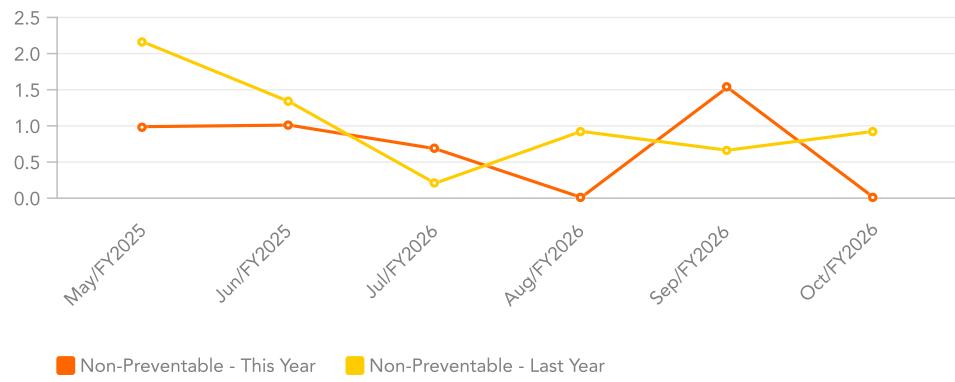
Year-over-Year - System Wide

Accidents Per 100,000 Miles



Non-Preventable Accidents Per 100,000 Miles

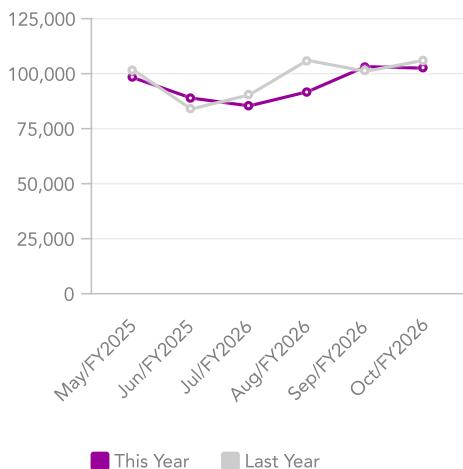
Last Six Months - System Wide



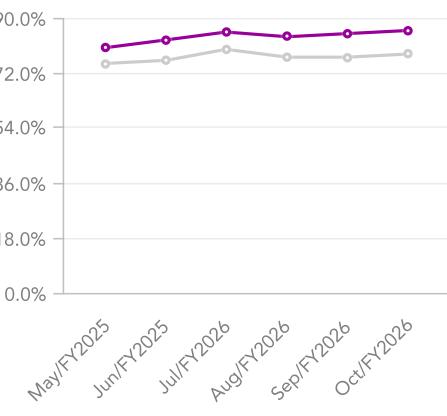


Fixed Route Performance

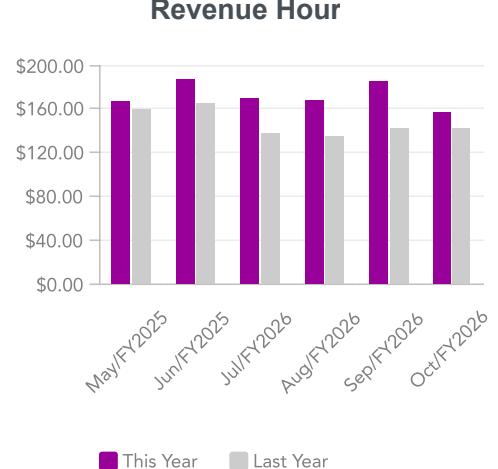
Total Ridership



On Time Performance



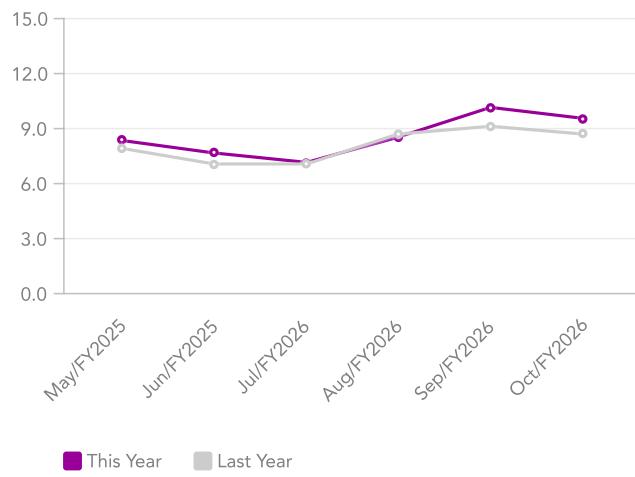
Operating Cost Per Revenue Hour



Year-over-Year Report - Fixed Route

	Metric	This Year	Prior Year	% Change
Customer	% of Trips On Time	85.79	84.82	+1.1%
	Average Miles Between Roadca	44,689.25	7,788.26	473.80%
Service	Complaints Per 100k Riders	19.54	30.19	-35.3%
	Ridership Per Rev. Hour	9.48	10.09	-6.0%
Financial	Operating Costs Per Rev. Hour	156.71	185.19	-15.4%
	Ridership	102,351.00	102,680.00	-0.3%

Passengers Per Revenue Hour



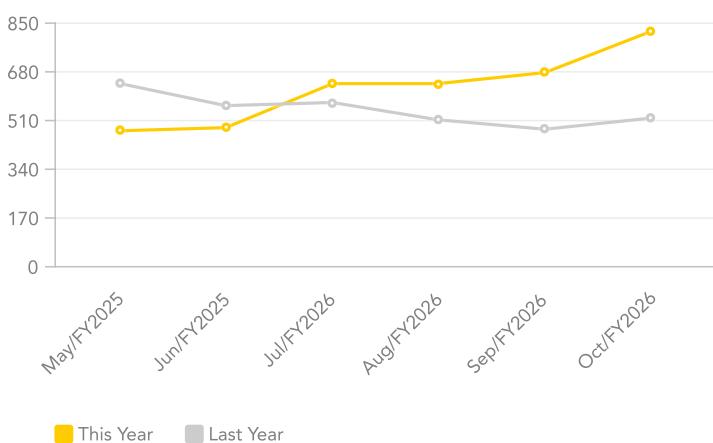
MedVan, Paratransit, and MOD Performance

Year-over-Year Report

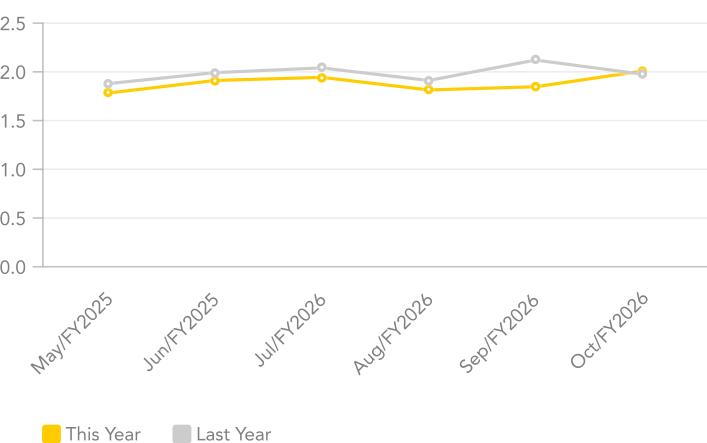
	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	95.94	96.30	-0.4%
	Complaints Per 100k Riders	0.00	386.85	-100.0%
	Ridership Per Rev. Hour	2.00	1.97	+1.5%
Financial	Operating Costs Per Rev. Hour	135.25	116.50	+16.1%
Ridership	Ridership	819.00	517.00	+58.4%

MedVan

Total Ridership



Passengers Per Revenue Hour

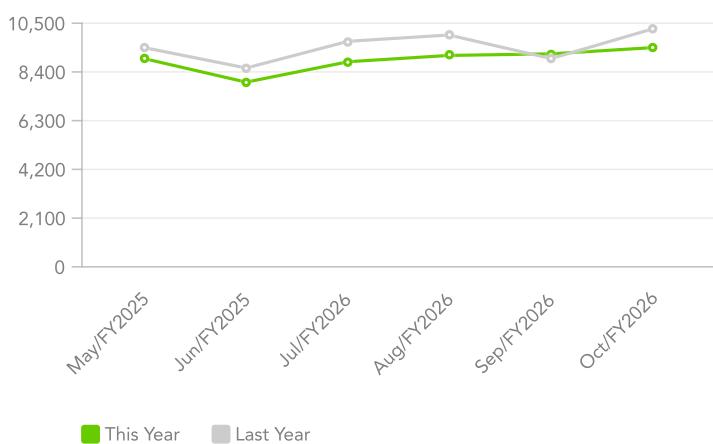


Paratransit

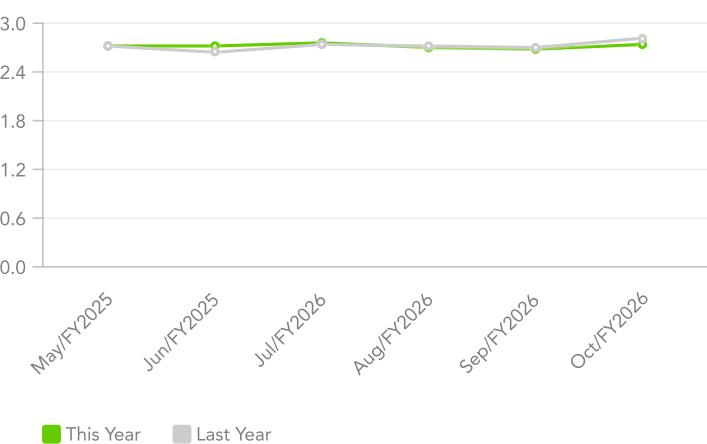
Year-over-Year Report

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	88.96	89.30	-0.4%
	Complaints Per 100k Riders	138.02	97.79	+41.1%
	Ridership Per Rev. Hour	2.73	2.80	-2.5%
Financial	Operating Costs Per Rev. Hour	135.25	116.50	+16.1%
Ridership	Ridership	9,419.00	10,226.00	-7.9%

