



# Board of Directors Meeting Agenda

**Wednesday, April 22, 2026 -**

**NEXT MEETING: -**

**May 27, 2026 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**

Sue Higgins

# Board of Directors Meeting Agenda

## Wednesday, April 22, 2026

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

### PUBLIC COMMENT GUIDELINES:

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

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

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

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

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

### LIMITED ENGLISH PROFICIENCY (LEP):

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

### ANTICIPATED ACTION BY THE BOARD OF DIRECTORS:

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

# Board of Directors Meeting Agenda

## Wednesday, April 22, 2026

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

### 1. **CALL TO ORDER** Vice-Chair Dionne Adams

- a. Roll Call

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

### 3. **PUBLIC COMMENT**

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

### 4. **CHAIR'S REPORT** Vice-Chair Dionne Adams

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

*(see attachment: tab #1)*

- a. Minutes of the Board of Directors meeting of March 25, 2026
- 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)*

# Board of Directors Meeting Agenda

## Wednesday, April 22, 2026

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

### 7. ACTION and DISCUSSION ITEMS

- a. **ACTION ITEM:** FY26 Low Carbon Transit Operations Program (LCTOP) Corrective Action Plan

*(see attachment: tab #3)*

**Requested Action:** Adopt Resolution #260422A authorizing the execution and submittal of ECCTA's Corrective Action Plan and allocation request in the FY2026 Low Carbon Transit Operations Program (LCTOP) allocation request cycle.

- b. **ACTION ITEM:** Authorization for Filing of TDA, STA, RM2 and RM3 Funding

*(see attachment: tab #4)*

**Requested Action:** The Staff requests that the Board adopt Resolution #260422B authorizing the Chief Executive Officer or their designee to file an application with the MTC for the FY2026-2027 allocation of TDA, STA, RM2 and RM3 funds.

- c. **ACTION ITEM:** 2026 Local Hazard Mitigation Plan

*(see attachment: tab #5)*

**Requested Action:** Approve Resolution #260422C approving Eastern Contra Costa Transit Authority's 2026 Local Hazard Mitigation Plan

- d. **ACTION ITEM:** Clipper BayPass Amendment 2 with MTC

*(see attachment: tab #6)*

**Requested Action:** Adopt Resolution #260422D approving ECCTA to accept the second amendment to the regionwide Clipper BayPass Participation Agreement and authorize the Executive Director to sign the Clipper BayPass Amendment 2 the Phase 2 Participation Agreement for program commencement on December 1, 2026 and continue no later than December 31, 2030.

## Board of Directors Meeting Agenda Wednesday, April 22, 2026

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

**e. ACTION ITEM:** June and July Youth Ride Free 2026 Program

*(see attachment: tab #7)*

**Requested Action:** Authorize staff to implement the June and July Youth Ride Free Pilot Program on Tri Delta Transit's fixed and express routes by offering youth 6-18 years of age free rides from June 1-July 31, 2026.

**f. ACTION ITEM:** Proposed FY2026-2027 ECCTA Budget

*(see attachment: tab #8)*

**Requested Action:** Staff requests that adopt Resolution #260422F approving the proposed FY2026-2027 ECCTA operating and capital budget.

**g. ACTION ITEM:** Contra Costa Transportation Authority: Transactions and Use Tax Senate Bill 1408

*(see attachment: tab #9)*

**Requested Action:** Staff recommends that the Board adopt a "support" position on SB 1408. If authorized by the Board of Directors, staff will prepare a support letter to be sent to the bill author, members of the Tri Delta Transit legislative delegation, and relevant legislative committees.

### 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: May 27, 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 April 22, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

March 25, 2026

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

**ROLL CALL / CALL TO ORDER**

BOARD MEMBERS

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

ABSENT: Tony Oerlemans (Brentwood)

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)  
Eli Flushman, General Counsel  
Rosanna Dominguez, Executive Assistant  
Paul Rodrigues, Director of Finance and Accounting  
Agustin Diaz, Manager of Planning and Grants  
Joseph Chappelle, Manager of Administrative Services  
Maceo Wiggins, Compliance Manager  
Megan Howell, Marketing and Customer Service Associate  
Mike Gonsalves, Parts Supervisor  
Myeisha Williams, Manager of Accessible Services  
Will Omaque, Maintenance Supervisor

OTHERS

PRESENT: Benjamin Trejo, Transdev Safety Manager  
Lori Sprinkle, Office Manager  
Paul Carlson, Interim General Manager

**PLEDGE OF ALLEGIANCE**

Vice-Chair Adams led the Pledge of Allegiance.

## **PUBLIC COMMENT**

There was no public comment.

## **CHAIR'S REPORT**

There was no Chair's report.

## **CONSENT CALENDAR**

On motion by Director Burgis, 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 February 25, 2026
- B. Marketing and Customer Service Activities Report
- C. Operations Report
- D. Legislative Report

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

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

- A. Operations Report

Rashidi Barnes, Chief Executive Officer, gave an update on current fuel prices and economic factors that are contributing to the increase in diesel fuel costs. Managing this cost is difficult due to external factors. An estimated \$16k in additional costs per week was incurred and is included in the overall budget. Mr. Barnes reported on a Southern California public transit agency that has to close due to budget deficits and the economic attachment to Disneyland that has not recovered from COVID. In response to potential budgetary deficits, ECCTA has reallocated funds, investigated service adjustments if needed, and implemented PTO/Overtime policies.

Mr. Barnes reported on the Transit Employee Appreciation Day with a short video and expressed gratitude for the attendance by the Directors. In addition, Mr. Barnes reported on a Shred It Event occurring on May 7<sup>th</sup>, 2026. Mr. Barnes introduced the new hire, Myeisha Williams, as the Manager of Accessible Services. Ms. Williams brings extensive experience and knowledge to the role.

Chris Lee, lobbyist, presented information regarding SB1401, which is the reauthorization of Measure J. Mr. Lee reviewed the abilities that SB1401 gives to the function of CCTA. The first section of the bill was requested to be removed to remove all the new authorities and proceed with the bill as drafted, focusing on the sales tax. If this section is requested to be added back in, it would need to go

through all affected committees and stakeholders. A full Senate vote will be taken by May 29th, and then sent to the Assembly before August 31st.

### **ACTION ITEM AND DISCUSSION ITEMS**

#### A. Creation of Ad Hoc Committee Regarding Directions and Guidance on Creating an Auction Policy for Vehicle Disposal and other surplus items

Eli Flushman, General Counsel, reviewed the action item and advised that the direction includes the task, the size of the committee, and its length of time it is active. Mr. Flushman did provide information on what size would enact the Brown Act, and what the Directors are allowed to do with federally purchased assets. Discussion and recommendations around completing the task in 6 months within this fiscal year, allowing these assets to be used by transit-related organizations, but also any potential 501 (c) organizations interested were presented.

The Board decided that Directors Freitas and Burgis will serve as representatives for the Ad Hoc committee. The purpose of this Ad Hoc committee is to develop a policy for the disbursement of no longer useful buses and surplus items that are owned by Tri Delta Transit.

On motion by Director Williams seconded by Director Meyer, ECCTA Board members adopted the above guidance on creation of the Ad Hoc committee, which was carried by the following vote:

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

#### B. Authorization to File for Section 5311 Grant Funds

Agustin Diaz, Manager of Planning and Grants presented reviewed the 5311 program and the formula that is created by MTC that qualifies us for this funding. The application for this funding is renewed every three years. Mr. Diaz stated that historically ECCTA has used this funding for preventative maintenance costs.

On motion by Director Freitas, seconded by Director Shaw, ECCTA Board members adopted Resolution #260325B authorizing the CEO to execute and submit applications for financial assistance through the FTA Section 5311 Formula Grants for Rural Areas program, which was carried by the following vote:

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

## **BOARD OF DIRECTORS COMMENT**

Director Freitas  
Director Meyer  
Director Burgis

## **ADJOURNMENT**

The meeting of the Eastern Contra Costa Transit Authority adjourned at 4:48 p.m. until April 22, 2026, at 4:00 p.m. in the ECCTA Administrative Facility, 801 Wilbur Ave, Antioch, California.

Respectfully submitted,

Rosanna Dominguez

Executive Assistant




## Income Statement - Comparison to Annual Adopted Budget


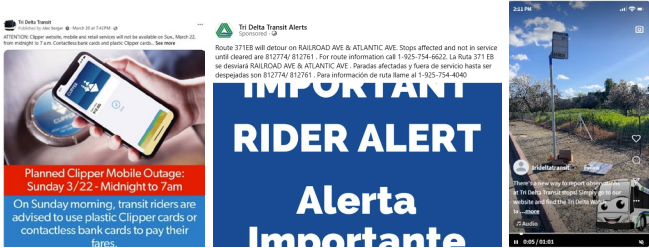
< July 1, 2025 through March 31, 2026 >  
(unaudited)

	FY 26 YTD Actual			FY26 Adopted Budget			YTD % of FY 26 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR	ECCTA	FR	DR
<b>OPERATING REVENUES</b>									
Passenger Fares	\$ 1,321,181	\$ 768,809	\$ 552,372	\$ 2,153,356	\$ 1,098,211	\$ 1,055,144	61%	70%	52%
Other Income	\$ 150,102	\$ 150,102	-	\$ 100,000	\$ 100,000	-	150%	150%	
	\$ 1,471,284	\$ 918,912	\$ 552,372	\$ 2,253,356	\$ 1,198,211	\$ 1,055,144	65%	77%	52%
<i>Total Operating Revenues:</i>									
	\$ 1,021,735	\$ -	\$ 1,021,735	\$ 1,095,783	\$ -	\$ 1,095,783	93%		93%
<b>NON-OPERATING REVENUES</b>									
Federal Funds	\$ 10,869,081	\$ 9,902,239	\$ 966,842	\$ 26,387,095	\$ 19,629,635	\$ 6,757,460	41%	50%	14%
State Funds	\$ 2,362,685	\$ 1,378,028	\$ 984,657	\$ 3,342,533	\$ 1,277,605	\$ 2,064,928	71%	108%	48%
Local Funds	\$ -	\$ -	\$ -	\$ 2,608,847	\$ 2,608,847	\$ -			n/a
Inter-Operator Agreements (Bart Feeder)	\$ 59,140	\$ 48,658	\$ 10,482	\$ 76,745	\$ 61,396	\$ 15,349	77%	79%	68%
Interest & Other Misc Income	\$ 14,312,642	\$ 11,328,925	\$ 2,983,717	\$ 33,511,004	\$ 23,577,483	\$ 9,933,520	43%	48%	30%
<i>Total Non-operating Revenues:</i>									
	\$ 15,783,926	\$ 12,247,837	\$ 3,536,089	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664	44%	49%	32%
<b>OPERATING EXPENSES</b>									
Purchased Transportation	\$ 14,254,481	\$ 8,468,324	\$ 5,786,157	\$ 21,904,858	\$ 13,856,003	\$ 8,048,855	65%	61%	72%
Materials and Supplies	\$ 3,024,527	\$ 2,316,268	\$ 708,258	\$ 4,425,783	\$ 3,604,645	\$ 821,138	68%	64%	86%
Salaries & Benefits	\$ 4,383,207	\$ 3,406,870	\$ 976,337	\$ 6,349,603	\$ 5,027,923	\$ 1,321,680	69%	68%	74%
Services	\$ 855,309	\$ 623,848	\$ 231,461	\$ 1,499,535	\$ 1,100,245	\$ 399,290	57%	57%	58%
Casualty and liability insurance	\$ 313,466	\$ 257,234	\$ 56,231	\$ 484,630	\$ 401,310	\$ 83,320	65%	64%	67%
Utilities	\$ 215,177	\$ 168,055	\$ 47,123	\$ 389,500	\$ 313,488	\$ 76,012	55%	54%	62%
Other ( Dues, Travel, Taxes, and Other)	\$ 124,648	\$ 96,231	\$ 28,417	\$ 710,450	\$ 472,082	\$ 238,368	18%	20%	12%
<i>Total Operating Expenses:</i>									
	\$ 23,170,814	\$ 15,336,829	\$ 7,833,985	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664	65%	62%	71%
<b>EXCESS REV/(EXP)</b>	\$ (7,386,888)	\$ (3,088,992)	\$ (4,297,896)	n/a	n/a	n/a			

# Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026  
**Agenda Item:** Marketing/Communications Activities – Agenda Item #5c  
**Lead Staff:** Leeann Loroño, Manager of Customer Service and Marketing  
**Approved:** Rashidi Barnes, Chief Executive Officer 

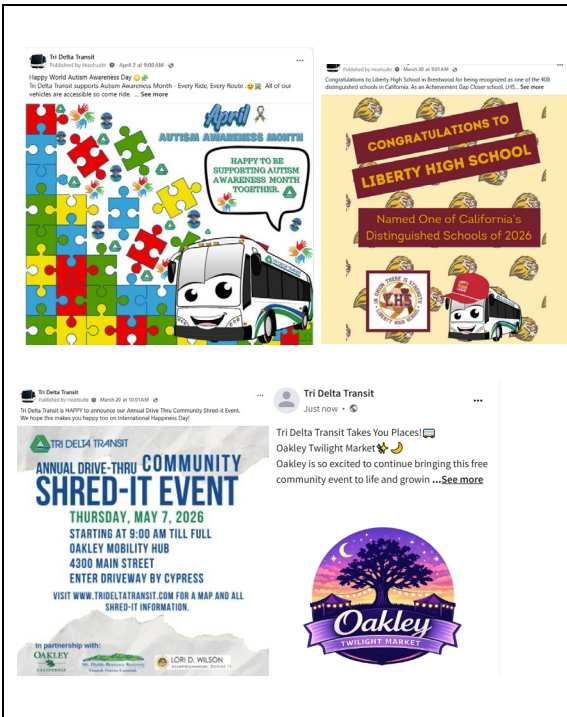
Tri Delta Transit strives to provide top notch service to our customers and the community, as well as communicate the pivotal role Tri Delta Transit plays. Here are some projects Marketing has been working on.