Total Ridership



Passengers Per Revenue Hour

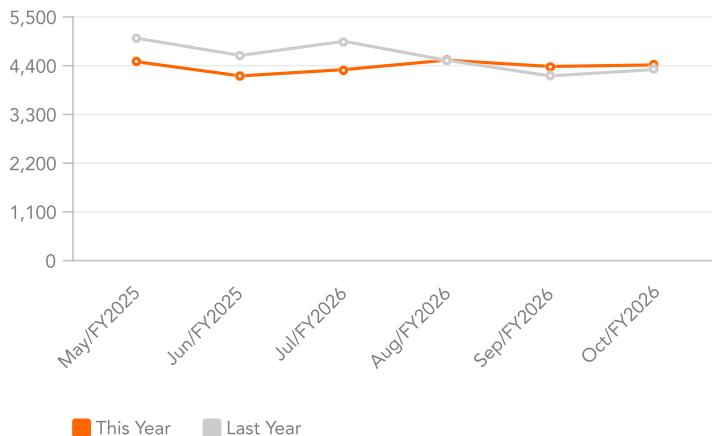


Year-over-Year Report

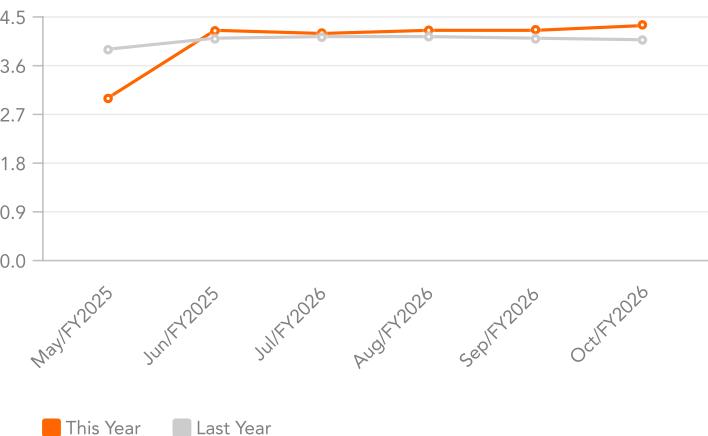
MOD

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.34	4.06	+6.9%
Financial	Operating Costs Per Rev. Hour	90.56	84.15	+7.6%
Ridership	Ridership	4,408.00	4,306.00	+2.4%

Total Ridership



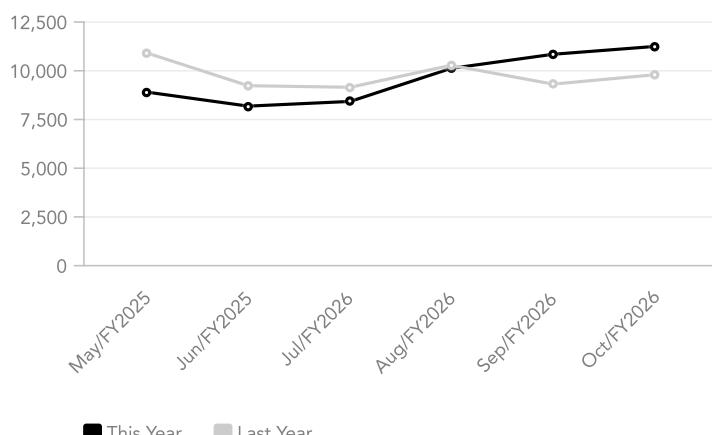
Passengers Per Revenue Hour



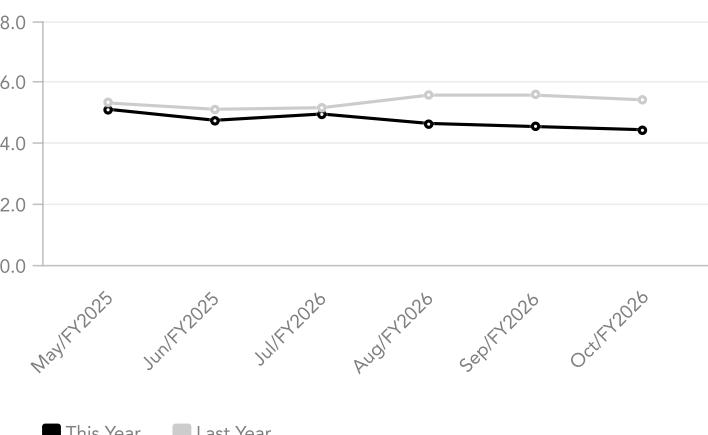
TMR

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	35.74	51.26	-30.3%
Service	Ridership Per Rev. Hour	4.42	5.42	-18.5%
Financial	Operating Costs Per Rev. Hour	135.25	116.50	+16.1%
Ridership	Ridership	11,192.00	9,754.00	+14.7%

Total Ridership



Passengers Per Revenue Hour



TAB 3

Agenda Item #7a

ACTION ITEM: Draft Independent Auditors Report

Board of Directors Meeting

Wednesday December 10, 2025

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



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: Draft Independent Auditors Report – Agenda Item #7a

Lead Staff: Paul L. Rodrigues, Director of Finance & Accounting

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in blue ink that appears to read "RB".

Background

ECCTA is required to have an annual certified fiscal audit conducted by an outside independent firm. Per the contract between Brown Armstrong CPAs, an audit of the fiscal year ending June 30, 2025 was conducted.

Discussion

In the opinion of the auditor, the basic financial statements of the Authority present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2025, and the respective changes in financial position and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

The financial statements are in draft format as they are currently undergoing quality control review by the auditors. Although no changes are anticipated, the audit report will be brought back to the Board for review and approval if there are material changes.

The auditors found no deficiency in internal control that they consider to be a material weakness.

Requested Action

Adopt Resolution #251210A accepting the Independent Auditor's Report for the year ending June 30, 2025.

Attachments:

1. ECCTA Financial Statements and Report



TRI DELTA TRANSIT

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

RESOLUTION #251210A INDEPENDENT AUDITOR'S REPORT

**Resolution #251210A accepts the EASTERN CONTRA COSTA TRANSIT AUTHORITY
Independent Auditor's Report for the year ended June 30, 2025.**

WHEREAS, ECCTA is required by PUC 99245 to have an annual certified fiscal audit conducted by an outside entity; and

WHEREAS, the independent audit performed was designed to express an opinion on the FY 2025 financial statements and address current statutory and regulatory requirements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and

WHEREAS, the Independent Auditor's Report for the year ended June 30, 2025 shows no deficiency in internal control that they consider to be a material weakness.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #251210A accepting the Independent Auditor's Report for the year ended June 30, 2025.

PASSED AND ADOPTED THIS 10th day of December 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____
NOES: _____
ABSENT: _____
ABSTENTIONS: _____

DRAFT

**EASTERN CONTRA COSTA
TRANSIT AUTHORITY
ANTIOCH, CALIFORNIA**

**BASIC FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT**

**FOR THE FISCAL YEAR ENDED
JUNE 30, 2025
WITH COMPARATIVE TOTALS**

EASTERN CONTRA COSTA TRANSIT AUTHORITY
FOR THE FISCAL YEAR ENDED JUNE 30, 2025
WITH COMPARATIVE TOTALS

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Eastern Contra Costa Transit Authority
Antioch, California

Report on the Audit of the Basic Financial Statements***Opinions***

We have audited the accompanying basic financial statements of the Eastern Contra Costa Transit Authority (the Authority), as of and for the fiscal year ended June 30, 2025, and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2025, and the respective changes in financial position and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Basic Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Basic Financial Statements

Management is responsible for the preparation and fair presentation of these basic financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of basic financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the basic financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Basic Financial Statements

Our objectives are to obtain reasonable assurance about whether the basic financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the basic financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the basic financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and schedule of changes in the net other postemployment benefits (OPEB) liability and related ratios, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB) who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the management's discussion and analysis and schedule of changes in the net OPEB liability and related ratios in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Report on Summarized Comparative Information

We have previously audited the Authority's June 30, 2024, basic financial statements, and our report dated October 15, 2024, expressed an unmodified opinion on those audited basic financial statements. In our opinion, the summarized comparative information presented herein as of and for the fiscal year ended June 30, 2024, is consistent in all material respects, with the audited basic financial statements from which it has been derived.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated [REDACTED], 2025, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Stockton, California

[REDACTED], 2025

**EASTERN CONTRA COSTA TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025**

Introduction

This discussion and analysis of the Eastern Contra Costa Transit Authority's (the Authority) financial performance provides an overview of the Authority's financial activities for Fiscal Year 2025 (FY25) including comparisons to the prior year. This information should be considered in conjunction with the statements and notes contained in the Financial Section.

Overview of the Basic Financial Statements

The Financial Section of this report presents the Authority's basic financial statements including the basic financial statements and the notes to those financial statements. It also includes the Independent Auditor's Report on those basic financial statements as well as certain grant activities.

Basic Financial Statements

The *Statement of Net Position* presents information about the assets and liabilities, and the difference between them as *net position*. The change in net position over time can indicate whether the Authority's financial position is improving or deteriorating.

The *Statement of Revenues, Expenses, and Changes in Net Position* indicates how net position has changed during the fiscal year as well as compares operating revenues and operating expenses between the current and prior fiscal year. The operating revenues and expenses shown on page 6 are the financial activities related to the Authority's mission of providing public transportation services in Eastern Contra Costa County. The revenues and expenses reported include fares and advertising revenues along with the cost of passenger services, administration and operation of those services, and the depreciation of capital assets. All other revenues and expenses not included within these categories are reported as non-operating revenues and expenses.

The *Statement of Cash Flows* reports the inflow and outflow of cash at the Authority. Such activity is classified into three major components:

- *Cash flows from operating activities* include transactions reported as components of operating income in the statement of revenues, expenses, and changes in net position.
- *Cash flows from noncapital financing activities* include operating grant funding received as well as operating payments from third parties and non-operating items.
- *Cash flows from capital and related financing activities* come from the procurement of capital assets and the proceeds of capital grants.

Notes to the Basic Financial Statements

The Notes to Basic Financial Statements immediately following are intended to provide additional information that is essential for the reader to gain a full understanding of the information provided within the basic financial statements.