	<h2>Tri Delta Transit Out and About</h2> <p>Event Season is coming up. We're excited to be at the following events in May with other staff and Accessible Services joining us:</p> <ul style="list-style-type: none"> <li>• Gateway Transition tour of Tri Delta Transit, April 10th</li> <li>• All Abilities Fair, April 15<sup>th</sup> Brentwood</li> <li>• Bike to Wherever Day, Antioch BART May 14<sup>th</sup> 6:30-8:30 am</li> <li>• County Fair, Antioch May 14<sup>th</sup> – May 17<sup>th</sup></li> <li>• STEM In Living Color, Williamson Ranch Park, Antioch</li> </ul>
	<h2>Keeping Riders Informed</h2> <p>Tri Delta Transit strives to keep our riders informed about various subjects of possible interest to them. This month, we posted about:</p> <ul style="list-style-type: none"> <li>• Clipper Mobile Outage</li> <li>• Detours</li> <li>• Tri Delta Watch</li> </ul>

# Celebrating and Spreading the Word

We were honored to highlight:

- Autism Awareness Day
- Congratulations to Liberty High School
- Brentwood Day of Service
- Tri Delta Transit Shred It Event
- County Fair – Wild About the Fair
- Clipper START program
- Oakley Twilight Market



# Improving Communications

Tri Delta Transit constantly works on improving communications with riders. Our current work centers on:

- Creating and implementing decal information cards on paratransit buses to remind riders of important guidelines and resources. This will be the first time ever for this type of communication.
- Increasing blue box stationary signs at multi-route high passenger count stops to provide a stationary printed timetable of when the bus arrives at that stop.

**A friendly reminder**

A passenger can **ONLY** bring **4 bags** on a vehicle - total weight being **NO MORE than 20 pounds**. See Rider's Guide for all restrictions.

**Un pasajero SOLO puede llevar 4 maletas en un vehiculo - el peso total NO DEBE SUPERAR 20 libras**. Consulte la guía para conocer todas las restricciones.

**20 LBS** Thank you.

**A SAFETY reminder Stop the ROLL**


- Put your mobility device **BRAKES ON**, so it does not roll when you are using it for stability.
- When **getting on** the vehicle, **WAIT** till the operator assists you getting on the lift.
- When **on the vehicle**, **STAY SEATED** until the operator is completely stopped, the lift is deployed, and the operator is there to assist you.

**TRI DELTA TRANSIT STOP #819444**  
East Leland Rd & Lakeview Cr

Para información: Time checkpoints shown here. PM in bold.

MON-FRI	MON-FRI	MON-FRI	MON-FRI
<b>360WB</b>	<b>370WB</b>	<b>371WB</b>	<b>372WB</b>
7:00 1:27	4:59 12:31 4:43 5:29 12:54	6:52 12:22	6:52 12:22
7:30 2:27	5:29 12:28 4:58 5:39 1:04	6:52 12:22	7:22 1:32
9:00 3:27	6:29 12:43 5:13 6:29 1:32	7:52 1:32	7:52 1:32
	6:44 12:58 5:27 6:39 2:04	8:22 2:32	8:52 2:52
	6:59 1:33 5:42 7:31 2:35	9:22 3:22	9:52 3:52
	7:15 1:39 5:57 8:02 3:05	10:22 4:22	10:22 4:22
	7:28 1:42 6:11 8:35 3:35	10:52 4:52	11:22 5:22
	7:45 1:57 6:34 9:05 4:04	11:22 5:22	11:52 5:52
	7:58 2:11 6:57 9:32 4:34	12:22 6:22	12:22 6:22
	8:12 2:38 7:24 10:02 5:04	1:00 7:52	1:00 7:52
	8:26 2:43 7:56 10:30 5:35	1:30 8:22	1:30 8:22
	8:41 2:58 8:26 10:59 6:05	2:00 8:52	2:00 8:52
	9:16 3:14 8:57 11:28 6:35	2:30 9:22	2:30 9:22
	9:11 3:27 9:26 11:59 7:04	3:00 9:52	3:00 9:52
	9:28 3:42 9:54 7:32	3:30 10:22	3:30 10:22
	9:45 3:57 10:24 8:01	4:00 10:52	4:00 10:52
	9:58 4:11 10:54 9:00	4:30 11:22	4:30 11:22
	10:15 4:28 11:24 9:58	5:00 11:52	5:00 11:52
	10:26	5:30 12:22	5:30 12:22
	10:41	6:00 12:52	6:00 12:52
	11:06	6:30 1:22	6:30 1:22
	11:22	7:00 1:52	7:00 1:52
	11:37	7:30 2:22	7:30 2:22
	11:42	8:00 2:52	8:00 2:52
	11:57	8:30 3:22	8:30 3:22

Route Information: 925-754-4040  
Download the app transit for real time arrival  
Transfer for free within 2 hours with Clipper Card

<b>Ongoing Projects:</b>	
	<h2 style="text-align: center;">Transit Takes You Places</h2> <p>Riders are encouraged to take public transportation to get to and from events safely.</p> <ul style="list-style-type: none"> <li>• Friday Night Bites, Oakley</li> </ul> <p>As event season is starting, so we will be promoting more and more events from the communities we serve.</p>

### SOCIAL MEDIA ANALYTICS

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

MAIN ACCOUNTS	MONTHS		
Followers	Through Feb. 14th	Through March 14th	Through April 10th
Facebook	1.4k	1.4k	1.4k
Instagram	1,142	1,147	1,153
LinkedIn	807	814	818
BlueSky	49	52	53

ALERT ACCOUNTS	MONTHS		
Followers	Through Feb. 14th	Through March 14th	Through April 10th
Facebook	110	113	116
Instagram	110	111	111

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



April 13, 2026

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

From: Chris Lee, Partner, Politico Group

**Re: April State Legislative Updates**

---

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

### Legislative Updates

April in the State Capitol is heavily focused on policy committee hearings for bills introduced in 2026. Politico Group continued to work closely with Tri Delta Transit and its partner transit agencies in Contra Costa County to analyze SB 1408 (Arreguín), sponsored by the Contra Costa Transportation Authority (CCTA), identify potential questions and concerns, and to share those issues with Senator Arreguín’s office, the sponsor, and relevant Senate policy committee staff. Recent amendments and next steps for the bill are discussed below, as are other bills of interest.

#### **SB 1408 – Contra Costa Transportation Authority: Local Transportation Authority & Improvement Act**

Based on conversations with stakeholders, including Tri Delta Transit and other small and large transit operators in Contra Costa County, Senator Arreguín amended SB 1408 on March 25. The bill now solely addresses CCTA’s authority to propose to the voters a countywide sales tax of up to 1% does not count toward the statutory sales tax cap that would otherwise apply to local jurisdictions in the County.

Prior provisions related to the authorities of CCTA under the Local Transportation Authority and Improvement Act (Public Utilities Code 180000) and new potential powers, including some related to public transportation, were removed from the bill to allow more time for engagement and discussion with affected stakeholders and legislative committees. Future amendments to restore these provisions would require the approval of the Senate Transportation Committee, which shared many of the questions and concerns of local transit operators.

SB 1408 was approved by a 9-2-2 vote, with the 4 Republicans on the committee abstaining or voting “no.” Senator Grayson (D-Concord) supported the bill, pointing out that it did not itself represent a tax increase, but instead authorized CCTA to put the question before voters. The bill will next be heard in the Senate Revenue & Taxation Committee on April 22.

#### **AB 1599 (Ahrens) – Public Transit Datasets: California Transit Stop Registry**

The Assembly Transportation Committee approved AB 1599 by Assemblymember Patrick Ahrens (D-Santa Clara) on March 23. The bill would require Caltrans to create a centralized statewide “Transit Stop Registry” and require transit operators to ensure that the name and location of each of its transit stops conforms with the registry. The California Transit Association and other stakeholders are engaging on

the bill to ease implementation burdens for operators. Since the bill creates a new, potentially reimbursable mandate, it must be heard in the Assembly Appropriations Committee and approved by May 15.

#### **AB 1837 - (González, Mark) - Video Imaging of Parking Violations by Public Transit Operators**

As amended March 12, 2026, this bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature until January 1, 2031, as specified. The bill was approved by the Assembly Transportation Committee on March 24 and referred to the Assembly Privacy & Consumer Protection Committee where it must be approved by April 24.

#### **AB 1944 (Lee) - Zero-Emission Transit Buses: Axle Weight Limits**

As introduced on February 13, 2026, this bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. AB 1944 was quickly approved by the Assembly and is now in the Senate Rules Committee awaiting assignment to policy committees.

## **State Budget Updates**

#### **Greenhouse Gas Reduction Fund Proposals Heard in Budget Subcommittees**

Senate Budget Subcommittee No. 2 heard Governor Newsom's proposals on the expenditure of Greenhouse Gas Reduction Fund (GGRF) revenues for FY 2026-27 on April 9, following a corresponding hearing in Assembly Budget Subcommittee No. 4 on March 11. Transit advocates, including Politico Group on behalf of Tri Delta Transit, as well as regional agencies lined up to express concerns about the Governor's GGRF expenditure plan, which excludes \$230 million for the Zero Emission Transit Capital Program (ZETCP) in 2026-27. This funding, along with an additional \$460 million in FY 2027-28, was part of the SB 125 deal in 2023 that allows regional agencies (MTC in the Bay Area) to flex funding between capital and operational needs to support transit recovery.

California's cap-and-invest program also provides ongoing funding for vital transportation programs, such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) through the greenhouse gas reduction fund. Due to the restructuring of the GGRF expenditure plan last year and several consecutive weak auction markets in the Cap-and-Invest program, the proposed FY 2026-27 budget projects that TIRCP and LCTOP funding levels will decrease this coming fiscal year. Transit advocates are also pushing for funding certainty for TIRCP and LCTOP in the GGRF and reinstating the partial sales and use tax exemption for zero-emission buses purchased by transit agencies.

Budget subcommittees have you to take any formal action on the Administration's GGRF expenditure plan. The Governor will submit his revised budget proposal to the Legislature by May 15. It will reflect updated revenue and expenditure estimates and may include new or amended policy proposals, including proposals related to GGRF expenditures. The Legislature will hold subsequent budget hearings prior to negotiating with the Administration to pass a balanced budget by the June 15 constitutional deadline.

# Tri Delta Transit Legislative Report

## Monday, April 13, 2026

**[AB 33](#)**

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

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

**Introduced:** 12/2/2024

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

**Status:** 9/11/2025-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/9/2025)(May be acted upon Jan 2026)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

**Position**

Watch

**[AB 35](#)**

**(Alvarez D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.**

**Current Text:** Amended: 1/14/2026 [html](#) [pdf](#)

**Introduced:** 12/2/2024

**Last Amend:** 1/14/2026

**Status:** 1/27/2026-In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency’s internet website.

**Position**

Watch

**[AB 259](#)**

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

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

**Introduced:** 1/16/2025

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

**Status:** 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025) (May be acted upon Jan 2026)

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed

requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

**Position**  
Watch

**[AB 1599](#) (Ahrens D) Public transit: California Transit Stop Registry: transit datasets.**

**Current Text:** Introduced: 1/16/2026 [html](#) [pdf](#)

**Introduced:** 1/16/2026

**Status:** 3/24/2026-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

**Position**  
Watch

**[AB 1837](#) (González, Mark D) Video imaging of parking violations.**

**Current Text:** Amended: 3/12/2026 [html](#) [pdf](#)

**Introduced:** 2/11/2026

**Last Amend:** 3/12/2026

**Status:** 3/31/2026-In committee: Hearing postponed by committee.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely.

**Position**  
Watch

**[AB 1944](#) (Lee D) Zero-emission transit buses: axle weight.**

**Current Text:** Introduced: 2/13/2026 [html](#) [pdf](#)

**Introduced:** 2/13/2026

**Status:** 4/6/2026-Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 3.) In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process

pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

**Position**  
Watch

**AB 2505 (Carrillo D) Electrical corporations: hydrogen refueling stations.**

**Current Text:** Amended: 3/17/2026 [html](#) [pdf](#)

**Introduced:** 2/20/2026

**Last Amend:** 3/17/2026

**Status:** 4/9/2026-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (April 8).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law authorizes the Public Utilities Commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer’s meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer’s meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided.

**Position**  
Watch

**SB 117 (Committee on Budget and Fiscal Review) Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.**

**Current Text:** Amended: 2/13/2026 [html](#) [pdf](#)

**Introduced:** 1/23/2025

**Last Amend:** 2/13/2026

**Status:** 2/23/2026-Re-referred to Com. on BUDGET pursuant to Assembly Rule 97.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation.

**Position**  
Watch

**SB 239**

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

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

**Introduced:** 1/30/2025

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

**Status:** 1/27/2026-Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

**Position**

Watch

**SB 1408**

**(Arreguín D) Contra Costa Transportation Authority: transactions and use tax.**

**Current Text:** Amended: 3/23/2026 [html](#) [pdf](#)

**Introduced:** 2/20/2026

**Last Amend:** 3/23/2026

**Status:** 4/9/2026-Set for hearing April 22.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

**Position**

Watch

**Total Measures: 10**

**Total Tracking Forms: 10**

# **TAB 2**

Agenda Item #6  
ACTION ITEM: CEO Report

## **Board of Directors Meeting**

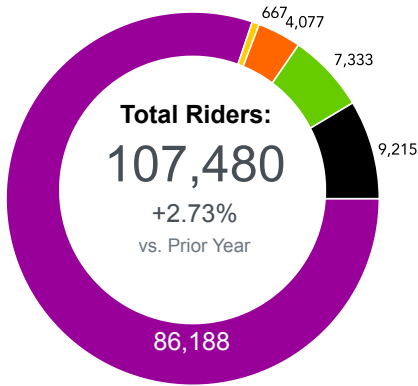
Wednesday April 22, 2026

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509



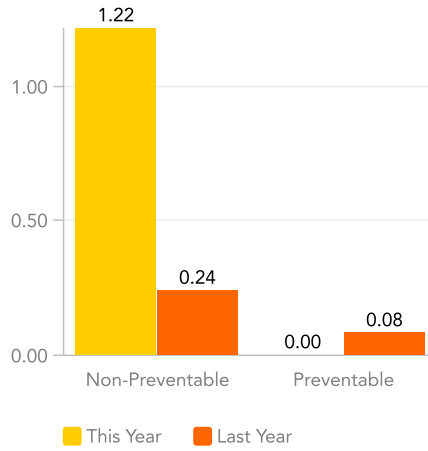
# Performance Summary

### Ridership

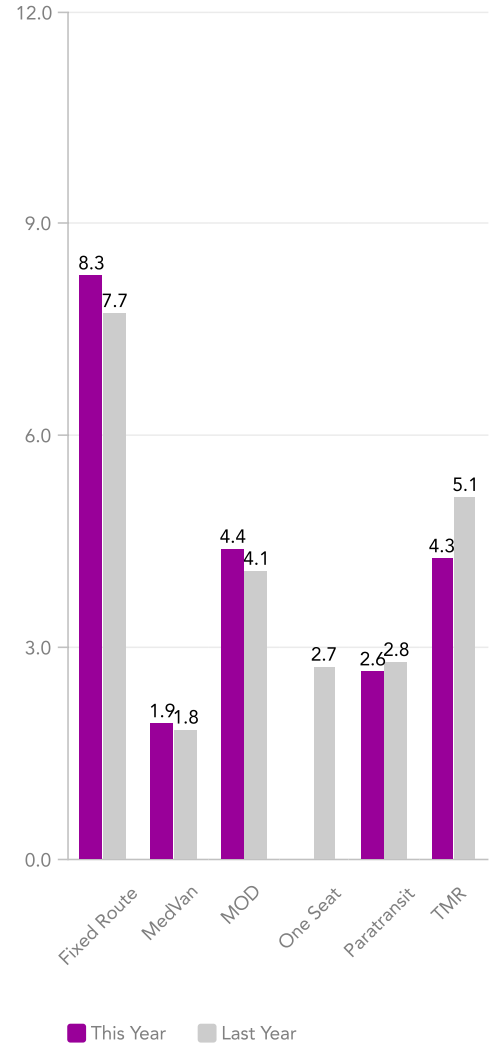


- Fixed Route
- MedVan
- MOD
- Paratransit
- TMR

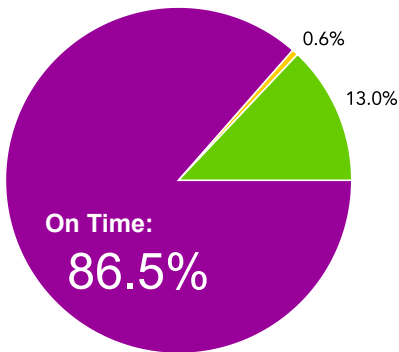
### Accidents / 100K Miles



### Passengers Per Revenue Hour

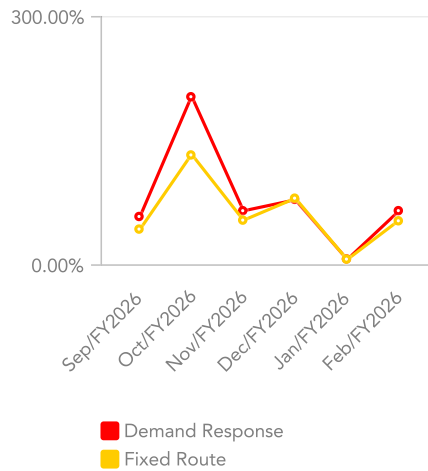


### On Time Performance



- On Time
- Early
- Late

### Cost Recovery Ratio



- Demand Response
- Fixed Route

# Safety Performance

## Preventable Accident Report

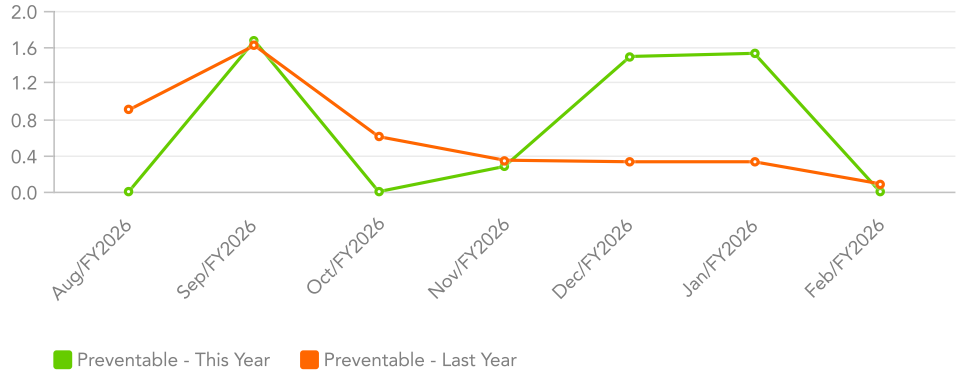
	Accidents	Per 100,000 Miles
Sep/FY2026	5	1.67
Nov/FY2026	1	0.28
Dec/FY2026	4	1.49
Jan/FY2026	4	1.53

YTD 2025	1	0.08
----------	---	------

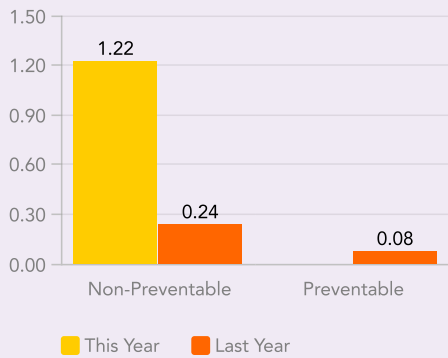
### YTD Change

No data

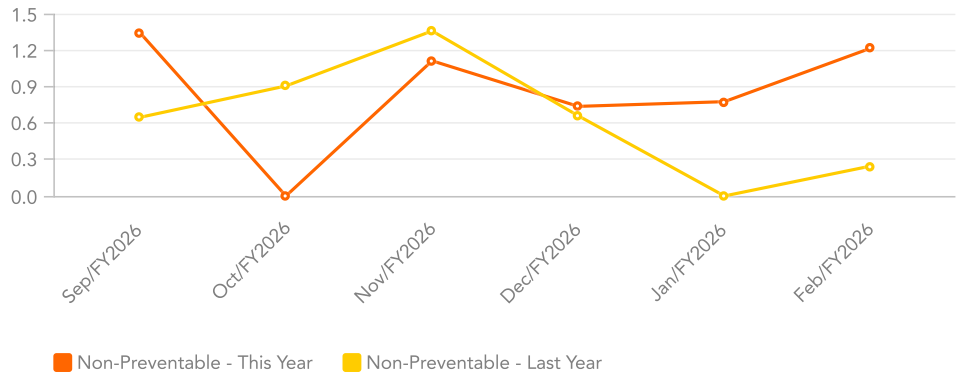
## Preventable Accidents Per 100,000 Miles Last Six Months - System Wide



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

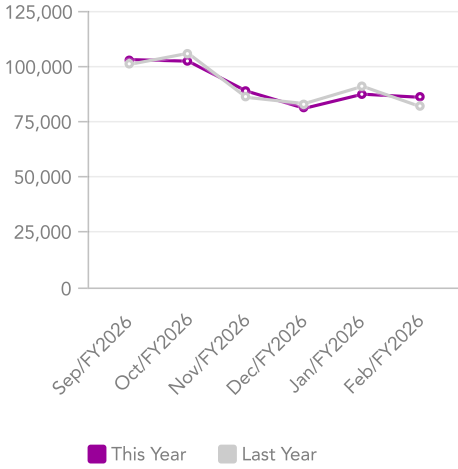


## Non-Preventable Accidents Per 100,000 Miles Last Six Months - System Wide

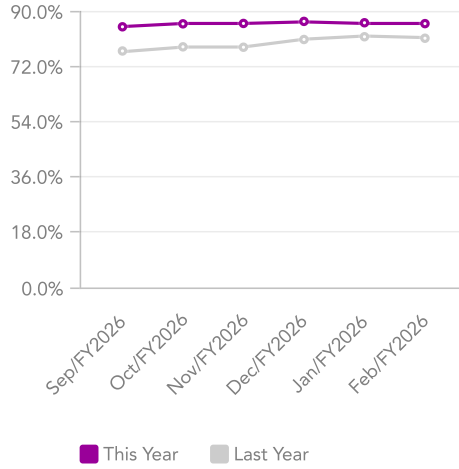


# Fixed Route Performance

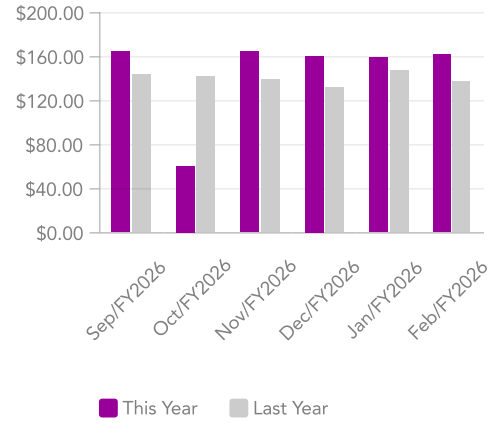
### Total Ridership



### On Time Performance



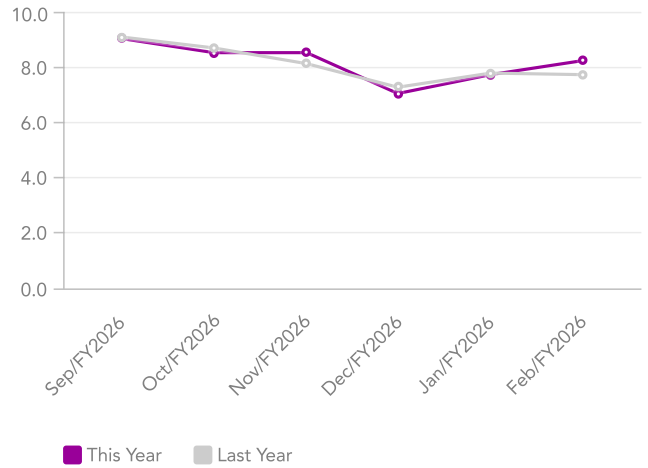
### Operating Cost Per Revenue Hour



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

Metric	This Year	Prior Year	% Chang
<b>Customer Service</b>			
% of Trips On Time	85.85	86.14	-0.3%
Average Miles Between Roadca		137,603.63	
Complaints Per 100k Riders	16.24	24.05	-32.5%
Ridership Per Rev. Hour	8.25	7.71	+7.0%
<b>Financial</b>			
Operating Costs Per Rev. Hour	161.14	158.38	+1.7%
<b>Ridership</b>			
Ridership	86,188.00	87,328.00	-1.3%

### Passengers Per Revenue Hour



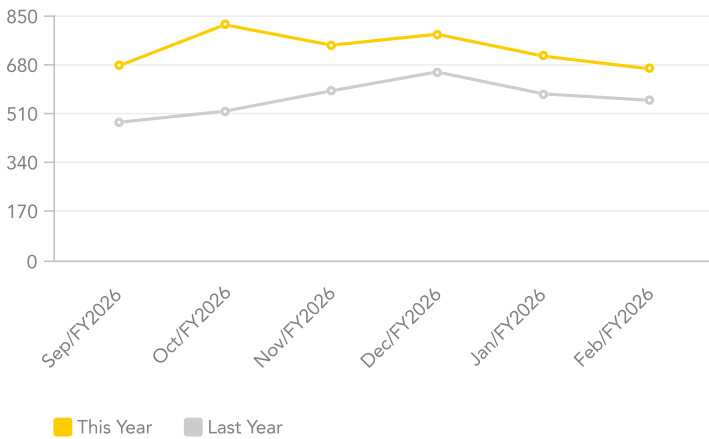
# MedVan, Paratransit, and MOD Performance