Analysis of the Authority's Overall Financial Position

As of June 30, 2025 and 2024 (in thousands)

	2025	2024	2025 to 2024	
			Amount	%
Current assets	\$ 13,782	\$ 12,977	\$ 805	6.20%
Noncurrent assets	<u>26,796</u>	<u>27,896</u>	<u>(1,100)</u>	<u>-3.94%</u>
Total assets	<u>\$ 40,578</u>	<u>\$ 40,873</u>	<u>\$ (295)</u>	<u>-0.72%</u>
Current liabilities	\$ 11,911	\$ 11,242	\$ 669	5.95%
Noncurrent liabilities	<u>775</u>	<u>845</u>	<u>(70)</u>	<u>-8.28%</u>
Total liabilities	<u>12,686</u>	<u>12,087</u>	<u>599</u>	<u>4.96%</u>
Net position	<u>\$ 27,892</u>	<u>\$ 28,786</u>	<u>\$ (894)</u>	<u>-3.11%</u>

The Authority continues to recover from a post-pandemic transit landscape that has affected travel patterns and demand. Operating revenues remain lower than expected while operating expenses continue to rise as management implements cost reduction measures when feasible. Noncurrent assets have decreased due to current year depreciation of depreciable fixed assets. Current liabilities are up over 5.95% primarily due to the increase in grant advances.

The 3.11% decrease in the Authority's net position in FY25 is due to the items described above.

Capital Activity

Revenue Vehicles	\$ 2,616,132
Facilities and Equipment	148,239
Architectural and Engineering for Park and Ride Lot	<u>414,015</u>
	<u>\$ 3,178,386</u>

Revenue vehicles remain the major component of the Authority's net capital assets and will be so going forward. Facilities and equipment expenditure consists of upgrades and repairs to the existing Diesel Fueling Station, which should be completed in FY27.

Operating Activity**Comparison to Budget**
As of June 30, 2025 (in thousands)

	<u>FY25 Actual</u>	<u>FY25 Budget</u>	<u>Variance</u>
Operating Revenues	\$ 2,642	\$ 2,106	\$ 536
Operating Expenses, Excluding Depreciation	33,121	35,467	(2,346)
Non-Operating Revenues	30,480	33,361	(2,881)

Prior Year Comparison
As of June 30, 2025 and 2024 (in thousands)

	<u>FY25 Actual</u>	<u>FY24 Actual</u>	<u>Variance</u>
Operating Revenues	\$ 2,642	\$ 2,414	\$ 228
Operating Expenses, Excluding Depreciation	33,121	33,913	(792)
Non-Operating Revenues	30,480	31,499	(1,019)

During FY25, the Authority budgeted for 220 thousand billable service hours and actually provided 233 thousand billable hours of service through an operations contractor. The budget was created under the assumption that service would return to normal following the COVID-19 Pandemic. In January 2024, the Authority reduced the levels of services by eliminating services to non-productive services to reduce the costs.

The Authority anticipated providing 1.4 million passenger trips in FY25 and the actual number of passenger trips was 1.4 million. Fixed-route ridership decreased slightly, while Tri My Ride ridership increased marginally.

There were no other material cost overages in any expense line items during FY25.

KEY PERFORMANCE INDICATORS BY SERVICE PARATRANSIT					
	Budget June 30, 2025	% Difference Budget/Actual	ANNUAL COMPARISON		
			Actual June 30, 2025	Actual June 30, 2024	% Change
PASSENGERS					
Total DAR Trips Provided	303,210	-2.2%	296,659	245,710	20.7%
Average Weekday Ridership	835	26.8%	1,059	895	18.3%
Average Sat Ridership	230	49.6%	344	243	41.6%
Average Sun/Hol Ridership	139	61.2%	224	156	43.6%
Average Passengers/Hour (weekdays regular paratransit only)	2.00	20.0%	2.40	2.30	4.3%
CUSTOMER SERVICE					
Ride Refusals/Day	-	0.0%	-	-	0.0%
Customer Complaints	0.30%	2566.7%	8.00%	0.07%	11328.57%
On Time Performance	90%	3.3%	93%	96%	-3.1%
MAINTENANCE					
Gallons of Fuel Consumed	201,202	-25.2%	150,491	170,614	-11.8%
Miles Between Preventable Accidents	200,000	47.7%	295,349	130,783	125.8%
Miles Between Road Calls	100,000	111.0%	210,979	71,932	193.3%
COST RATIOS					
Farebox Recovery Ratio	9.52%	-26.3%	7.02%	6.26%	12.1%
\$/Gal Fuel	\$ 4.31	10.0%	\$ 4.74	\$ 4.66	1.7%
Operating Cost/Passenger	\$ 31.58	10.0%	\$ 34.73	\$ 39.65	-12.4%
Operating Cost/Revenue Hour	\$ 120.63	-8.9%	\$ 109.86	\$ 121.02	-9.2%
Operating Cost/Revenue Mile	\$ 7.05	-8.7%	\$ 6.44	\$ 8.08	-20.3%

KEY PERFORMANCE INDICATORS BY SERVICE FIXED ROUTE					
	Budget June 30, 2025	% Difference Budget/Actual	ANNUAL COMPARISON		
			Actual June 30, 2025	Actual June 30, 2024	% Change
PASSENGERS					
Total FR Trips Provided	1,075,078	3.7%	1,115,006	1,129,025	-1.2%
Average Weekday Ridership	3,133	20.3%	3,770	3,841	-1.8%
Average Sat Ridership	1,386	15.7%	1,604	1,597	0.4%
Average Sun/Hol Ridership	1,123	25.8%	1,413	1,378	2.5%
Average Passengers/Hour	7.60	5.3%	8.00	7.30	9.6%
CUSTOMER SERVICE					
Customer Complaints	0.30%	566.7%	2.00%	0.28%	614.3%
On Time Performance	90%	-8.9%	82%	76%	7.9%
MAINTENANCE					
Gallons of Fuel Consumed	541,554	-14.5%	463,189	511,957	-9.5%
Miles Between Preventable Accidents	100,000	26.2%	126,201	108,710	16.1%
Miles Between Road Calls	50,000	-49.5%	25,241	14,673	72.0%
COST RATIOS					
Farebox Recovery Ratio	4.15%	43.6%	5.96%	4.82%	23.7%
\$/Gal Fuel	\$ 4.42	-12.9%	\$ 3.85	\$ 4.13	-6.8%
Operating Cost/Passenger	\$ 24.08	-15.0%	\$ 20.46	\$ 21.41	-4.4%
Operating Cost/Revenue Hour	\$ 183.75	-11.0%	\$ 163.57	\$ 157.93	3.6%
Operating Cost/Revenue Mile	\$ 12.61	-15.6%	\$ 10.64	\$ 12.44	-14.5%

Economic Factors and Next Year's Budget and Rates

The continued uncertainty surrounding recovery from post-pandemic remains a concern for the Authority. Fare revenues were higher than expected, while funding from state and local non-operating revenues continue to be less than budgeted. Operating expenses were lower than budgeted, primarily due to the Authority's efforts to cut costs where feasible.

The rising costs of employee benefits such as health care, the provision of adequate retirement programs, and worker's compensation are one of those costs. This affects not only the Authority employees, but the employees of the purchased transportation contract provider as well because it impacts the amounts the Authority must pay for those contracts

Requests for Information

This financial report was created to provide citizens, taxpayers, as well as the Authority's customers and creditors with a general overview of the Authority's finances. It is designed to demonstrate agency accountability for appropriate use of public funds that the Authority receives. Any questions or requests for additional information can be made to:

The Eastern Contra Costa Transit Authority
Attn: Director of Finance and Accounting
801 Wilbur Avenue
Antioch, CA 94590
(925) 754-6622
comment@eccta.org

Copies of this report are available online: <http://www.trideltatransit.com/public.aspx>.

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BASIC FINANCIAL STATEMENTS

EASTERN CONTRA COSTA TRANSIT AUTHORITY
STATEMENT OF NET POSITION
AS OF JUNE 30, 2025 (WITH COMPARATIVE TOTALS)

	2025	2024
ASSETS		
Current Assets		
Unrestricted assets:		
Cash and equivalents (Note 3)	\$ 2,146,426	\$ 3,634,078
Operating assistance receivable	6,362,852	5,144,299
Capital grants receivable	169,572	315,825
Accounts receivable	37,063	159,466
Maintenance inventories and supplies, at cost	749,415	870,103
Prepaid expenses (Note 13)	520,265	141,309
Total unrestricted assets	<u>9,985,593</u>	<u>10,265,080</u>
Restricted LCTOP reserve cash and equivalents (Note 3):		
LCTOP reserves	<u>3,796,750</u>	<u>2,711,431</u>
Total restricted assets	<u>3,796,750</u>	<u>2,711,431</u>
Total Current Assets	<u>13,782,343</u>	<u>12,976,511</u>
Noncurrent Assets		
Capital assets (Note 4):		
Non-depreciable	2,456,985	2,456,985
Depreciable	<u>24,339,095</u>	<u>25,438,577</u>
Total Noncurrent Assets	<u>26,796,080</u>	<u>27,895,562</u>
TOTAL ASSETS	<u>\$ 40,578,423</u>	<u>\$ 40,872,073</u>
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 2,550,749	\$ 2,227,124
Accrued liabilities	402,051	540,863
Other restricted funds	35,500	35,500
Due to other governments, TDA payable (Note 8)	4,952,497	5,526,083
Grant advances (Note 9)	3,900,960	2,843,184
Note payable - Due in less than one year (Note 12)	<u>69,679</u>	<u>68,987</u>
Total Current Liabilities	<u>11,911,436</u>	<u>11,241,741</u>
Noncurrent Liabilities		
Net other postemployment benefit liability (Note 11)	-	-
Note payable - Due in more than one year (Note 12)	<u>775,135</u>	<u>844,814</u>
Total Noncurrent Liabilities	<u>775,135</u>	<u>844,814</u>
Total Liabilities	<u>12,686,571</u>	<u>12,086,555</u>
NET POSITION (Note 2G)		
Net investment in capital assets	25,951,266	26,981,761
Restricted for:		
LCTOP operations	3,796,750	2,711,431
Unrestricted	<u>(1,856,164)</u>	<u>(907,674)</u>
Total Net Position	<u>27,891,852</u>	<u>28,785,518</u>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 40,578,423</u>	<u>\$ 40,872,073</u>

The accompanying notes are an integral part of these basic financial statements.