## Year-over-Year Report

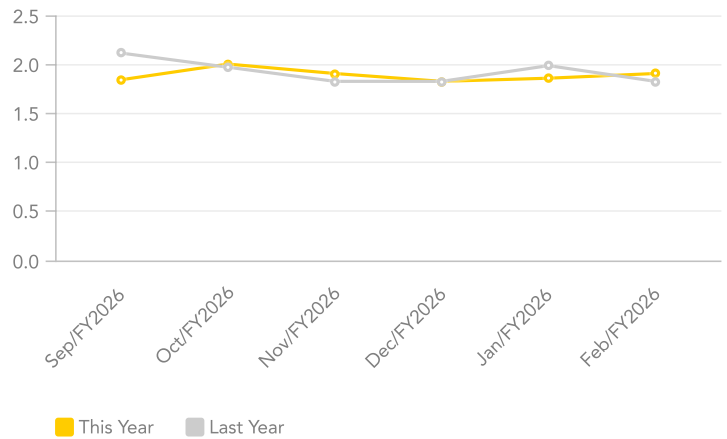
### MedVan

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	93.31	94.56	-1.3%
	Complaints Per 100k Riders	149.93	0.00	
Ridership	Ridership Per Rev. Hour	1.91	1.82	+4.9%
	Ridership	667.00	556.00	+20.0%
Financial	Operating Costs Per Rev. Hour	146.71	118.39	+23.9%

### Total Ridership



### Passengers Per Revenue Hour

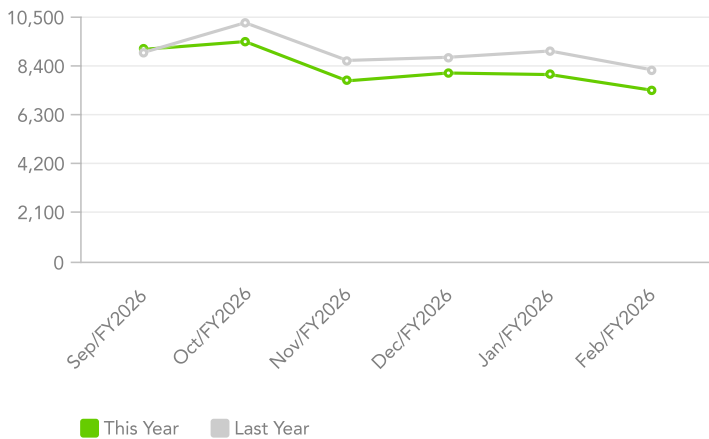


## Year-over-Year Report

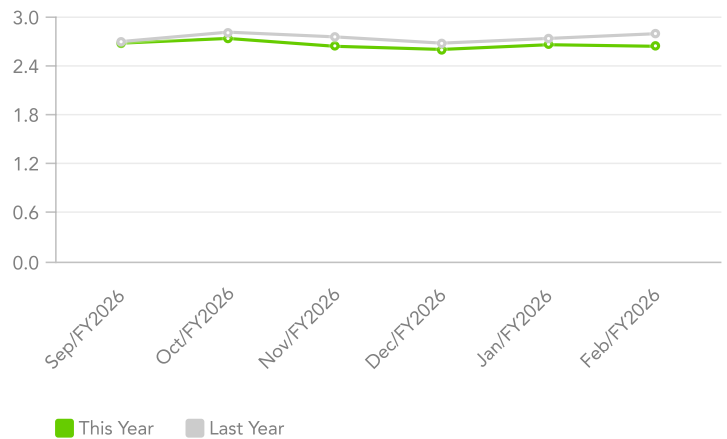
### Paratransit

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	88.80	80.68	+10.1%
	Complaints Per 100k Riders	231.83	219.81	+5.5%
Ridership	Ridership Per Rev. Hour	2.64	2.79	-5.4%
	Ridership	7,333.00	8,189.00	-10.5%
Financial	Operating Costs Per Rev. Hour	146.71	118.39	+23.9%

### Total Ridership



### Passengers Per Revenue Hour

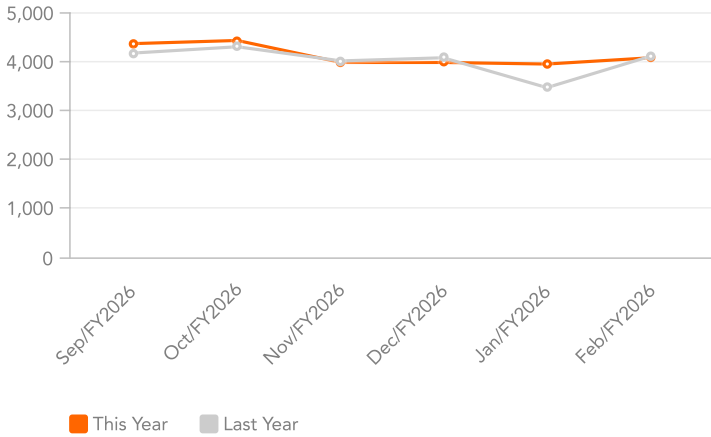


## Year-over-Year Report

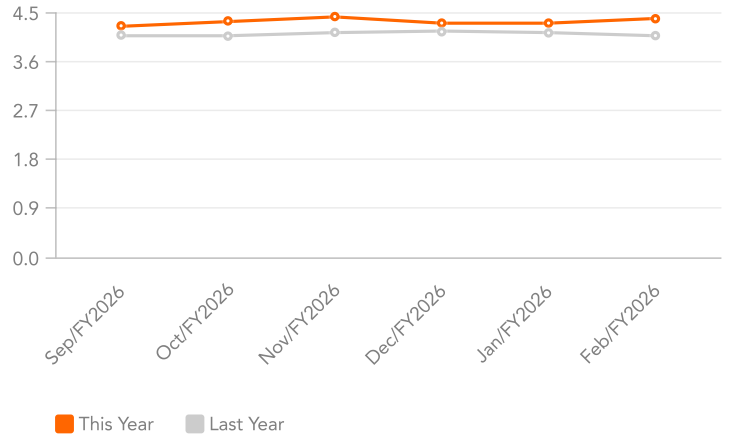
**MOD**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.38	4.07	+7.6%
Financial	Operating Costs Per Rev. Hour	55.17	84.36	-34.6%
Ridership	Ridership	4,077.00	4,102.00	-0.6%

**Total Ridership**



**Passengers Per Revenue Hour**

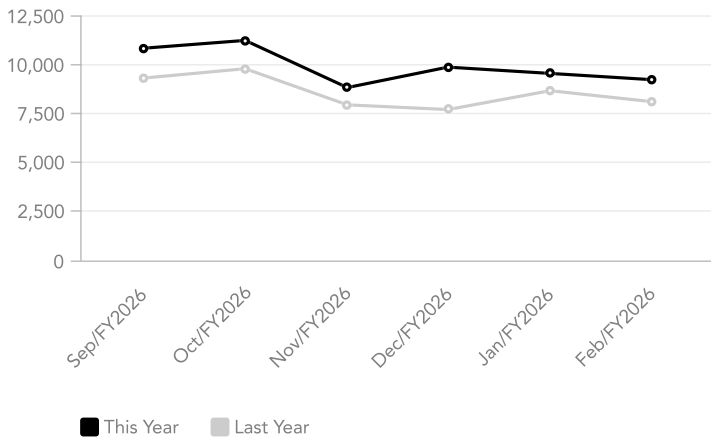


## Year-over-Year Report

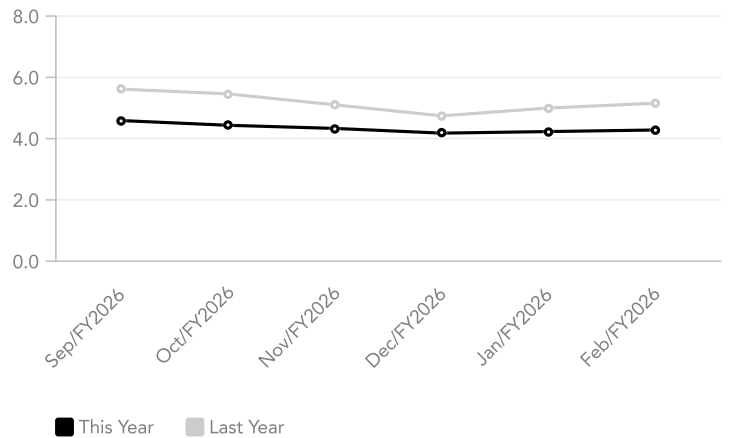
**TMR**

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	10.85	86.49	-87.5%
Service	Ridership Per Rev. Hour	4.25	5.13	-17.2%
Financial	Operating Costs Per Rev. Hour	146.71	118.39	+23.9%
Ridership	Ridership	9,215.00	8,093.00	+13.9%

**Total Ridership**



**Passengers Per Revenue Hour**



# **TAB 3**

Agenda Item #7a

**ACTION ITEM: FY26 Low Carbon Transit Operations Program (LCTOP)  
Corrective Action Plan**

## **Board of Directors Meeting**

**Wednesday April 22, 2026**


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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** FY26 Low Carbon Transit Operations Program (LCTOP)  
Corrective Action Plan – Agenda Item #7a

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

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

---

### Background

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 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.

This program will be administered by the California Department of Transportation (Caltrans) in coordination with the Air Resource Board (ARB) and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

### Discussion

In the previous three LCTOP Allocation Request Cycles (FY23-FY25), ECCTA allocated LCTOP funding to the Hydrogen Fueling Station project. ECCTA is no longer moving forward with the project because the cost of transitioning to a hydrogen fleet is prohibitively high and financially unsustainable at this time. ECCTA must submit a Corrective Action Plan to reallocate the funds to a different project.

## **Financial Impact**

A total of \$2,707,063 was previously allocated across the three years to the Hydrogen Fueling Station project. ECCTA proposes transferring these funds to another existing LCTOP project, New Route 370. These funds will help ECCTA fund the operation of the new service for an additional 12 months.

## **Requested Action**

Adopt Resolution #260422A authorizing the execution and submittal of ECCTA's Corrective Action Plan and allocation request in the FY2026 Low Carbon Transit Operations Program (LCTOP) allocation request cycle.



# TRI DELTA TRANSIT

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

## **RESOLUTION #260422A**

**AUTHORIZATION FOR THE EXECUTION OF THE CORRECTIVE ACTION PLAN  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT:  
New Route 370 (\$2,707,063)**

**WHEREAS**, the Eastern Contra Costa Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Eastern Contra Costa Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to Rashidi Barnes, Chief Executive Officer; and

**WHEREAS**, the Eastern Contra Costa Transit Authority wishes to submit a Corrective Action Plan to transfer previously awarded LCTOP project funding to the proposed LCTOP project (listed below),

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Eastern Contra Costa Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Rashidi Barnes, Chief Executive Officer, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**RESOLUTION #260422A**

**AUTHORIZATION FOR THE EXECUTION OF THE CORRECTIVE ACTION PLAN  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT:  
New Route 370 (\$2,707,063)**

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Eastern Contra Costa Transit Authority that it hereby authorizes the submittal of the following project Corrective Action Plan and allocation request to the Department in the FY2025-2026 LCTOP allocation request cycle:

**Current Project Name:** Hydrogen Fueling Station

**Amount of LCTOP funds awarded:** \$2,707,063

**Short description of project:** Purchase of equipment and construction of a hydrogen fueling station.

**Reason for Scope Change:** ECCTA is no longer moving forward with the project because the cost of transitioning to hydrogen is prohibitively high and financially unsustainable at this time.

**Proposed Project Name:** New Route 370 (Continuation Project from FY25)

**Amount of LCTOP funds proposed:** \$2,707,063

**Short description of project:** LCTOP funding will extend the operating project that was approved in the previous allocation request cycle for an additional 12 months.

**Benefit to Priority Populations:** Improved frequency and connections to other modes and reduction in harmful GHG emissions.

**Contributing Sponsors:** Metropolitan Transportation Commission.

**PASSED AND ADOPTED THIS 22<sup>nd</sup> day of April 2026, by the following votes:**

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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

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

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

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

# **TAB 4**

Agenda Item #7b

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

## **Board of Directors Meeting**

Wednesday April 22, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** Authorization of Filing for TDA, STA, RM2 and RM3 Funding - Agenda Item #7b

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

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



---

### Background

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

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

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

### Regional Measures

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

**Agenda Item #7b**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*April 22, 2026*

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

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

### **Financial Impact**

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

### **Requested Action**

The Staff requests that the Board adopt Resolution #260422B authorizing the Chief Executive Officer or their designee to file an application with the MTC for the FY2026-2027 allocation of TDA, STA, RM2, and RM3 funds.



# TRI DELTA TRANSIT

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

## RESOLUTION #260422B

**Resolution #260422B authorizes the Chief Executive Officer or their designee to file applications and supporting documents with the Metropolitan Transportation Commission for the allocation of Transportation Development Act, State Transit Assistance, Regional Measure 2 and Regional Measure 3 funding.**

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

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

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

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

**WHEREAS**, TDA funds from the Local Transportation Fund of Contra Costa County and STA funds will be required by applicant in Fiscal Year 2026-2027 for administering and operating Fixed-Route and paratransit services for the public of Eastern Contra Costa County; and

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

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

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

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

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

**RESOLUTION #260422B**

**Resolution #260422B authorizes the Chief Executive Officer or their designee to file applications and supporting documents with the Metropolitan Transportation Commission for the allocation of Transportation Development Act, State Transit Assistance, Regional Measure 2 and Regional Measure 3 funding.**

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

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

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

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

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

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

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

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

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

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

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

## **RESOLUTION #260422B**

**Resolution #260422B authorizes the Chief Executive Officer or their designee to file applications and supporting documents with the Metropolitan Transportation Commission for the allocation of Transportation Development Act, State Transit Assistance, Regional Measure 2 and Regional Measure 3 funding.**

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

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

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

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

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

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

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

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

**RESOLUTION #260422B**

**Resolution #260422B authorizes the Chief Executive Officer or their designee to file applications and supporting documents with the Metropolitan Transportation Commission for the allocation of Transportation Development Act, State Transit Assistance, Regional Measure 2 and Regional Measure 3 funding.**

**RESOLVED**, that ECCTA authorizes its Chief Executive Officer, or their designee, to execute and submit an allocation request for operating or planning costs for Fiscal Year 2026-2027 with MTC for TDA, STA, RM2, RM3 funds; and be it further

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

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

PASSED AND ADOPTED THIS 22rd day of April 2026, by the following votes:

**EASTERN CONTRA COSTA TRANSIT AUTHORITY**

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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

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

# **TAB 5**

Agenda Item #7c

ACTION ITEM: 2026 Local Hazard Mitigation Plan


## **Board of Directors Meeting**

Wednesday April 22, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026  
**Agenda Item:** 2026 Local Hazard Mitigation Plan- Agenda Item #7c  
**Lead Staff:** Mace Wiggins, Compliance Manager  
**Approved:** Rashidi Barnes, Chief Executive Officer 

---

### Background

Staff have prepared a stand-alone Local Hazard Mitigation Plan (LHMP) to identify, and reduce long-term risk to passengers, employees, fleet, critical facilities, communications systems, and essential transit operations from natural hazards. The LHMP identifies hazards that could disrupt service, evaluates ECCTA's vulnerability (fleet/facilities/operations), and outlines mitigation actions focused on maintaining service continuity and improving agency resilience.

The plan is intentionally aligned with the structure and methodology used in Contra Costa County's 2024 LHMP to ensure regional consistency and facilitate integration into the County's next update cycle.

### Discussion

After ECCTA Board adoption, staff will submit the adopted LHMP to the appropriate reviewing agencies (Cal OES and FEMA) for review and approval consistent with the 44 CFR §201.6 process. During this review, minor technical revisions or clarifications may be requested by Cal OES and/or FEMA to finalize approval and will be made without returning to the Board for approval post adoption of the plan and its elements.

### Financial Impact

Federal regulations require local jurisdictions to maintain an approved hazard mitigation plan to remain eligible for certain FEMA mitigation assistance; ECCTA's LHMP is written to meet 44 CFR §201.6 requirements for local mitigation plans. For a single-jurisdiction plan, FEMA requires the

**Agenda Item #7c**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
April 22, 2026*

governing body to formally adopt the plan to support eligibility for certain FEMA assistance. Adoption and approval of the LHMP also enable ECCTA to pursue specific grants from the Governor's office to support LHMP efforts with 25% local match.

### **Requested Action**

Approve Resolution #260422C approving Eastern Contra Costa Transit Authority's 2026 Local Hazard Mitigation Plan

Attachment:

ECCTA 2026 Local Hazard Mitigation Plan



# TRI DELTA TRANSIT

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

## **RESOLUTION #260422C**

### **ADOPTION OF THE 2026 CONTRA COSTA COUNTY OPERATIONAL AREA HAZARD MITIGATION PLAN AND EASTERN CONTRA COSTA TRANSIT AUTHORITY'S LOCAL HAZARD MITIGATION PLAN**

**WHEREAS**, the San Francisco Bay Area is subject to various earthquake-related hazards such as ground shaking, liquefaction, landsliding, fault surface rupture, and tsunamis; and

**WHEREAS**, the San Francisco Bay Area is subject to various weather-related hazards including wildfires, floods, and landslides; and

**WHEREAS**, Eastern Contra Costa Transit Authority (ECCTA) recognizes that disasters do not recognize city, county or special district boundaries; and

**WHEREAS**, ECCTA seeks to maintain and enhance both a disaster-resistance region by reducing the potential loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters; and

**WHEREAS**, ECCTA is committed to increasing the disaster-resistance of the infrastructure, health, housing, economy, government services, education, environment and land use systems in the eastern Contra Costa area as well as in the San Francisco Bay Area as a whole; and

**WHEREAS**, the federal Disaster Mitigation Act of 2000 requires all cities, counties and special districts to adopt a Local Hazard Mitigation Plan to receive disaster mitigation funding from FEMA; and

**WHEREAS**, Contra Costa County has approved and adopted the Contra Costa County Operational Area Hazard Mitigation Plan, created in collaboration with the participating jurisdictions, as the multi-jurisdictional Local Hazard Mitigation Plan;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of ECCTA:



# TRI DELTA TRANSIT

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

1. ECCTA adopts, and adopts with its local plan, this multi-jurisdictional plan as its Local Hazard Mitigation Plan.
  
2. ECCTA commits to continuing to take those actions and initiating further actions, as appropriate, as identified in ECCTA’s Local Hazard Mitigation Plan and Contra Costa County’s multi-jurisdictional Local Hazard Mitigation Plan.
  
3. Upon adoption of this plan ECCTA staff shall submit this plan for formal approval and are authorized to make changes or modifications to the plan to ensure final sign off and approval of the plan.

PASSED AND ADOPTED THIS 22<sup>nd</sup> Day of April 2026, by the following votes:

## EASTERN CONTRA COSTA TRANSIT AUTHORITY

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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

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

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

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

# 1. EASTERN CONTRA COSTA TRANSIT AUTHORITY-TRI DELTA TRANSIT

---

## 1.1 LOCAL PLANNING TEAM

Name	Title	Department
M. Wiggins	Compliance Manager	ECCTA
A.Diaz	Mgr. of Planning & Grants	ECCTA
R. Barnes	CEO	ECCTA
T. Tran	COO	ECCTA

### Primary Point of Contact

Maceo Wiggins, Compliance Manager  
801 Wilbur Avenue  
Antioch, CA 94509  
Telephone: 925-754-6622  
e-mail Address: [mwiggins@eccta.org](mailto:mwiggins@eccta.org)

### Secondary Point of Contact

Rashidi Barnes, Chief Executive Officer  
801 Wilbur Avenue  
Antioch, CA 94509  
Telephone:925-754-6622  
e-mail Address: [rbarnes@eccta.org](mailto:rbarnes@eccta.org)

## 1.2 EXECUTIVE SUMMARY

The Eastern Contra Costa Transit Authority (ECCTA), also known as Tri Delta Transit, prepared this Local Hazard Mitigation Plan (LHMP) to reduce long-term risks to its passengers, employees, critical facilities, fleet, and essential operations. ECCTA is a Joint Powers Authority serving the cities of Antioch, Brentwood, Pittsburg, and Oakley, as well as unincorporated areas of Contra Costa County. The agency provides fixed route, express, and paratransit services throughout a 225 square mile service area with a population close to 400,000 residents.

ECCTA functions as a transportation lifeline for Eastern Contra Costa County. The agency delivers more than 2.5 million fixed route trips annually and provides more than 130,000 paratransit trips each year. ECCTA's primary facility at 801 Wilbur Avenue in Antioch, its bus parking lot at 1001 Wilbur Avenue, its fleet, radio communications systems, and other essential infrastructure support mobility for seniors, people with disabilities, youth, low-income riders, and transit reliant customers.

This LHMP is ECCTA's first stand-alone plan developed to meet the requirements of Title 44 of the Code of Federal Regulations (CFR) Section 201.6. While developed independently, the plan intentionally mirrors the structure, methodology, and hazard analysis approach used in Contra Costa County's 2024 Local Hazard Mitigation Plan. This alignment supports consistency across the region and allows ECCTA to be incorporated smoothly into the County's next LHMP update cycle while also ensuring the ECCTA planning process is consistent with the county's.

### **Purpose of the Plan**

The LHMP identifies natural hazards that pose risk to ECCTA facilities and operations, evaluates the vulnerability of critical assets, and outlines strategies to reduce the impacts of future disasters. The plan establishes a foundation for mitigation investments and strengthens ECCTA's eligibility for hazard mitigation funding from state and federal programs.

### **Planning Approach**

The plan incorporates information from Contra Costa County's 2024 LHMP, the California State Hazard Mitigation Plan, CalAdapt data resources, ECCTA's Public Transit Agency Safety Plan (PTASP), the Emergency Operations Center Plan, the Emergency Contingency Plan, facility maintenance documents, and other internal programs. ECCTA staff from operations, planning, maintenance, administration, and safety participated in plan development through the Safety Solutions Team (SST). The plan also uses the CDC Social Vulnerability Index and Census tract analysis to ensure that equity considerations are included throughout the planning process.

Internal ECCTA staff gave feedback on the planning approach and final review links SST, core planning leadership, and public/community input to ensure that the approach to hazard identification and mitigation planning is comprehensive and related directly to our ability to operate service during a hazard.

ECCTA Staff held a public meeting on April 13, 2026 at ECCTA headquarters and sought direct feedback from frontline staff at our Safety Solutions Team (SST) monthly meeting on April 8, 2026. Finally, ECCTA sent requests for review to a total of 42 entities including local, county, fire, police, schools and local CBOs/NGOs who might have information on local hazards and their impact on our service in the region.

## **Hazard Risk and Vulnerability**

The hazards evaluated in this plan include earthquakes, severe weather, dam and levee failure, flooding, landslides, wildfire, drought, sea level rise, tsunamis, and public health hazards. The risk assessment evaluates the exposure of ECCTA's critical facilities, its communications systems located at Kregor Peak, the agency's bus fleet, and other essential operational assets. Key vulnerabilities include potential damage to vehicles and facilities, service disruptions caused by roadway failures, loss of radio communications during major seismic events, and increased emergency transportation demand if a disaster affects nearby transit systems and municipalities.

This plan also addresses the growing risks associated with sea level rise and climate change. ECCTA's primary facilities are located less than 1,000 feet from a major body of water, which causes long-term inundation, storm surge, and related flooding meaningful threats to facility operations, fleet circulation, and access routes. Evaluating the impacts and preparing the agency for the reality of sea level rise is therefore a necessary component of ECCTA's overall hazard vulnerability and long-term mitigation strategy.

## **Mitigation Strategy**

This plan presents a set of mitigation actions that reduce the impact of hazards on ECCTA's operations and infrastructure. These actions include securing equipment and building components, improving emergency planning and SEMS and NIMS integration, strengthening the 801 Wilbur Avenue facility against potential flooding, developing a mobile Emergency Operations Center capability, maintaining and updating a Continuity of Operations Plan, and modernizing ECCTA's risk assessment methodology. All actions support ECCTA's long-term operational resilience and protect service continuity during emergencies.

## **Plan Maintenance**

ECCTA will review this plan periodically and update it every five years, or sooner after major hazard events or operational changes. Future plan maintenance will incorporate updates from the PTASP, facility condition assessments, and ECCTA's asset management and fleet replacement planning efforts. ECCTA will also involve the public and partner agencies in future reviews and updates. For the purposes of this plan, ECCTA held a public meeting on 4-13-2026 where it presented the potential hazards, our risk assessment and goals and objectives for the plan.

## **Commitment to Implementation**

ECCTA is committed to hazard mitigation as an essential part of its long-term planning and operations. Prior to submitting the plan for approval, the ECCTA Board of Directors will formally adopt the plan. Implementation will be overseen by the Compliance Manager with active support from leadership and staff across the organization. By planning proactively for natural hazards and coordinating with regional partners, ECCTA strengthens its ability to provide safe and reliable transportation before, during, and after disasters.

This Hazard Mitigation Plan is a stand-alone plan developed by the Eastern Contra Costa Transit Authority (ECCTA), a Joint Powers Authority formed under California Government Code §6500 et seq., to meet the requirements of 44 CFR §201.6 for local jurisdictions. Although submitted independently of the Contra Costa County 2024 Local Hazard Mitigation Plan update process, this plan is intentionally aligned with and builds upon the structure, hazard identification, risk assessment framework, and mitigation strategy contained in the County's LHMP to ensure consistency across the region.

## 1.3 JURISDICTION PROFILE

### 1.3.1 Overview

Eastern Contra Costa Transit Authority (ECCTA), also known as Tri Delta Transit, was formed in August of 1976 under the provisions of the California Joint Exercise of Powers Act, Government Code Sections 6500 et.seq. ECCTA represents the Cities of Brentwood, Antioch, Pittsburg and the county of Contra Costa. Oakley incorporated as a city and joined the Joint Powers Agency (JPA) in 1999. ECCTA is responsible for providing public transit fixed route and paratransit service within an approximate 225 square mile service area with a population of nearly 400,000 people.

ECCTA operates fixed route, express route and local paratransit services. The management, maintenance, oversight of the service contract, bus stop maintenance for the approximately 700 bus stops in the system, bus shelter ownership and maintenance, planning and marketing for fixed route, express and paratransit services is provided by ECCTA. Service operations are provided under a contract with Transdev. We are currently in the process of transitioning to a new service provider and expect that process to be completed in 2026.

ECCTA owns a facility at 801 Wilbur Avenue, Antioch, California and a bus parking lot located at 1001 Wilbur Avenue in Antioch, California. The facility was constructed in 1984 and expanded in 2004. This facility includes administration offices, operations offices, a dispatch area, driver's room, classroom space, maintenance bays and stores, fuel island, mechanical bus washer, security system, parking for all ECCTA vehicles and employees and other amenities.

The bus parking lot was constructed in 2003 and includes security cameras and assigned parking spaces for 24 paratransit buses and 40 fixed route buses.

ECCTA currently does not own nor maintain off-street passenger facilities. However, ECCTA buses provide service to a large bus transfer center at the Pittsburg/Bay Point BART station and three Park & Ride lots.

This plan was prepared utilizing the Contra Costa County (CCC) 2024 Local Hazard Mitigation Plan and adopts by reference the County's hazard identification methodology, probability framework, and regional risk assessment findings. The goals, analytical structure, and mitigation framework from the County plan were incorporated and adapted to address ECCTA-specific facilities, assets, operations, and service responsibilities.