EASTERN CONTRA COSTA TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE FISCAL YEAR ENDED JUNE 30, 2025 (WITH COMPARATIVE TOTALS)

	2025	2024
OPERATING REVENUES		
Passenger fares	\$ 2,139,494	\$ 1,830,676
Other operating income	<u>502,360</u>	<u>583,389</u>
 Total Operating Revenues	 <u>2,641,854</u>	 <u>2,414,065</u>
OPERATING EXPENSES		
Purchased transportation (Note 13)	20,480,248	20,456,809
Materials and supplies	4,458,020	4,644,963
Salaries and benefits	5,811,396	5,752,623
Services	1,485,990	1,274,093
Casualty and liability insurance	351,798	1,072,168
Utilities	294,957	319,553
Other	230,043	382,737
Depreciation (Note 4)	4,277,868	4,090,118
Interest expense	<u>8,967</u>	<u>9,677</u>
 Total Operating Expenses	 <u>37,399,287</u>	 <u>38,002,741</u>
OPERATING LOSS		
	(34,757,433)	(35,588,676)
NON-OPERATING REVENUES		
State grant revenues	21,427,000	23,969,514
Local grant revenues	7,005,464	5,738,221
Non-transportation revenues	67,986	76,763
Federal grant revenues	<u>1,979,112</u>	<u>1,714,064</u>
 Net Non-Operating Revenues, Before Capital Contributions (Grants)	 <u>30,479,562</u>	 <u>31,498,562</u>
 Capital Contributions (Grants)	 <u>3,384,205</u>	 <u>2,238,121</u>
 Net Non-Operating Revenues and Capital Contributions (Grants)	 <u>33,863,767</u>	 <u>33,736,683</u>
CHANGE IN NET POSITION		
 NET POSITION AT BEGINNING OF YEAR	 <u>28,785,518</u>	 <u>30,637,511</u>
 NET POSITION AT END OF YEAR	 <u>\$ 27,891,852</u>	 <u>\$ 28,785,518</u>

The accompanying notes are an integral part of these basic financial statements.

EASTERN CONTRA COSTA TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE FISCAL YEAR ENDED JUNE 30, 2025 (WITH COMPARATIVE TOTALS)

	2025	2024
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from passenger fares	\$ 2,139,494	\$ 1,830,676
Cash received from operations - other	624,763	557,980
Cash payments for purchased transportation	(20,480,248)	(20,456,809)
Payments to and on behalf of employees	(6,302,006)	(6,729,697)
Payments to suppliers for goods and services	<u>(6,412,620)</u>	<u>(6,973,322)</u>
Net Cash Used in Operating Activities	<u>(30,430,617)</u>	<u>(31,771,172)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Federal grants and reimbursements	1,979,112	1,714,064
State and local operating grants	27,698,101	29,923,013
Other noncapital revenue	<u>34,099</u>	<u>33,003</u>
Net Cash Provided by Noncapital Financing Activities	<u>29,711,312</u>	<u>31,670,080</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital contributions	3,530,458	3,258,978
Proceeds from the sale of capital assets	-	43,760
Purchase of capital assets	(3,178,386)	(2,347,681)
Debt payment on long-term debt	<u>(68,987)</u>	<u>(68,277)</u>
Net Cash Flows Used in Capital and Related Financing Activities	<u>283,085</u>	<u>886,780</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest on investments	<u>33,887</u>	-
Net Increase (Decrease) in Cash and Cash Equivalents	<u>(402,333)</u>	785,688
Cash and Cash Equivalents, Beginning of Year	<u>6,345,509</u>	<u>5,559,821</u>
Cash and Cash Equivalents, End of Year	<u>\$ 5,943,176</u>	<u>\$ 6,345,509</u>
Cash and Cash Equivalents, Unrestricted	\$ 2,146,426	\$ 3,634,078
Cash and Cash Equivalents, Restricted	<u>3,796,750</u>	<u>2,711,431</u>
Total Cash and Cash Equivalents, End of Year	<u>\$ 5,943,176</u>	<u>\$ 6,345,509</u>

The accompanying notes are an integral part of these basic financial statements.

EASTERN CONTRA COSTA TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2025 (WITH COMPARATIVE TOTALS)

	<u>2025</u>	<u>2024</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES		
Operating Loss	\$ (34,757,433)	\$ (35,588,676)
Adjustments to Reconcile Operating Loss to		
Net Cash Used in Operating Activities:		
Depreciation	4,277,868	4,090,118
Changes in assets and liabilities:		
(Increase) Decrease in receivables	122,403	(25,409)
(Increase) in inventory	120,688	(32,105)
Increase (Decrease) in prepaid expenses	(378,956)	(133,336)
Increase (Decrease) in accounts payable	323,625	(176,858)
Increase (Decrease) in net OPEB liability	-	-
Increase (Decrease) in other liabilities	<u>(138,812)</u>	<u>95,094</u>
Net Cash Used in Operating Activities	<u>\$ (30,430,617)</u>	<u>\$ (31,771,172)</u>

**EASTERN CONTRA COSTA TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
JUNE 30, 2025**

NOTE 1 – GENERAL

The Eastern Contra Costa Transit Authority (Authority), also known as Tri Delta Transit, was created August 3, 1976, under a joint exercise of powers agreement between the cities of Antioch, Pittsburg, and Brentwood and Contra Costa County, for the purpose of meeting the public transportation needs in Eastern Contra Costa County. The Authority is governed by a Board of Directors composed of representatives of the member jurisdictions. The joint exercise of powers agreement was amended on April 26, 2000, to include the recently incorporated City of Oakley.

The Authority's reporting entity includes all activities of the Authority.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The following is a summary of significant accounting policies of the Authority, which conform with accounting principles generally accepted in the United States of America applicable to governments in the United States of America.

A. Enterprise Fund Accounting

The Authority is accounted for as an enterprise fund. This fund is a set of self-balancing accounts, which comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position, revenues, and expenses.

B. Basis of Accounting

Basis of accounting refers to *when* revenues and expenses are recognized. The Authority is accounted for using the accrual basis of accounting, under which revenues are recognized when they are earned and expenses are recognized when they are incurred.

Non-exchange transactions, in which the Authority gives or receives value without directly receiving or giving equal value in exchange, include taxes, grants, entitlements, and donations. On an accrual basis of accounting, revenue from grants, entitlements, and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied.

C. Basis of Presentation

The Authority's Basic Financial Statements are prepared in conformity with accounting principles generally accepted in the United States of America. The Governmental Accounting Standards Board (GASB) is the acknowledged standard setting body for establishing accounting and financial reporting standards followed by governmental entities in the United States of America.

Proprietary funds distinguish *operating* revenues and expenses from *non-operating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operation. The principal operating revenues of the Authority are charges to customers for farebox revenues. The Authority's *operating* revenues, such as charges for services, result from exchange transactions associated with the principal activity of the Authority. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on assets. All revenues and expenses not meeting these definitions are reported as non-operating revenues and expenses.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**D. Cash Equivalents**

The Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

E. Risk Management

The Authority requires its operations contractor, First Transit, Inc., to provide general liability coverage. First Transit, Inc., provides insurance with primary coverage of \$1,000,000 in aggregate. In addition, the Authority is insured for premises and operational bodily injury and property damage up to a limit of \$13,400,000, with a deductible of \$10,000.

F. Compensated Absences

Full-time permanent employees are granted paid time off (PTO) benefits in varying amounts to specified maximums, depending on their tenure with the Authority. PTO accrues to employees upon being hired to specified maximums and available to use after ninety days of service. The estimated current portion of the liability for PTO benefits is recorded as an expenditure with a corresponding liability.

G. Net Position

Net position is the excess of all the Authority's assets and deferred outflows of resources over all its liabilities and deferred inflows of resources. Net position is divided into three classifications and applies only to net position as described below:

Net Investment in Capital Assets describes the portion of net position which is represented by the current net book value of the Authority's capital assets.

Restricted describes the portion of net position which is restricted as to use by the terms and conditions of agreements with outside parties, governmental regulations, laws, or other restrictions which the Authority cannot unilaterally alter. The Authority's restricted net position is for unexpended funds received from the Low Carbon Transit Operation Program (LCTOP).

Unrestricted describes the portion of net position which is not restricted to use.

The Authority will apply restricted resources before unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

H. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

I. Inventory

Inventory is stated at cost. Inventory held by the Authority is material and supplies that are consumed by the Authority and are not for resale purposes.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**J. Fair Value Measurements**

Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Authority categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels based on the extent to which inputs used in measuring fair value are observable in the market.

Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities.

Level 2 inputs are inputs – other than quoted prices included within Level 1 – that are observable for an asset or liability, either directly or indirectly.

Level 3 inputs are unobservable inputs for an asset or liability.

If the fair value of an asset or liability is measured using inputs from more than one level of the fair value hierarchy, the measurement is considered to be based on the lowest priority level input that is significant to the entire measurement.

K. New Accounting Pronouncements – Implemented

GASB Statement No. 101 – Compensated Absences. The requirements of this statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. Earlier application is encouraged. There was no effect on the Authority's accounting and financial reporting as a result of implementing this standard.

GASB Statement No. 102 – Certain Risk Disclosures. The requirements of this statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Earlier application is encouraged. There was no effect on the Authority's accounting and financial reporting as a result of implementing this standard.

L. Future Accounting Pronouncements

GASB Statement No. 103 – Financial Reporting Model Improvements. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. The Authority will implement GASB Statement No. 103 if and when applicable.

GASB Statement No. 104 – Disclosure of Certain Capital Assets. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is encouraged. The Authority will implement GASB Statement No. 104 if and when applicable.

NOTE 3 – CASH AND CASH EQUIVALENTS

California law requires banks and savings and loan institutions to pledge government securities with a market value of 110% of the Authority's cash on deposit, or first trust deed mortgage notes with a market value of 150% of the deposit, as collateral for these deposits. Under California law this collateral is held in a separate investment pool by another institution in the Authority's name and places the Authority ahead of general creditors of the institution.

NOTE 3 – CASH AND CASH EQUIVALENTS (Continued)**A. Cash and Cash Equivalents**

The Authority's unrestricted cash consists of time and demand deposits and petty cash held at the Authority's administrative office.

The Authority's restricted assets, which consist of certificates of deposit with Bank of Agriculture and Commerce, are carried at fair value, as required by accounting principles generally accepted in the United States of America. The Authority adjusts the carrying value of its investments to reflect their fair value at each fiscal year end, and it includes the effects of these adjustments in income for that fiscal year.