This plan leverages the key elements of the 2024 CCC Local Hazard Mitigation Plan to ensure consistency in analysis, terminology, and hazard prioritization while applying a tiered, agency-specific risk assessment approach appropriate for a public transit authority. Key elements adopted and applied from the County plan include:

- **Community Profile:** Demographic (including underserved populations), social, and economic data, as well as existing and future land use conditions within Contra Costa County and ECCTA's service area.
- **Hazard Risk Assessment:** The County's methodology for evaluating the probability, extent, and potential impacts of natural hazards, including hazard identification, vulnerability assessment, and consequence evaluation.
- **Mitigation Strategy:** A mitigation framework consistent with County goals and objectives, with mitigation actions identified, evaluated, prioritized, and refined to address ECCTA's operational and asset-based risks.
- **Plan Maintenance:** A monitoring and update structure consistent with County and FEMA requirements, including annual review and a formal plan update cycle every five (5) years.

Supporting documentation, technical references, and regional mitigation context from the Contra Costa County LHMP were reviewed and incorporated by reference, as appropriate.

- Annexes: This Plan includes no annex(es) as it is a standalone plan.

This document shall be submitted to the county so that ECCTA can be included in the 2028 plan revision. Until then, this will serve as ECCTA's Hazard Mitigation Plan and has been developed using the CCC 2024 plan and its annexes.

### 1.3.1.1 Planning Approach

ECCTA developed this Local Hazard Mitigation Plan through a coordinated process that included public outreach, front-line staff engagement, and interagency review. ECCTA held a public meeting on April 13, 2026, at ECCTA headquarters to present the draft hazard identification, risk assessment framework, and proposed mitigation goals and actions. The meeting was advertised on the ECCTA website and through agency outreach channels, and a detailed PowerPoint presentation was used to solicit public input on the proposed tiered hazard structure and the assessment of hazard impacts to ECCTA and the region.

In addition, ECCTA sought direct input from front-line and supervisory staff through its Safety Solutions Team (SST), presenting the draft hazard rankings and mitigation framework at the SST monthly meeting on April 8, 2026. This engagement ensured that proposed mitigation actions reflect operational realities and workforce safety considerations and included consultation with operations and maintenance staff regarding risk rankings and mitigation priorities.

To broaden stakeholder participation, ECCTA distributed requests for review to a total of 42 external entities, including local jurisdictions, Contra Costa County departments, fire and law enforcement agencies, school districts, and local community-based organizations and non-governmental organizations. These entities were invited to review the draft plan via ECCTA's website and provide comments on local hazards and potential impacts to transit service across the region.

Comments received through these outreach efforts were considered during final plan development and incorporated as appropriate.

Date	Event	Notes
4-8-2026	Monthly Safety Solutions Team	Agendized Item
4-13-2026	Public Feedback/Comment	

### 1.3.2 Population

ECCTA serves Antioch, Oakley, Brentwood and Pittsburg/Bay Point in Eastern Contra Costa County, a region with a combined population of nearly 400,000 residents. The residential population in ECCTA's service area has expanded significantly and according to "Plan Bay Area 2040," a regional transportation planning study made by the Metropolitan Transportation Commission, the population of ECCTA's service area is expected to grow at an average of 1 percent per year. The cities of Antioch and Pittsburg currently have the highest population and make up nearly 50 percent of the entire population. Brentwood is in a close third and, along with Oakley, have been the fastest growing cities in the ECCTA service area.

Despite this growth, attracting choice transit users in a dispersed suburban and partially rural low-density environment such as east Contra Costa County is a very difficult task. Even with the Bay Area's severe congestion problem, it is very difficult both operationally and economically to provide a transit alternative that meets these criteria. As a result, ECCTA primarily serves those who don't own a motor vehicle or live in a household with a vehicle, but lack reliable regular access, or "Transit Reliant" passengers. These markets include a broad demographic group of seniors, persons with disabilities, youth, and low-income persons.

Maps showing population demographics and other related details have been adopted from the 2024 Contra Costa County Local Hazard Mitigation Plan and are incorporated here by reference.

### 1.3.3 Governance

ECCTA is governed by an eleven-member Board of Directors supported by a professional staff of forty four (44) maintenance and administrative employees and approximately two hundred and twenty (220) Transdev staff and operators. The Board includes two representatives from each of the four incorporated cities, two representatives from the county and one at-large member elected by the other members of the Board.

During the fiscal year just completed (FY2025), ECCTA operated 139,500 revenue hours for fixed route service, covering 1,754,000 revenue miles and serving 1,115,000 passengers. During the same fiscal year, ECCTA provided 81,300 passengers with paratransit services which covered 1,244,000 revenue miles and 63,000 revenue hours. Additionally, ECCTA provided 12,500 revenue hours, covering 354,000 revenue miles, and serving 51,400 passengers on TNC Services for its Mobility on Demand program.

ECCTA received grants for operating and capital purchases from the State Transportation Development Act (TDA), the Federal Transit Administration (FTA), State Transit Assistance (STA), Regional Measure 2 (RM2) funds, Regional Measure 3 (RM3) funds AB 664 funds, and Low Carbon Transit Operating Program (LCTOP). ECCTA also receives local operating assistance from Contra Costa County sales tax funds known as Measure J.

### 1.3.4 Assets

Table 1-1 summarizes the critical assets of the district and their value.

Table 1-1. ECCTA Assets	
Asset	Value
<b>Property</b>	
7 acres of land	\$5M
<b>Critical Infrastructure and Equipment</b>	
Kregor Peak in Clayton, CA -the facility is owned by Contra Costa County and leased to ECCTA. ECCTA owns radio and microwave equipment located on this land to operate the bus tracking and radio systems on vehicles.	\$15,000
<b>Total:</b>	<b>\$5,015,000</b>
<b>Critical Facilities</b>	
801 Wilbur Avenue, Antioch, CA (main facility)	\$43.5M
1001 Wilbur Avenue, Antioch, Ca (bus parking lot)	\$1.5M
Oakley Park & Ride Lot (no building just land at this time)	\$880,000
Antioch Park & Ride Lot (no building just land at this time)	\$530,000
<b>Total:</b>	<b>\$46.4M</b>
<b>Revenue &amp; Non-Revenue Vehicles</b>	
40 Foot Motorcoaches (52)	\$25M
Cutaway Vehicles (50)	\$5.3M
Medvan, supervisor, Maintenance and Other Rubber Tired Vehicles & Related (29)	\$1.1M
<b>Total:</b>	<b>\$31.3M</b>

### 1.3.5 Changes in Priority

ECCTA’s overall hazard mitigation priorities have not significantly changed since the past plan update. Mitigation actions from the prior plan we reviewed, agendized, and discussed along with current goals at the ECCTA Safety Solutions Team (SST), an internal committee made up of front line and administrative staff who lead safety activities at ECCTA. This review by SST was designed to ensure inclusive feedback from planning, administrative and front-line staff while identifying and planning to mitigate hazards we can reasonably foresee we may encounter in the course of normal revenue service.

## 1.4 CAPABILITY ASSESSMENT

### 1.4.1 Planning and Regulatory Capabilities

All hazard mitigation plans are required to identify goals for reducing long term vulnerabilities in the Hazard area. Central to this effort, staff have consulted key stakeholders and reviewed a wide range of documents to re-affirm ECCTA’s capability to address hazards.

Jurisdictions develop plans and programs and implement rules and regulations to protect and serve residents. When effectively prepared and administered, these plans, programs and regulations can support the implementation of mitigation actions. In addition to those maintained by the county, the following existing ECCTA codes, ordinances, policies, programs or plans are applicable to this hazard mitigation plan:

- Hazard Mitigation Plan—last updated 2018
- Emergency Operations Plan—complete revision in 2022
- Facility Maintenance Plan—last updated 2019
- Hazard Assessment Checklist—last updated 2021
- Emergency Contingency Plan—last updated 2024
- Hazard Communication Plan—last updated 2024

### 1.4.2 Fiscal, Administrative and Technical Capabilities

**Fiscal capability is an indicator of a jurisdiction’s ability to fulfill the financial needs associated with hazard mitigation projects. An assessment of fiscal capabilities is presented in Table 1-2. Administrative and technical capabilities represent a jurisdiction’s staffing resources for carrying out the mitigation strategy. An assessment of administrative and technical capabilities is presented in Table 1-3.**

Table 1-2. Fiscal Capability

Financial Resource	Accessible or Eligible to Use?
Capital Improvements Project Funding	Manager of Grants & Planning
Authority to Levy Taxes for Specific Purposes	Director of Finance & Accounting
User Fees for Water, Sewer, Gas or Electric Service	No- Not relevant to ECCTA
Incur Debt through General Obligation Bonds	No- Not relevant to ECCTA
Incur Debt through Special Tax Bonds	No- Not relevant to ECCTA
Incur Debt through Private Activity Bonds	No- Not relevant to ECCTA
State-Sponsored Grant Programs	Yes- Mgr. of Planning & Grants
Development Impact Fees for Homebuyers or Developers	Yes- Mgr. of Planning & Grants
Federal Grant Programs	Yes- Mgr. of Planning & Grants
Other	No

**Table 1-3. Administrative and Technical Capability**

Staff/Personnel Resource	Available?	Department/Agency/Position
Planners or engineers with knowledge of land development and land management practices	Yes	Compliance Manager
Engineers or professionals trained in building or infrastructure construction practices	No	
Planners or engineers with an understanding of natural hazards	Yes	Compliance Manager
Staff with training in benefit/cost analysis	Yes	CFO, Compliance Manager
Surveyors	No	
Personnel skilled or trained in GIS applications	Yes	Compliance Manager
Scientist familiar with natural hazards in local area	No	
Emergency manager	Yes	Compliance Manager
Grant writers	Yes	Mgr. of Planning & Grants
Other	No	

### 1.4.3 Education and Outreach Capabilities

Outreach and education capability identifies the connection between government and community members, which opens a dialogue needed for a more resilient community. An assessment of education and outreach capabilities is presented in Table 1-4.

**Table 1-4. Education and Outreach**

Criterion	Response
Do you have a Public Information Officer or Communications Office?	Yes
Do you have personnel skilled or trained in website development?	Yes
Do you have hazard mitigation information available on your website? • If yes, please briefly describe	No N/A
Do you utilize social media for hazard mitigation education and outreach? • If yes, please briefly describe	No N/A
Do you have any citizen boards or commissions that address issues related to hazard mitigation? • If yes, please briefly specify	No N/A
Do you have any other programs already in place that could be used to communicate hazard-related information? • If yes, please briefly describe	Yes Have used in the past- ECCTA web site and submit approval from ECCTA Board of Directors at public Board meeting.
Do you have any established warning systems for hazard events? • If yes, please briefly describe	Yes Have an employee hot line and would use 511 to distribute information. Also, all buses have radios and core staff have agency issued personal mobile devices

### 1.4.4 Adaptive Capacity for Climate Change

Given the uncertainties associated with how hazard risk may change with a changing climate, a jurisdiction’s ability to track such changes and adapt as needed is an important component of the mitigation strategy. Table 1-5 summarizes the District’s adaptive capacity for climate change. Climate change impacts us all and its effects have impacts on all the

**Table 1-5. Adaptive Capacity for Climate Change**

Criterion	Jurisdiction Rating
<b>Technical Capacity</b>	
<b>Jurisdiction-level understanding of potential climate change impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Jurisdiction-level monitoring of climate change impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Technical resources to assess proposed strategies for feasibility and externalities</b> <i>Comments/Additional Information: None provided</i>	Medium
<b>Jurisdiction-level capacity for development of greenhouse gas emissions inventory</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Capital planning and land use decisions informed by potential climate impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Participation in regional groups addressing climate risks</b> <i>Comments/Additional Information: None provided</i>	Medium
<b>Implementation Capacity</b>	
<b>Clear authority/mandate to consider climate change impacts during public decision-making processes</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Identified strategies for greenhouse gas mitigation efforts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Identified strategies for adaptation to impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Champions for climate action in local government departments</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Political support for implementing climate change adaptation strategies</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Financial resources devoted to climate change adaptation</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Local authority over sectors likely to be negative impacted</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Public Capacity</b>	
<b>Local residents knowledge of and understanding of climate risk</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Local residents support of adaptation efforts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Local residents' capacity to adapt to climate impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Local economy current capacity to adapt to climate impacts</b> <i>Comments/Additional Information: None provided</i>	Low
<b>Local ecosystems capacity to adapt to climate impacts</b> <i>Comments/Additional Information: None provided</i>	Low

## 1.5 HAZARD MITIGATION PLAN INTEGRATION

The information on hazards, risk, vulnerability and mitigation contained in this hazard mitigation plan is based on the best available data. Plan integration is the incorporation of this information into other relevant planning

mechanisms, such as general planning and capital facilities planning. It includes the integration of natural hazard information and mitigation policies, principles and actions into local planning mechanisms and vice versa. Additionally, plan integration is achieved through the involvement of key staff and community officials in collaboratively planning for hazard mitigation.

### 1.5.1 PAST PLAN INTEGRATION

In the performance period since adoption of the previous hazard mitigation plan, ECCTA made progress on integrating hazard mitigation goals, objectives and actions into other planning initiatives. The following plans and programs currently integrate components of the hazard mitigation strategy and both were recently updated in 2022 and 2023:

- **Emergency Operations Center Plan**—Has established policies and procedures for ECCTA to assist, respond and recover from a hazardous event. ECCTA participates in local, regional and state exercises to test emergency readiness. Staff also take specific training related to their roles in the EOC.
- **Emergency Contingency Plan**—Allows ECCTA to plan mitigation strategies before and after a disaster.
- **Safety Solutions Team** – Planning specifically includes an SST meeting for discussion and feedback, This meeting includes two (2) members of the broader planning team for the LHMP. This ensures front line staff are aware and incorporating LHMP thinking into the agency SMS.