Cash and cash equivalents consisted of the following as of June 30, 2025:

	2025
Unrestricted cash and cash equivalents:	
Deposits in financial institutions	\$ 2,145,780
Cash on hand at Authority	<u>646</u>
	<u>2,146,426</u>
Restricted cash and cash equivalents:	
LCTOP reserve certificates of deposit	<u>3,796,750</u>
	<u>3,796,750</u>
	<u>\$ 5,943,176</u>

B. Fair Value Hierarchy

The Authority categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

In the fiscal year ended June 30, 2025, the Authority had investments in Money Market accounts of \$1,430,324 and Certificates of Deposit of \$3,796,750, which are exempt from fair value measurements.

C. LCTOP

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2015 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The LCTOP was passed and adopted by the Authority in January 2016. The Authority is applying these funds to enhance service on Route 201 (Concord, California).

NOTE 3 – CASH AND CASH EQUIVALENTS (Continued)**D. Custodial Credit Risk**

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in possession of another party. The California Government Code and the Authority's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision made for deposits: The California Government Code requires that a financial institution secure deposits made by state and local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the government unit). The fair value of pledged securities must equal at least 110% of the total amount deposited by public agencies.

GASB Statement No. 40 requires that the following disclosure be made with respect to custodial credit risk relating to deposits and investments: \$7,993,727 of the Authority's deposits with financial institutions were in excess of the Federal Deposit Insurance Corporation limits and were held in collateralized accounts as of June 30, 2025.

NOTE 4 – CAPITAL ASSETS

Capital assets of the Authority consist of land, transit and service vehicles, buildings and improvements, and equipment. Capital assets are recorded at cost and depreciated over their estimated useful lives. The Authority's policy is to capitalize assets when the article of property being purchased has a useful life of more than one year.

Depreciation of capital assets in service is provided using the straight-line method, which means the cost of the asset is divided by its expected useful life in years and the result is charged to expense each year until the asset is fully depreciated. The Authority has assigned the useful lives as follows:

Building and improvements	5-30 years
Transit vehicles	4-14 years
Shop office and other equipment	5-10 years

NOTE 4 – CAPITAL ASSETS (Continued)**A. Capital Assets Activity**

Capital assets activity during the fiscal year ended June 30, 2025, is as follows:

	Balance June 30, 2024	Acquisitions	Reclassifications and Dispositions	Balance June 30, 2025
Capital Assets Not Being Depreciated:				
Land	\$ 2,456,985	\$ -	\$ -	\$ 2,456,985
Construction in progress	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Capital Assets Not Being Depreciated	2,456,985	-	-	2,456,985
Capital Assets Being Depreciated:				
Buildings and improvements	21,698,124	414,015	-	22,112,139
Transit vehicles	41,159,742	2,616,132	(866,217)	42,909,657
Equipment	5,509,676	148,239	-	5,657,915
Total Capital Assets Being Depreciated	68,367,542	3,178,386	(866,217)	70,679,711
Less Accumulated Depreciation for:				
Buildings and improvements	11,054,398	-	-	11,054,398
Transit vehicles	27,034,066	4,277,868	(866,217)	30,445,717
Equipment	4,840,501	-	-	4,840,501
Total Accumulated Depreciation	42,928,965	4,277,868	(866,217)	46,340,616
Total Capital Assets Being Depreciated, Net	25,438,577	(1,099,482)	-	24,339,095
Total Capital Assets, Net	\$ 27,895,562	\$ (1,099,482)	\$ -	\$ 26,796,080

Depreciation expense was \$4,277,868 as of June 30, 2025.

B. Capital Contributions

The Authority has grant contracts with the U.S. Department of Transportation through the Federal Transit Administration (FTA) for certain capital improvements. FTA funds are used to replace and improve the Authority's buses and transit facilities. The Authority also has contracts under the Transportation Development Act of 1971 (TDA) and State Transit Assistance (STA) funds, which are used to match FTA grants or to fund transit improvement projects. Capital funding provided under government grants is considered earned as the allowable expenditures are incurred.

Grants for capital assets acquisition and facility development and rehabilitation are reported in the Statement of Revenues, Expenses, and Changes in Net Position, after non-operating revenues and expenses as capital contributions.

NOTE 5 – OPERATING GRANTS

The Authority records operating assistance grants as revenue when earned.

A. TDA and STA Operating Assistance

The Authority receives allocations of local transportation funds pursuant to the TDA and STA funds. These funds are generated within Contra Costa County and are allocated based on annual claims filed by the Authority and approved by the Metropolitan Transportation Commission (MTC). Generally, the maximum annual TDA assistance the Authority can receive is limited to its actual operating costs (excluding depreciation) less fare revenues received and other local operating assistance (including interest income).

NOTE 5 – OPERATING GRANTS (Continued)**A. TDA and STA Operating Assistance (Continued)**

For the fiscal year ended June 30, 2025, the maximum TDA operating assistance eligibility was \$23,592,652. During the fiscal year ended June 30, 2025, the TDA operating funds had a receivable of \$3,214,797 due to timing of receipt and a payable of \$4,952,497, which represents the surplus of TDA operations grants received by the Authority that have not yet been spent (See Note 8).

B. Inter-Operator Agreements

The Authority receives funding through an arrangement with Bay Area Rapid Transit (BART) for operating assistance applied to certain “feeder bus” services to the Pittsburg/Bay Point BART station. The Authority took over and incorporated such services from BART in 1997 (as detailed in the schedule below).

C. Measure J

On November 2, 2004, Contra Costa County voters approved Measure J, which extended the half-percent cent local transportation sales tax first established by Measure C in 1988 for another 25 years. These revenues were to be used for the construction and improvement of state highways; the construction, maintenance, improvement, and operation of local streets, roads, and highways; and the construction, improvement, and operation of public transit systems including paratransit services. Specifically, the Authority receives Measure J funding from the following Measure J Programs:

- Program 14 - Bus Services
- Program 15 - Transportation for Seniors and People with Disabilities
- Program 16 - Express Bus

D. Regional Measure 2 Funds

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding. The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and the MTC is responsible for administering the RM2 Program. As an eligible recipient, the Authority was allocated RM2 funds of \$445,049 and received \$440,730 in RM2 funding during the fiscal year ended June 30, 2025. The Authority utilized the RM2 funds as operating assistance on a specific, express bus route per the program’s requirements.

E. Regional Measure 3

Approved by voters, Regional Measure 3 (RM3) raised tolls on the region’s state-owned toll bridges by \$1.00 beginning January 1, 2019. Tolls were increased by another \$1.00 in January 2022 with another \$1.00 increase set for January 2025. Toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes. The Regional Measure faced legal challenges but they were ultimately dismissed by the California Supreme Court in January 2023. In order to disburse funds in a timely manner, the MTC allocated the Authority \$858,627 and the Authority received \$468,292 in RM3 to be used for the same purposes as RM2 in fiscal year 2025. The MTC is still in process of developing the framework for the eligibility of future RM3 operating funds.

NOTE 5 – OPERATING GRANTS (Continued)

Operating assistance for the fiscal year ended June 30, 2025, is summarized as follows:

	2025
Federal Transit Administration	\$ 1,979,112
Transportation Development Act	16,234,296
State Transit Assistance	5,192,703
Inter-Operator Agreements (BART)	2,665,851
Measure J	2,833,400
Regional Measure 2	445,049
Regional Measure 3	845,087
TFCA	216,078
Low Carbon Transit Operations Program (LCTOP)	-
 Total Operating Assistance	 <u>\$ 30,411,576</u>

NOTE 6 – CAPITAL GRANTS

The Authority has received grants from the FTA and grants of local transportation funds pursuant to the TDA for the purchase of buses, facility improvements, furniture and fixtures, and supporting equipment.

Expenditures of capital grant funds are allocated based on annual claims filed by the Authority and approved by the MTC. The Authority's management believes that the remaining grants available will be approved in full. These grants (excluding Measure J), less the related amortization, are included in capital contributions.

The Authority's capital contributions for the fiscal year ended June 30, 2025, are as follows:

	2025
U.S. Department of Transportation grant awards	\$ 3,641,103
Less: funds used for operating costs	<u>(1,979,112)</u>
 Subtotal	 1,661,991
 State grants	 1,477,107
Other	<u>245,107</u>
 Total capital contributions	 <u>\$ 3,384,205</u>

NOTE 7 – MEASURE J

In November 2004, Contra Costa County (the County) voters approved Measure J which provided for the continuation of a County half-cent transportation sales tax for 25 more years beyond the original expiration date of 2009 (Measure C). Measure J funding is administered by the Contra Costa Transportation Authority (CCTA). The Authority records Contra Costa County Measure J grants for operations and for capital projects as revenue and capital contributions, respectively, as received.

The Authority is an eligible recipient of Measure J funds and received \$3,068,503 in Measure J operating assistance during the fiscal year ended June 30, 2025, of which \$2,890,302 was applied to specific fixed route and paratransit bus services per CCTA's approved program. The amount of \$178,200 of Measure J funds for 2025 were "passed through" to the Central Contra Costa Transit Authority (CCCTA) according to an inter-operator agreement that all three agencies entered into to provide Countywide express bus services.

NOTE 8 – TDA RECEIVABLE AND PAYABLE

The Authority applies for TDA funds for operating purposes prior to the start of each fiscal year. The application is based on the Authority's annual budget and thus contains an estimate of the Authority's annual operating expenditures and revenues for the next fiscal year. After completion of the annual audit, whereby any unapplied funds or funding shortfalls are determined, the Authority either returns TDA funds in excess of those used during the fiscal year or applies for additional TDA funding for the prior fiscal year to make up the shortfall.

A TDA Operating Receivable represents the amount of TDA operations grants pending to be received by the Authority. As of the fiscal year ended June 30, 2025, the Authority was pending the amount of \$3,214,797 from the MTC.

A TDA Payable represents the surplus of TDA operations grants received by the Authority that have not yet been spent. Such surpluses must be returned to the County Local Transportation Fund. The amount of TDA payable at year end is a provision that the Authority makes to return such TDA funds. At the end of the fiscal year ended June 30, 2025, the Authority owed the County Local Transportation Fund the amount of \$4,952,497.

NOTE 9 – GRANT ADVANCES

The Authority receives allocations from other governmental agencies to fund transit operations and capital purchases. Allocations are considered earned when they are properly spent for operations or capital acquisitions. Allocations received but not earned are recorded as unearned revenues. The Authority had received the following allocations which are considered to be unearned revenue as of June 30, 2025:

	<u>2025</u>
LCTOP	\$ 104,211
State of Good Repair (SGR)	<u>3,796,749</u>
 Total grant advances	 <u>\$ 3,900,960</u>

NOTE 10 – EMPLOYEE RETIREMENT PLANS

The Authority offers two retirement plans – a 401(a) and a 457(b) plan. Participation in the plans is optional.

A. Employees' Retirement Plan

The Authority offers a 401(a) defined contribution pension plan, administered by the Financial Decision group, through Charles Schwab. All full-time employees are eligible for this voluntary program upon successful completion of his or her probation. In order to participate in this voluntary program, an employee must participate in the 457(b) deferred compensation plan (see Note 10B), and contribute a minimum of 4% of his or her gross salary, up to the federally allowed maximum amount of his or her gross compensation.

The Authority makes contributions to the 401(a) plan for each participant depending on the participant's years of service with the Authority as follows:

Less than 10 years	12% of gross salary
10-20 years	13% of gross salary
20-30 years	14% of gross salary
More than 30 years	15% of gross salary

NOTE 10 – EMPLOYEE RETIREMENT PLANS (Continued)**A. Employees' Retirement Plan** (Continued)

Any changes to the plan and/or contribution requirements must be approved by the Authority's Board of Directors. During the fiscal year ended June 30, 2025, the Authority contributed \$449,259 to the 401(a) plan on behalf of its participants.

B. Deferred Compensation Plan

The Authority's employees may defer a portion of their compensation under an Authority sponsored Deferred Compensation Plan, administered by Ameritas, created in accordance with Internal Revenue Code Section 457. Under this plan, participants are not taxed on the deferred portion of their compensation until distributed to them; distributions may be made only at termination, retirement, death, or in an emergency as defined by the plan. Employees also have the option make contributions to a 457 Roth plan. With this plan, they will pay taxes upfront when contributions are made to the plan and will have the benefit of tax-free withdrawals when the time comes.

The laws governing deferred compensation plan assets require plan assets to be held by a Trust for the exclusive benefit of plan participants and their beneficiaries. Since the assets held under these plans are not the Authority's property and are not subject to Authority control, they have been excluded from these financial statements.

NOTE 11 – OTHER POSTEMPLOYMENT BENEFITS (OPEB)**A. General Information about the OPEB Plan*****Plan Description***

The Authority provides postretirement health care benefits at retirement to full time employees who have been an employee for at least 20 years and must be 62 years or older at retirement until they reach the age 65.

Benefits Provided

The Authority will pay the entire Consolidated Omnibus Budget Reconciliation Act (COBRA) Kaiser Health Savings Account (HSA) plan premium for the retired employee and their eligible dependents until the retired employee reaches age 65, at which time they will qualify for Medicare. The Authority will pay the equivalent of the Kaiser HSA plan premium towards another health insurance policy selected by the employee in place of this plan.

Employees Covered by Benefit Terms

As of June 30, 2025, the benefit terms covered the following employees:

Retirees and survivors currently receiving benefits	4
Active employees	<u>42</u>
Total	<u>46</u>

NOTE 11 – OTHER POSTEMPLOYMENT BENEFITS (OPEB)**B. Net OPEB Liability**

The Authority's net OPEB liability was measured as of June 30, 2025, using the Alternative Measurement Method (AMM). This method is similar to an actuarial valuation, but with simplifications of several assumptions permitted per GASB guidelines. The most recent AMM valuation was performed as of June 30, 2023, and rolled forward to the current measurement date. Based on the valuation, the Authority's total OPEB liability was \$0 as of June 30, 2025. As a result:

Total OPEB liability:	\$0
Fiduciary net position:	\$0
Net OPEB liability:	\$0

Actuarial Assumptions

The Authority's total OPEB liability was measured as of June 30, 2025, and was determined by a calculation using the AMM as of June 30, 2023, which was rolled forward to the measurement date using standard update procedures. The following actuarial assumptions, applied to all periods included in the measurement, were used unless otherwise specified:

Valuation Date	June 30, 2023
Age Adjustment Factor	2.228539
Average Retirement Age	68
Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Percentage of Payroll
Bond Yield	-3.12%
Discount Rate	-3.12%
Participants valued	Only current active employees, retired participants, and covered dependents are valued. No future entrants are considered in this valuation.
Projected Salary Increases	2.90% per year
Mortality	Pub-2010 Public Retirement Plans Mortality Tables, with mortality improvement projected for 10 years.
Healthcare Cost Trend	The cost trend numbers used were developed consistent with the Getzen model promulgated by the Society of Actuaries for use in long-term trend projection. The ACA excise tax will ultimately affect all plans. Due to the variability of the ACA excise tax plan, healthcare trends could raise an average of 0.5% or more in each year.

Discount Rate

The discount rate used to measure the total OPEB liability was -3.12%. For OPEB plans that are not prefunded and are paying for OPEB on a pay-as-you-go basis, the discount rate is based on the 20-year tax exempt municipal bond yield which was -3.12% as of June 30, 2025.

NOTE 11 – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)**B. Net OPEB Liability (Continued)*****Sensitivity Analysis***

The Authority's total OPEB liability is zero; therefore, changes in the discount rate or healthcare cost trend assumptions would not result in a net OPEB liability. Accordingly, the sensitivity disclosures otherwise required by GASB are not presented.

OPEB Expense and Deferred Inflows and Outflows of Resources Related to OPEB

For the fiscal year ended June 30, 2025, the Authority recognized an OPEB expense of \$0. At June 30, 2025, the Authority reported no deferred outflows of resources and deferred inflows of resources related to OPEB as the plan does not hold assets in a trust.

NOTE 12 – NOTE PAYABLE

On February 4, 2016, the Authority entered into an agreement with California Energy Resources Conservation and Development Commission (California Energy Resources) for \$1,308,104, with a one percent (1% per annum) interest rate. The project consists of installing roof and parking structures mounted with photovoltaic (PV) panels at the Authority's main office, located in Antioch, California. Principal and interest payments are payable semiannually with the first repayment due on December 22, 2018, and final installment due on December 22, 2036.

The following is a summary of the note payable for the fiscal year ended June 30, 2025:

	Original Issue Amount	Balance June 30, 2024	Additions	Retirements	Balance June 30, 2025	Due Within One Year
California Energy Resources Loan Agreement	\$ 1,308,104	\$ 913,801	\$ -	\$ 68,987	\$ 844,814	\$ 69,679
Total long-term debt		\$ 913,801	\$ -	\$ 68,987	\$ 844,814	\$ 69,679

The annual payment requirements to mature the loan outstanding at June 30, 2025, were as follows:

Year Ending June 30,	Principal	Interest	Total
2026	\$ 69,679	\$ 8,275	\$ 77,954
2027	70,377	7,576	77,953
2028	71,065	6,889	77,954
2029	71,795	6,158	77,953
2030	72,515	5,439	77,954
2031-2035	373,616	16,153	389,769
2036-2037	115,767	1,163	116,930
Total	\$ 844,814	\$ 51,653	\$ 896,467

NOTE 13 – COMMITMENT AND CONTINGENT LIABILITIES

The Authority is subject to litigation arising in the normal course of business. In the opinion of the Authority's legal counsel, there is no pending litigation which is likely to have a material adverse effect on the financial position of the Authority.

NOTE 13 – COMMITMENT AND CONTINGENT LIABILITIES (Continued)

The Authority participates in Federal and State grant programs. The Authority's participation in these programs has been audited by the Authority's independent auditors in accordance with the provisions of the Uniform Guidance, and applicable State requirements. No cost disallowances were proposed as a result of these audits; however, these programs are still subject to further examination by the grantors and the amount, if any, of expenses which may be disallowed by the granting agencies cannot be determined at this time. The Authority expects such amounts, if any, to be immaterial.

The Authority made a prepayment to Pacific Gas and Electric (PG&E) for a 10-year refundable electric option and will perform the construction services for the project using the loan proceeds. The option payment of \$6,148 for the fiscal year ended June 30, 2025, is reported as a prepaid asset on the Statement of Net Position.

Contractor

The Authority has an agreement dated May 2, 2016, with First Transit, Inc., a private transit firm, to provide transportation management and operations services on behalf of the Authority through June 30, 2025. Expenses recorded under this contract amounted to \$19,031,346 for fiscal year ended June 30, 2025, and are recorded under purchased transportation and casualty and liability costs. The Authority contracted with County Connection for their one seat pilot program and incurred \$489,824 in expenses. The Authority is also contracted with Transit Network Companies (TNCs) Uber, Lyft, and United Taxi. Purchased Transportation Expense for these three TNCs amounted to \$954,174.

NOTE 14 – SENATE BILL 1 (SB 1) – STATE OF GOOD REPAIR

The Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) program. This program provides funding of approximately \$105 million annually to the State Transit Assistant Account. These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

In the fiscal year ended June 30, 2025, the Authority received SGR funds of \$73,849. As of June 30, 2025, the Authority has a total of \$104,211 unearned SGR revenue comprised of fiscal year 2025 SGR funds for Authority's parking lot repairs.

NOTE 15 – SUBSEQUENT EVENTS

Subsequent events were evaluated through [REDACTED], 2025, which is the date the basic financial statements were available to be issued. There were no subsequent events with a material effect on the basic financial statements or note disclosures that took place after June 30, 2025.