### 1.5.2 Potential Future Integration

As this hazard mitigation plan is implemented, Eastern Contra Costa Transit Authority-Tri Delta Transit will use information from the plan as the best available science and data on natural hazards. The capability assessment presented in this plan identifies codes, plans and programs that provide opportunities for integration. The area-wide and local action plans developed for this hazard mitigation plan include actions related to plan integration, and progress on these actions will be reported through the progress reporting process described in Volume 1. New opportunities for integration also will be identified as part of the annual progress report. The capability assessment identified the following plans and programs that do not currently integrate goals or recommendations of the hazard mitigation plan but provide opportunities to do so in the future:

- **Safety & Security Plan**—Identifies current safety and security vulnerabilities and is used as a means to prioritize mitigation projects.
- **Facility Maintenance Plan**—Gives ECCTA a current view of the state of repair of its facility in order to plan and budget for future capital improvements to mitigate current damage and to address possible future damage. We intend to explore the incorporation of ISO55000 Asset Management into the current planning cycle.
- **Continuity of Operations Plan (COOP)**—ECCTA does not have a completed COOP for post disaster recovery and intends to develop one as a mitigation planning action during this planning cycle.

## 1.6 JURISDICTION-SPECIFIC NATURAL HAZARD EVENT HISTORY

There have been no past incidents or disasters that have disrupted transportation services in Eastern Contra Costa Transit Authority-Tri Delta Transit. Other hazard events that broadly affected the entire county area, including Eastern Contra Costa Transit Authority-Tri Delta Transit, are included in the 2024 Contra Costa County Plan.

## 1.7 HAZARD VULNERABILITY, IMPACT ASSESSMENT & HAZARD RISK RANKING

This plan provides a risk assessment for each identified hazard of concern. These hazards are summarized below based on relative risk ranking. ECCTA has adopted hazard identification, risk assessment methodology, probability framework, and hazard list contained in the 2024 Contra Costa County Local Hazard Mitigation Plan (LHMP), which is incorporated by reference into this document. Using the County’s hazard rankings and analytical framework as a baseline, ECCTA applied its internal risk assessment process to evaluate how these hazards specifically affect ECCTA facilities, assets, workforce, and transit operations.

The below tables 1-7-1 through 1-7-3 outline the probability of occurrence, extent/impact and the catastrophic factor. At a core level the risk is likelihood of occurrence X consequence = risk score. ECCTA then evaluated the county risk scores using our own operational and service lens and concludes with a Hazard risk ranking that shows the delta between ECCTA’s risk assessment for its activities versus the county.

**Table 1-7-1. Probability of Occurrence**

Probability	Description	Probability Factor
High	Significant hazard event is likely to occur annually.	3
Medium	Significant hazard event is likely to occur within 25 years.	2
Low	Significant hazard event is likely to occur within 100 years.	1
Unlikely	There is little to no probability of significant occurrence, or the recurrence interval is greater than every 100 years.	0

**Table 1-7-2. Extent Factor**

Probability	Description	Extent Factor
High	Historical and/or probabilistic models/studies for this hazard indicate the possibility of a high-intensity incident.	3
Medium	Historical and/or probabilistic models/studies for this hazard indicate the possibility of a medium-intensity incident.	2
Low	Historical and/or probabilistic models/studies for this hazard indicate the possibility of a low-intensity incident.	1
Unlikely	Historical and/or probabilistic models/studies for this hazard indicate the possibility of little to no intensity.	0

**Table 1-7-3. Catastrophic Factor**

Probability	Description	Extent Factor
High	Catastrophic hazard event is likely to occur at least once in 10 years.	3
Medium	Catastrophic hazard event is likely to occur at least once between 11 and 50 years.	2
Low	Catastrophic hazard event is likely to occur at least once in 51 or more years.	1
No Impact	Virtually no probability that this hazard could be catastrophic.	0

Table 1-6 presents a local ranking for Eastern Contra Costa Transit Authority-Tri Delta Transit of all hazards of concern for which this hazard mitigation plan provides a risk assessments. This ranking summarizes how hazards vary for this jurisdiction from those adopted by Contra Costa County. As described in detail below, the ranking process involves an assessment of the likelihood of occurrence for each hazard, along with its potential impacts on people, property and the economy that mirrors the county assessment, but ranks them by risk to this agency by adding a modifier to the risk score. For example, Tsunami is not a major concern for ECCTA. Our location combined with the shape of the SF Bay limits our risk to Tsunami, while other parts of the county have measurable risk exposure. These scores were presented to our Safety Solutions Team (SST) for discussion and follow up prior to completing this plan and finalizing the risk register.

**Table 1-6. Hazard Risk Ranking**

Rank (County)	Rank (ECCTA Adjusted)	Hazard	Type	Risk Rating Score (Probability x Impact)	Category Notes
1	1	Earthquake	Natural	Tier 3	ECCTA - Core
2	2	Wildfire	Natural	Tier 3	ECCTA - Core
3	3	Severe weather	Natural	Tier 3	ECCTA - Core
4 (Tie)	4	Flood	Natural	Tier 3	ECCTA - Core
4 (Tie)	ECCTA - Marginal	Landslide	Natural	Tier 1	ECCTA - Marginal
5	ECCTA - Marginal	Drought	Natural	Tier 2	ECCTA - Tier 2
6	5	Pandemic/Hazmat	Natural	Tier 2	ECCTA - Tier 2
7	ECCTA - Marginal	Sea level rise	Natural	Tier 1	ECCTA - Marginal
8	ECCTA - Marginal	Dam and levee failure	Natural	Tier 1	ECCTA - Marginal
9	ECCTA - Marginal	Tsunami	Natural	Tier 1	ECCTA - Marginal

Below is a narrative summary of the lesser impactful events ordered into three categories, Tier 1, minimal/marginal to ECCTA, Tier 2, Systemic or specific context and Tier 3, Core hazards ECCTA has identified. These risk are outlined in the table above and summarized in the narrative below.

**Tier 1 – Tier one are items that do not pose meaningful impacts to ECCTA but may impact the broader county and require mutual aid or similar from ECCTA to ensure continuity of operations**

- Tsunami – ECCTA facilities are inland and outside of the zone in CALOES2.0 as a Tsunami impact zone. Regional disruption may occur and ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted.
- Landslide – ECCTA does have a facility located on a mountain/hilltop and as such a specific landslide in that region would impact our communications. However, this risk is relatively low. ECCTA has no other facilities

in a landslide zone. Regional disruption may occur and ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted.

- Dam & Levee Failure – ECCTA facilities are inland and outside of the zone in CALOES2.0 as a dam & Levee failure impact zone. Regional disruption may occur and ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted.
- Sea Level Rise - ECCTA facilities are within 800 feet of a large, freshwater river however we are outside of the impact zone in CALOES2.0. Regional disruption may occur and ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted. In addition, our overall climate change posture will mitigate ECCTAs impact/contribution.

### **Tier 2 – Tier two are items that are macro level, long term challenges not directly caused by an incident**

- Drought - ECCTA facilities are not directly impacted by drought. Regional disruption may occur and ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted. Most likely impacts are increased costs for water and employee stress.
- Pandemic – Global health pandemics, such as the recent COVID-19 pandemic have taught us that the most likely impacts are people based and that ECCTA will serve as a community lifeline for those who lack mobility options. ECCTA would provide mutual aid to any transit agency in our county that requires assistance as our fleet, facility and staff are unlikely to be impacted. Most likely impacts are employee operational risk (ECCTA staff are more likely to contract a virus as we have direct, front line passenger contact) increased costs for water and employee stress.

### **Tier 3 – Tier three are meaningful, noted risks that have the highest consequence for and are directly applicable to ECCTGA assets, facilities and service**

- Earthquake – Earthquakes remain the primary hazard for most of the county and are our top risks.
- Wildfire – Wildfires, in particular in central Contra Costa County are relatively high risk given the geography and climate of the county, in particular it Lafayette/Concord/Orinda corridor.
- Flood – ECCTA is located 800 feet form a large body of water, Sacramento-San Joaquin Delta. Flooding carries the risk of damaging our facility and/or our revenue vehicle fleet.
- Severe Weather – Severe weather such as severe rain or hail storms is an ongoing threat that creates operations risk that “moves” throughout the region and may impact ECCTAs operations directly.

Noted vulnerabilities within the district include the following associated with Tier 3 risks:

- ECCTA owns and operates 100+ buses and support vehicles. These vehicles may become damaged or destroyed in an event. If this occurs, they must be replaced in order to continue providing service to passengers. Roadway damage in the service area causing interruption of service
- The equipment and supplies located in ECCTA’s main building located on Wilbur Avenue is valued at approximately \$780,000 and may become damaged or destroyed in an event.

- During an event it is anticipated that transit agencies located closer to the major fault lines most likely to rupture, specifically BART, will require ECCTA’s assistance to transport passengers in and out of their service area to ECCTA’s service area where approximately 10,000 BART daily passengers live. Costs associated to providing this service at ECCTA’s current operating costs per hour could impact the ability to restore regular service to passengers if costs are not reimbursed in a timely manner.
- Kregor Peak in Clayton California is where ECCTA’s main radio tower is located. This area is in an active earthquake area and there is concern ECCTA will lose all bus radio communications in a large earthquake disaster.

## 1.8 & STATUS OF PREVIOUS PLAN ACTIONS

The table below summarizes the status prior actions,.

Item	Complete	Note	Carry Over	Action Item
1— Shelving, computer systems, filing cabinets, etc. identified in ECCTA’s critical facilities will be anchored	Y		X	ECCTA-7
2— Improve/Update SEMS and NIMS plans	Y	Updated 2023	X	ECCTA-3
3— Install Hardened Communication Systems in ECCTA’s EOC	Y	ECCTA has an embedded and MANP system		ECCTA-4
4— Update ECCTA’s Emergency Operations Plan	Y	Updated 2022	Y	ECCTA-6

## 1.9 HAZARD MITIGATION ACTION PLAN AND EVALUATION OF RECOMMENDED ACTIONS

Table 1-8 lists the actions that make up the Eastern Contra Costa Transit Authority-Tri Delta Transit hazard mitigation action plan. Table 1-9 identifies the priority for each action, including those which remain as ongoing or as action items for periodic updated during the period covered by the plan. Table 1-10 summarizes the mitigation actions by hazard of concern and mitigation type.

Each natural hazard identified in the risk assessment section of this plan is addressed by one or more mitigation actions in the Hazard Mitigation Action Plan. Mitigation actions are designed to reduce vulnerability to ECCTA facilities, assets, workforce, and service continuity and are intentionally structured to address multiple hazards where feasible.

Applies to new or existing assets	Hazards Mitigated	Objectives Met	Lead Agency	Estimated Cost	Sources of Funding	Timeline
ECCTA-1—Where appropriate, support retrofitting or relocation of structures in high hazard areas, prioritizing structures that have experienced repetitive losses.						
Existing	All Hazards	Ongoing	ECCTA COO	High	HMGP, PDM, FMA	Short-term

Applies to new or existing assets	Hazards Mitigated	Objectives Met	Lead Agency	Estimated Cost	Sources of Funding	Timeline
<b>ECCTA-2</b> —Actively participate in the plan maintenance protocols outlined in this hazard mitigation plan.						
Existing	All Hazards	Ongoing Review in 2027	ECCTA Compliance Manager	Low	Staff Time, General Funds	Short-term
<b>ECCTA-3</b> —Improve SEMS and NIMS plans and integrate information from the update to the hazard mitigation plan, as appropriate.						
Existing	All Hazards	Ongoing Review in 2027	ECCTA Compliance Manager	Low	Staff Time, General Funds	Short-term
<b>ECCTA-4</b> —Maintain EOC hardware and develop alternative for replacing decommissioned mobile EOC, including PPE and related.						
Existing	All Hazards	Ongoing	ECCTA Compliance Manager and COO	Low	General Funds, IT Support, possible FEMA/DHS grants	Long-term
<b>ECCTA-5</b> —Mobile EOC- will need to plan for alternate comms in case radio tower damaged/destroyed						
Existing	All Hazards		ECCTA COO and ECCTA Compliance Manager	High	General Funds, Staff Time, HMGP, possible FEMA/DHS grants	Long-term
<b>ECCTA-6</b> —Maintain and revise as needed a Continuity of Operations Plan						
Existing	All Hazards	Ongoing Review in 2027	ECCTA Compliance Manager with all other management staff participating in the planning.	Low	General Funds, Staff Time, possible FEMA/DHS grants	Long-term
<b>ECCTA-7</b> —Continue to anchor shelving, computer systems, filing cabinets in ECCTA’s critical facilities						
Existing	Earthquake		ECCTA COO	Low	General Funds, Staff Time	Short-term
<b>ECCTA-8</b> —Harden Facility to Address Flooding from Delta						
New	Flood		ECCTA COO & ECCTA Compliance Manager	High	General Funds, Staff Time, possible FEMA/DHS grants	Medium term
<b>ECCTA-9</b> – Modernize Risk Assessment Process – Updated ISO 31000 process training to staff						
New	All Hazards		ECCTA Compliance Manager with all other management staff participating in the planning.	Low	Staff Time	Short-Term
<b>ECCTA10</b> – Facility/Asset Risk and Security Plan						
	All Hazards		Facilities Manager Compliance Manager	Medium	General Funds, Staff Time, possible FEMA/DHS grants	Short-Term

Note: \* = Indicates lead agency

Prioritization of risk elements is based on the overall driver. For example, report/planning items share similar characteristics so ECCTA-2, -3, -6 and -9 are all prioritized in order of impact and are largely staff driven. Other critical areas ECCTA-1, -8, -7 and -4 are capital intensive but critical actions to protect asserts needed and at-risk during hazards. As capital intensive and requiring grant support these are high cost and high consequence actions under the above-referenced risk assessment framework adopted by the county. Other lower ranking projects fall in after critical, low-cost high consequence planning and high cost high consequence capital intensive activities.