DRAFT

REQUIRED SUPPLEMENTARY INFORMATION

EASTERN CONTRA COSTA TRANSIT AUTHORITY
SCHEDULE OF CHANGES IN THE NET OTHER POSTEMPLOYMENT
BENEFITS (OPEB) LIABILITY AND RELATED RATIOS
JUNE 30, 2025
LAST 10 FISCAL YEARS*

Measurement Period	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020
Total OPEB Liability						
Service Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,782
Interest on Total OPEB Liability	-	-	-	1,440	2,541	38,398
Effect of Economic/Demographic						
Gains or Losses	-	-	-	(67,507)	(43,574)	(596,797)
Effects of Assumptions Changes or Inputs	-	-	-	-	-	-
Benefit Payments	-	-	-	-	(18,862)	(27,203)
Net Change in Total OPEB Liability	-	-	-	(66,067)	(59,895)	(229,820)
Total OPEB Liability - Beginning	-	-	-	66,067	125,962	355,782
Total OPEB Liability - Ending	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 66,067</u>	<u>\$ 125,962</u>
OPEB Plan Fiduciary Net Position						
Contributions - Employer	\$ -	\$ -	\$ -	\$ -	\$ 18,862	\$ 27,000
Benefit Payments	-	-	-	-	(18,862)	(27,000)
Net Change in OPEB Plan Fiduciary Net Position	-	-	-	-	-	-
OPEB Plan Fiduciary Net Position - Beginning	-	-	-	-	-	-
OPEB Plan Fiduciary Net Position - Ending	<u>\$ -</u>	<u>\$ -</u>				
Net OPEB Liability	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 66,067</u>	<u>\$ 125,962</u>
OPEB Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Covered Payroll	\$ 4,116,859	\$ 3,949,977	\$ 4,223,580	\$ 3,383,440	\$ 3,163,263	\$ 2,975,409
Net OPEB Liability as a Percentage of Covered Payroll	0.00%	0.00%	0.00%	0.00%	2.09%	4.23%

Notes to Schedule:

* When information is available, the required 10 years will be shown. The fiscal year ended June 30, 2020, is the first year of implementation of GASB Statement No. 75 in accordance with using the Alternative Measurement Method.

DRAFT

OTHER REPORT

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL
OVER FINANCIAL REPORTING AND ON COMPLIANCE WITH THE
TRANSPORTATION DEVELOPMENT ACT AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors
Eastern Contra Costa Transit Authority
Antioch, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the basic financial statements of the Eastern Contra Costa Transit Authority (the Authority) as of and for the fiscal year ended June 30, 2025, and related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated [REDACTED], 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the basic financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the basic financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our procedures included the applicable audit procedures contained in §6667 of Title 21 of California Code of Regulations and tests of compliance with the applicable provisions of the Transportation Development Act and the allocation instructions and resolutions of the Metropolitan Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other audit matters that are required to be reported under *Government Auditing Standards*, the Transportation Development Act, and the Metropolitan Transportation Commission.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the information and use of the management, Board of Directors, others within the Authority, and federal awarding agencies and pass-through entities and is not intended to be, and should not be, used by anyone other than these specified parties; however, this restriction is not intended to limit the distribution of this report, which is a matter of public record.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Stockton, California
[REDACTED], 2025

TAB 4

Agenda Item #7b
ACTION ITEM: Stroller Policy Update

Board of Directors Meeting
Wednesday December 10, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: Stroller Policy Update – Agenda item #7b

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

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in black ink that appears to read "Rashidi Barnes".

Background

On May 27, 1998, ECCTA Board of Directors approved the first Stroller Policy. Former CEO Jeanne Krieg, along with staff and operators, recognized that more needed to be done to assist families with young children, so the previous policy was updating with a groundbreaking Stroller Policy Resolution #051214B on December 14, 2005, authorizing staff to remove a set of seats from each fixed-route bus, thereby creating the first ever stroller area on public transportation.

The basis for the policy is for safety of passengers, as it requires passengers to keep large items out of a bus aisle and children secure.

The current policy in place is: *On fixed-route buses, strollers are to be placed in the designated stroller area located behind the wheelchair securement area. If the stroller area is full and there is space in the wheelchair securement area, the stroller may be placed in the wheelchair securement area. If the stroller and wheelchair areas are full, passengers boarding with a stroller must fold the stroller and place it out of the aisle.*

Discussion

Since 2005, Tri Delta Transit has updated its paratransit service to allow for registered riders to bring up to two companions onboard with them. The expansion requires companions to follow the fare requirements but does not restrict age and therefore could be a companion with a small child.

In addition, Tri Delta Transit launched a very successful micro transit program that also utilizes a cutaway, as does the paratransit service. This vehicle is stroller and wheelchair accessible and is open to passengers with children.

These changes necessitate updating the Stroller Policy to cover all Tri Delta Transit buses.

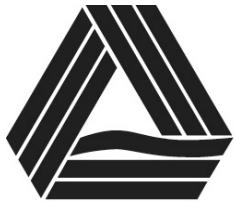
Financial Impact

There is no immediate financial impact. Current fixed-route Stroller Policy signage is not specific to fixed route buses. Additional messaging and small signage may be added, in the future, to Tri MyRide and paratransit vehicles. In the meantime, the policy will be available and referenced on the Tri Delta Transit website.

Requested Action

Authorizing staff to adopt Resolution #251210B approving the updates to the Stroller Policy.

Attached: Revised Stroller Policy



TRI DELTA TRANSIT

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

RESOLUTION #251210B STROLLER POLICY UPDATE

WHEREAS, Eastern Contra Costa Transit Authority (ECCTA) passed the first Stroller Policy on May 27, 1998; and

WHEREAS, the previous policy was updated with a groundbreaking Stroller Policy Resolution #051214c on December 14, 2005, authorizing staff to remove a set of seats from each fixed route bus, thereby creating the first ever stroller area on public transportation; and

WHEREAS, the basis for the policy is for the safety of EASTERN CONTRA COSTA TRANSIT AUTHORITY (ECCTA) passengers, as it requires passengers to keep large items out of the bus aisles and children secure; and

WHEREAS, Tri Delta Transit has expanded greatly through the years and now has a highly utilized paratransit service with the ability for ADA passengers in a cutaway bus to have a companion rider accompany them; and

WHEREAS, Tri Delta Transit now also operates a high ridership micro-transit Tri MyRide service – also utilizing smaller cutaway buses; and

WHEREAS, this Stroller Policy update is needed to cover all of Tri Delta Transit services; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt resolution #251210B authorizing staff to adopt the revisions to the current Stroller policy for the safety and security of our parents and child passengers.

PASSED AND ADOPTED THIS 10th day of December 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____



AGENCY POLICY

The following policy has been reviewed and approved by the Eastern Contra Costa Transit Authority (Tri Delta Transit) Board of Directors.

POLICY NAME:	STROLLER POLICY
DEPARTMENT:	Agency
DATE APPROVED:	12/14/05
DATE REVISED:	12/10/2025

THE POLICY IS AS FOLLOWS:

The following policy is to address strollers on any Tri Delta Transit 40-foot bus or cutaway.

On fixed route 40-foot buses:

Strollers are to be kept out of the aisle on any Tri Delta Transit vehicle. Strollers are to be placed in the designated stroller area located behind the wheelchair securement area. If the stroller area is full and there is space in the wheelchair securement area, the stroller may be placed in the wheelchair securement area.

If a stroller is in the wheelchair securement area and a wheelchair passenger boards, the stroller passenger must move to the designated stroller area, if available.

If the stroller and wheelchair securement areas are full, passengers boarding with a stroller must fold the stroller and place it out of the aisle. The stroller must be out of the aisle enough to not be a trip hazard or obstruct a portion of the aisle for passengers that must pass. The folded stroller must also be secured as to not roll, tip over, or fall. The child that was in the stroller must be safely and securely seated next to the passenger they accompany or securely held on that passenger's lap.

If a stroller is in the stroller area or wheelchair designated area, a child may remain in the stroller if there is room for the stroller to be out of the aisle. A stroller with child



must also be secured, at all times, as to not be able to roll, tip, or fall over while on a vehicle moving or stationary.

On a Tri MyRide or paratransit cutaway vehicle:

All passengers with a stroller must fold the stroller and place it out of the aisle. The stroller must be out of the aisle enough to not be a trip hazard or obstruct a portion of the aisle for passengers that must pass. The folded stroller must also be secured as to not roll, tip over, or fall.

The child that was in the stroller must, at all times, be safely and securely seated next to the passenger they accompany and seat-belted in or securely held on that passenger's lap.

TAB 5

Agenda Item #7c

DISCUSSION ITEM: Clipper 2 Next Generation Overview

Board of Directors Meeting

Wednesday December 10, 2025

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



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: Clipper 2 Next Generation Overview #7c

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

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in black ink that appears to read 'Rashidi Barnes'.

Background

Clipper is an automated fare payment system utilizing cards and app technology for payment of intra-and inter-operator transit trips in the San Francisco Bay Area. The system was contracted for development and operations between the Metropolitan Transportation Commission (MTC) and Cubic Transportation Systems, Inc, in September 2018 and is utilized by 23 out of the 27 Bay Area Transit Agencies.

Tri Delta Transit signed the original MOU in 2022 with an amendment to the MOU approved by the Board in October 2024 Resolution #241023A, which stated that ECCTA wishes to continue participation in the Clipper program and agrees to abide by the terms and conditions of the 2024 Clipper Amended and Restated MOU.

Over approximately the past four years, Cubic has been working on updates to the original Clipper program and technology. Tri Delta Transit is happy to bring you the announcement that the soft launch of the new system is TODAY, December 10, 2025.

Discussion

Current Clipper Cards will be converted to Clipper 2 cards when used. If you do not use your card often, Cubic will also be flipping cards on the backend, though this will take significant time. You can also contact Clipper Customer Service at 877-878-8883. All Clipper Cards issued on December 10th forward will be new Clipper 2 cards and be formatted for the current system, new readers and new registers. New cards have 16 digit numbers and a security code.

The most notable changes made are:

- **Loading value** through the app or website used to take 24-48 hours before funds were available. They are now instant.
- **Fare Transfer Policy** is in effect with passengers realizing discounts up to \$2.85 when transferring from one transit agency to another. For example: Tri Delta Transit to BART within 120 minutes.
- **Contactless Bank Cards**, Debit or Credit Cards, can now be used when paying for adult fares on any vehicle with a Clipper reader. This should result in capturing more fares because it provides an alternate method of payment if funds are low on your Clipper card or if you were unable to reload your Clipper card.
- **Better Customer Service** – The Clipper website will now have an online chat feature, plus the Customer Service Center has a new phone system, increasing the ability to answer users questions.
- **Youth and Senior Applications** are now available in fillable form online. Instead of needing to download and scan, you can now complete an application online.
- **Multiple Account Management** – Parents or guardians now have an ability to manage someone else's account, so parents can manage children and more.

Significant changes to note:

- Previously when tapping your Clipper card, the vehicle reader would display the account balance. With Clipper 2, it will no longer do that. Instead, you can log into the Clipper app or website, check your mobile wallet, tap your card at a ticket machine, or call Clipper Customer Service.
- When tapping on card readers, it's important to take your card out of your phone case or wallet since if your Clipper Card is next to a bank card, the reader may read the wrong card – which could be significant for youth and seniors who have discounted fares.

Changes coming.

Cubic is currently working on the following additional upgrade:

- From December 10th on, the Regional Transit Disabled Card (RTDC) will now be called Clipper Access. Within the next year, Bay Area agencies hope to have Clipper readers on paratransit vehicles, which will be a great benefit to our passengers.

Financial Impact

No new financial impacts with the launch of Clipper 2 Next Generation. Financial impacts were stated and agreed upon in October 2024 with the amended MOU.

Requested Action

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

TAB 6

Agenda Item #7d

ACTION ITEM: 2026 ECCTA Board of Directors
Meeting Schedule

Board of Directors Meeting

Wednesday December 10, 2025

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



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: 2026 ECCTA Board of Directors Meeting Schedule - Agenda Item #7d

Lead Staff: Rosanna Dominguez, Executive Assistant

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in black ink that appears to read 'Rashidi Barnes'.

Background

- The regular meeting date and time of the ECCTA Board of Directors is the 4th Wednesday of each month at 4:00 p.m.
- The Board Chair has the authority to cancel or reschedule any Tri Delta Transit Board meeting if there is a lack of pressing agenda items or if extenuating circumstances exist. As much notice as possible is given so board members can plan accordingly.

Discussion

- The 4th Wednesday of each month in 2026:

January 28	May 27	September 23
February 25	June 24	October 28
March 25	July 22	November 25
April 22	August 26	December 23

In the last several years, the Board of Directors combined the November and December meetings to avoid the Thanksgiving, Christmas, and New Year holidays.

Financial Impact

None

Requested Action

Approve the staff recommendation to combine the November and December 2026 board meetings and conduct that meeting on December 9, 2026.

TAB 7

Agenda Item #7e
ACTION ITEM: Boardroom Use Policy

Board of Directors Meeting
Wednesday December 10, 2025

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: Boardroom Use Policy – Agenda Item #7e

Lead Staff: Rosanna Dominguez, Executive Assistant

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in blue ink that appears to read "RB".

Background

Initially, the ECCTA Boardroom was open for use regardless of affiliation or entity. In January 1997, the Boardroom Use policy was created and brought to the Board of Directors for approval. This policy requested that rental fees be implemented for non-profit organizations and private companies. The board requested that the boardroom only be used for transportation-related groups, special districts, and the city, state, or federal government, with no fee attached.

Discussion

To improve clarity and provide guidance for both the requesting entity and ECCTA staff, a revised Boardroom Use Policy has been created. The new policy provides details on what food and drink are allowed on ECCTA premises, prohibiting the use of alcohol, as well as additional details such as decorations and restrictions of access to the premises, to only include the boardroom, lobby, lobby restrooms, and parking lot. All points of contact for reservations will be given a copy of the policy prior to the reservation date to ensure any questions or concerns are addressed. Any current external users of the boardroom will also receive a copy of the policy once it has been approved.

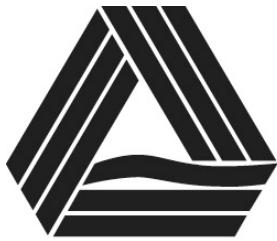
Financial Impact

None

Requested Action

Adopt Resolution #251210E approving the revised Boardroom Use Policy.

Attached: ECCTA Boardroom Use Policy 2025



TRI DELTA TRANSIT

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

RESOLUTION #251210E BOARDROOM USE POLICY

WHEREAS, initially, the ECCTA boardroom was open for use regardless of affiliation or entity.

WHEREAS, in January 1997, the Boardroom Use policy was created and brought to the Board of Directors for approval. The board requested that the boardroom only be used for transportation-related groups, special districts, and the city, state, or federal government, with no fee attached.

WHEREAS, to improve clarity and provide guidance for both the requesting entity and ECCTA staff, a revised Boardroom Use Policy has been created. This new policy provides additional guidance on what will be allowed when booking the boardroom for an event and expectations of both staff and the external guests.

WHEREAS, additional liability coverage is also provided in the new policy, the user is solely responsible for any and all accidents or injuries to persons or property resulting from the use of the Boardroom and while on ECCTA property. The user is responsible for the control and supervision of all people in attendance. The user shall take care that no damage is done to the facility and that all attendees conduct themselves in an orderly manner in and around the facility, including the grounds and parking lot, and not interrupt ECCTA operations. The user releases all liability for harm, including for injuries, death, or damage to personal property that occurs on ECCTA property.

WHEREAS, a copy of this policy will be provided to all users upon the reservation request of the ECCTA boardroom.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Eastern Contra Costa Transit Authority to adopt Resolution #251210E approving the revised Boardroom Use Policy.

PASSED AND ADOPTED THIS 10th day of December 2025, by the following votes:

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Tony Oerlemans, Chair

Rashidi Barnes, Chief Executive Officer

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____



AGENCY POLICY

The following policy has been reviewed and approved by the Eastern Contra Costa Transit Authority (Tri Delta Transit) Board of Directors.

POLICY NAME:	ECCTA Boardroom Use Policy
DEPARTMENT:	Board of Directors
DATE APPROVED:	1/22/1997
DATE REVISED:	12/10/2025

THE POLICY IS AS FOLLOWS:

The ECCTA Boardroom may be reserved for use by transportation-related groups, special districts, city, county, state, or an agency or office of the federal government. Any use of the ECCTA facility must comply with the following terms and conditions:

- Any reservations for external users may be denied if the time(s) or date(s) of the reservation conflict with any ECCTA internal use, such as a Board of Directors meeting, staff training, or any other reasonable use for the operations of ECCTA. Decisions on the existence of any conflict is at the sole discretion of ECCTA.
- Occasionally, it may be necessary to reschedule or cancel a previously approved use of the Boardroom. In the event rescheduling or cancellation is necessary, ECCTA will provide as much advance notice as possible. ECCTA may reschedule or cancel at its own discretion, and the user agrees that it will not be compensated in the event rescheduling or canceling an event occurs.
- External users may not have additional access to the administrative building beyond the boardroom, lobby, and lobby restrooms.
- Alcohol is strictly prohibited on ECCTA property.
- Food is allowed upon advance notice. No food is allowed that requires the use of electric warmers or open flames.
- Decorations are subject to approval by ECCTA staff prior to installation. Any decorations which may cause damage to the boardroom may be refused by ECCTA



staff. Decorations may only be put up on the day of the use of the boardroom and not the night before.

- User will be responsible for cleaning up the entire Boardroom upon the end of the use, including discarding all garbage, removing all belongings, equipment, and removing all decorations.
- No storage is available to users at any time, either before the event or after.
- If damages to the boardroom or facility occur as a result of the user's event, or if behavior of the group is deemed inappropriate or unsafe for any reason, ECCTA reserves the right to stop any event or use of the boardroom either prior to the use or while use is in progress. The user and group may be denied further use of the boardroom and facilities.
- Group composed of minors (under the age of 18) must be supervised by a minimum of one adult for every twelve (12) minors. Minors must be under adult supervision at all times.
- Use of the boardroom is restricted to the amount of people authorized by applicable building and fire codes.
- In emergency situations, the user consents to any medical treatment that first responder or medical personnel feels is necessary for any persons within the ECCTA facility.
- The user is solely responsible for any and all accidents or injuries to persons or property resulting from the use of the Boardroom and while on ECCTA property. The user is responsible for the control and supervision of all people in attendance. The user shall take care that no damage is done to the facility and that all attendees conduct themselves in an orderly manner in and around the facility, including the grounds and parking lot, and not interrupt ECCTA operations. The user releases all liability of harm, including for injuries, death, or damage to personal property that occur on ECCTA property.
- ECCTA may require a Certificate of Liability Insurance for use of the Boardroom, at its sole discretion.



- Audio and visual equipment may be provided to the user if requested and available. ECCTA is not responsible for the quality of any audio-visual equipment, including due to loss of connection or any extractions of recordings or materials used during the reservation. The user may bring their own audio and visual equipment upon prior approval and subject to applicable policies. ECCTA is not responsible for ensuring a user's own audio and visual equipment functions properly or can be used with ECCTA's facilities.
- Use of audio and visual equipment may not disrupt ECCTA operations and must be used at a reasonable level of volume and must be adjusted upon request by ECCTA staff.
- A contact person must be identified and is the person responsible for the use of the boardroom and facilities on the day of the event and should be the first person to arrive at the facility, unless additional arrangements are made. The contact person is required to check in with ECCTA staff upon arrival and will then be granted access to the boardroom, subject to any additional conditions imposed.
- ECCTA may, at its sole discretion, impose any additional restrictions on the use of the boardroom.
- A copy of this policy will be provided to all users upon the reservation request of the ECCTA Boardroom.

TAB 8

Agenda Item #7f

ACTION ITEM: Mid-Term Member-At-Large Appointment

Board of Directors Meeting

Wednesday December 10, 2025

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



Staff Report to ECCTA Board of Directors

Meeting Date: December 10, 2025

Agenda Item: Mid-Term ECCTA Board Member-At-Large Appointment –
Agenda Item #7f

Lead Staff: Rosanna Dominguez, Executive Assistant

Approved: Rashidi Barnes, Chief Executive Officer

A handwritten signature in black ink that appears to read 'RB'.

Background

Merl Craft, the former ECCTA Director-at-Large with a term ending 12/31/2026, announced her desire to resign from her position prior to the end of the term.

The provisions of the bylaws that govern ECCTA pertaining to the Director-at-Large position state:

- The ECCTA Board of Directors has 11 members. Ten board members are appointed by the member jurisdictions of the JPA that formed ECCTA: two each from Antioch, Brentwood, Oakley, Pittsburg, and Contra Costa County. Those ten individuals appoint a Director-at-Large to serve as the 11th board member.
- Each Director is appointed to a two-year term.
- There is no limit to the number of terms a Director may serve.

Discussion

The Board of Directors has three options:

1. Appoint current Member at Large Alternate Director Sue Higgins to fill the remainder of the term as the Director-at-Large, ending December 31, 2026.
2. Appoint another individual to fill the remainder of the term as the Director-at-Large, ending December 31, 2026.

3. Appoint a subcommittee of the Board of Directors to accept applications, interview applicants, and recommend to the full Board of Directors a Director-at-Large to fill the remainder of the term, ending December 31, 2026.

Financial Impact

None

Requested Action

Choose the desired action to fill the Director-at-Large position for the remainder of the current term, through December 31, 2026.