**Table 1-9. Mitigation Action Priority**

Action #	# of Objectives Met	Benefits	Costs	Do Benefits Equal or Exceed Costs?	Is Project Grant Eligible?	Can Project Be Funded Under Existing Programs/Budgets?	Implementation Priority <sup>a</sup>	Grant Pursuit Priority <sup>a</sup>
ECCTA-1	TBD	TBD		Y	Y	N	1	1
ECCTA-2	TBD	TBD		Y	Y	Y	5	5
ECCTA-3	TBD	TBD		Y	Y	Y	7	7
ECCTA-4	TBD	TBD		Y	Y	N	4	4
ECCTA-5	TBD	TBD		Y	Y	N	6	6
ECCTA-6	TBD	TBD		Y	Y	Y	4	4
ECCTA-7	TBD	TBD		Y	Y	N	3	3
ECCTA-8	TBD	TBD		Y	Y	N	2	2
ECCTA-9	TBD	TBD		Y	Y	N	9	9
ECCTA-10	TBD	TBD		Y	Y	N	10	10

a. See the introduction to this volume for explanation of priorities.

**Table 1-10. Analysis of Mitigation Actions**

Hazard Type	Action Addressing Hazard, by Mitigation Type <sup>a</sup>							
	Prevention	Property Protection	Public Education and Awareness	Natural Resource Protection	Emergency Services	Structural Projects	Climate Resilient	Community Capacity Building
<b>All hazards</b>	ECCTA-10, 9, 8	ECCTA-1, 9, 8, 7, 6			ECCTA-3, 4, 5, 6	ECCTA-1, 8		ECCTA-2, 3, 6, 9
<b>Dam and Levee failure</b>								ECCTA-2, 3, 6, 9
<b>Drought</b>								ECCTA-2, 3, 6, 9
<b>Earthquake</b>		ECCTA-1, 7, 8						ECCTA-2, 3, 6, 9
<b>Flood</b>	ECCTA-1, 8	ECCTA-1, 8			ECCTA-8		ECCTA-8	ECCTA-2, 3, 6, 9
<b>Landslide</b>	ECCTA-1	ECCTA-1, 8						ECCTA-2, 3, 6, 9
<b>Severe weather</b>	ECCTA-1	ECCTA-1, 8						ECCTA-2, 3, 6, 9
<b>Tsunami</b>								
<b>Wildfire</b>	ECCTA-1	ECCTA-1, 8						ECCTA-2, 3, 6, 9

a. See the introduction to this volume for explanation of mitigation types.

## 1.10 FUTURE NEEDS TO BETTER UNDERSTAND RISK/VULNERABILITY

ECCTA will need to conduct a more detailed security and hazard review of its primary facility located at 801 Wilbur. Numerous building improvements and equipment additions to ECCTA's facility have been made recently and a threat/risk assessment should be made to determine the risk to the facility and employees in the event of a disaster. Once major facility repairs have been completed in 2026, staff will develop a plan to conduct a more detailed security, safety and hazard review and align this view with our Asset Management Program and Fleet Replacement Program. This is intended to coincide with a condition assessment of the facility and its subcomponents under the ECCTA Asset Management planning process.

## 1.11 REVIEW AND INCORPORATION OF EXISTING PLANS, STUDIES, AND RESOURCES

The development of this Local Hazard Mitigation Plan was informed by a review of relevant plans, studies, and technical resources. These materials provided foundational data, hazard characterization, operational context, and established risk management frameworks applicable to ECCTA's facilities, assets, workforce, and service responsibilities. Key sources reviewed and incorporated, as appropriate, include the following:

- **Contra Costa County 2024 Local Hazard Mitigation Plan (LHMP):** The County plan was used as the primary regional reference for hazard identification, probability methodology, and regional risk characterization. ECCTA adopted the County's analytical framework by reference and applied it to ECCTA-specific assets and operations using a tiered risk assessment approach and then used this plan to assess our own risk profiles.
- **Public Transit Agency Safety Plan (PTASP):** ECCTA's PTASP, updated in 2025, was reviewed to ensure consistency between hazard mitigation planning and transit safety risk management. The PTASP's criticality and risk identification methodologies were used to support assessment of operational vulnerabilities under this plan. Future PTASP updates will continue to inform periodic reviews and updates of this LHMP as well as serve as a conduit for frontline staff to participate, give feedback and actively engage in mitigation efforts.
- **Emergency Operations Plan (EOP) and Emergency Contingency Plan:** These plans were reviewed to ensure alignment between mitigation strategies and ECCTA's emergency response and continuity procedures, including roles, responsibilities, and operational decision-making during hazard events.

# **TAB 6**

Agenda Item #7d

DISCUSSION ITEM: Clipper BayPass Amendment 2  
with MTC

## **Board of Directors Meeting**

Wednesday April 22, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** Clipper BayPass Amendment 2 with MTC - Agenda Item #7d

**Lead Staff:** Leeann Loroño, Manager of Customer Service and Marketing

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



---

### Background

In November 2021, the Fare Integration Task Force adopted the Fare Policy Vision Statement directing staff to pilot a regional institutional pass product. In August 2022, the first phase of the Clipper® BayPass pilot was launched to pilot an unlimited-use product at four higher education institutions – the University of California, Berkeley, San Francisco State University, San Jose State University, and Santa Rosa Junior College, and 13 affordable housing properties.

A second phase of the pilot was adopted by Resolution #231025B in October 2023, launched in January 2024 and is expected to expire on June 30, 2026. With that date coming soon, Clipper is amending the agreement.

### Discussion

This Amendment 2 to the Participation Agreement (Agreement), included as Attachment 1, details the following changes that Clipper is proposing in-order-to extend the program.

- Extend the program until December 31, 2030 – three years from effective date.
- Currently the BayPass charges an adult fare. Operators have requested that BayPass incorporate an age-based/means-based discount to make the pass more compelling and affordable. Reimbursement to operators is done at a full adult Clipper fare. Clipper proposes to change this by requiring an employer to reasonably substantiate that they

have eligible population that qualifies. Operators can opt in or out of discounts. Reimbursement calculations would be changed to reflect the discounts and not be given only at the adult fare amount.

- Currently there is a limited amount of \$1M to reimburse MTC/BayPass team for operations and maintenance (O&M), which does not cover current needs. The proposed change is to base recovered costs on cost of operations and maintenance on an annual basis rather than a fixed amount. The RNM Council has oversight of this function and any revenue beyond O & M would be distributed to the operators.
- The current PA Agreement requires Bay Pass as an add-on to existing pass projects – such as Caltrain’s Go Pass. Clipper proposes that there be one BayPass contract that passes through costs for any existing pass products. This is for agencies that have a pre-existing pass product.

Currently Tri Delta Transit does not market the Bay Pass, as eastern Contra Costa County has limited large scale employers. Tri Delta Transit has requested to adapt the BayPass program to mid-size and smaller employers, as well as students and foster youth programs, but no decision has been made by MTC/Cubic/Clipper.

## **Financial Impact**

The only fiscal impact is the possible reduction in funds received due to higher operations and maintenance costs that can only be approximated.

## **Requested Action**

Adopt Resolution #260422D approving ECCTA to accept the second amendment to the statewide Clipper BayPass Participation Agreement and authorize the Executive Director to sign the Clipper BayPass Amendment 2 the Phase 2 Participation Agreement for program commencement on December 1, 2026 and continue no later than December 31, 2030.

### Attachment

1. Clipper BayPass Amendment 2 to the Participation Agreement including an Amendment 2 Overview



# TRI DELTA TRANSIT

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

## **Resolution #260422D**

### **RESOLUTION AGREEING TO TERMS OF AMENDMENT 2 OF THE CLIPPER BAYPASS PARTICIPATION AGREEMENT**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant of Government Code Section 66500 et seq.; and

**WHEREAS**, on November 15, 2021, the Fare Integration Task Force, a special committee of the Clipper Executive Board, consisting of transit operators, MTC, and county transportation agencies, adopted a Bay Area Transit Fare Policy Vision Statement which called for the “deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations;” and

**WHEREAS**, the Clipper BayPass Pilot Program was created in 2022 under the direction of the Fare Integration Task to be administered by staff from MTC and BART; and

**WHEREAS**, on August 1, 2022, the Parties launched Phase 1 of the Clipper BayPass Pilot followed by Phase 2 that began December 1, 2023 continuing until no later than June 30, 2026; and

**WHEREAS**, with the success of the program, Amendment 2 is introduced to extend the program until December 31, 2030, include the ability to have existing discounts, convert administrative costs of MTC/BayPass to be charged on an annual basis instead of a fixed rate, and to streamline pass contracts; and

**WHEREAS**, Eastern Contra Costa Transit Authority (ECCTA) wishes to participate in the Clipper BayPass program Phase 2 and understands that an agreement to abide by the terms and conditions of Amendment 2 of the Clipper BayPass Pilot Participation Agreement is a condition of such participation.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority that the foregoing recitals are true and correct and incorporated herein and form a part of the resolution;

**BE IT FURTHER RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt Resolution #260422D authorizing the CEO to sign Amendment 2 to the Clipper BayPass Pilot Participation Agreement, attached hereto as Exhibit 1.

**Resolution #260422D**

**RESOLUTION AGREEING TO TERMS OF  
AMENDMENT 2 OF THE CLIPPER BAYPASS PARTICIPATION AGREEMENT**

PASSED AND ADOPTED THIS 22<sup>th</sup> day of April 2026, by the following votes:

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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

**AMENDMENT NO. 02 TO CLIPPER® BAY PASS PILOT PROGRAM  
PARTICIPATION AGREEMENT**

THIS AMENDMENT, effective as of July 1, 2026 is Amendment No. 02 to the Clipper® BayPass Pilot Program Participation Agreement, dated November 1, 2023, as amended on August 15, 2024 (collectively, “Agreement”).

WHEREAS, The Clipper BayPass Pilot Program (“Pilot”) was first launched in 2022 by the Metropolitan Transportation Commission (“MTC”) and the participating transit operators (“Operators”) as defined in Clipper® BayPass Pilot Program Participation Agreement. MTC and the Operators are referred to herein collectively as the “Parties” or individually as a “Party;” and

WHEREAS, Phase 1 of the Pilot commenced in August 2022 and Phase 2 of the Pilot commenced in January 2024; and

WHEREAS, Amendment No. 1 of the Clipper BayPass Pilot Program Participation Agreement extended Phase 2 of the Pilot through June 30, 2027.

WHEREAS, After Amendment No 1. to the Agreement, the Parties determined that several additional changes to the Agreement were necessary in order to allow the Pilot program to maximize opportunities to sell the Clipper BayPass Pilot product to institutional customers in the San Francisco Bay Area; and

NOW, THEREFORE, the Parties agree to modify the subject Agreement as indicated below. Where modifications have been made, added text is indicated in italics, deleted text is indicated in strikethrough format.

1. The eighth recital is updated to allow an “up to three-year” basis for contract duration to reduce administrative burden associated with annual contracts where applicable.

WHEREAS, Phase 2 of the Clipper BayPass Pilot Program will offer the Clipper BayPass product for sale to up to 10 employers and/or institutions in the Bay Area with a combined total of up to 20,000 individuals, unless these cap amounts are adjusted by a vote of the Fare Integration Task Force or its designated successor body. Each employer/institutional customer of Phase 2, with the exception of Preexisting Institutional Pass Product customers, will enter into a ~~one-year~~ contract with MTC which will set forth the financial terms of the purchase of the Clipper BayPass product. Contracts will be subject to renewal on ~~an annual basis~~ *up to a three-year basis*, with financial terms subject to change. Preexisting Institutional Pass Product customers will maintain their existing contractual relationship with the Operator offering their Preexisting Institutional Pass Product with a separate additional contract with MTC for Phase 2 of the Clipper BayPass Pilot unless the Operator, MTC, and customer mutually agree to another contracting arrangement; and

2. The ninth recital is updated to extend the duration of the Clipper BayPass Phase 2 Pilot to continue to allow for continued discussion amongst the Parties regarding programmatic structure:

WHEREAS, Phase 2 of the Clipper BayPass Pilot Program will begin on December 1, 2023 and continue to no later than ~~June 30, 2027~~ *December 31, 2030*.

3. An additional recital is added to factor existing Clipper discounts into reimbursements to Operators for trips made on Clipper BayPass.

*WHEREAS, there are Clipper discounts for youth, seniors, individuals with qualifying disabilities (RTC) and individuals with qualifying incomes (START). These discounts will be applied to reimbursements paid to Operators for trips made on Clipper BayPass consistent with the terms set forth in Article III, part A.*

4. An additional recital is added to clarify the work that MTC and Clipper BayPass project staff have done and continue to do to support program implementation.

*WHEREAS, MTC and Clipper BayPass project staff have and will continue to support program implementation and administration. Their work includes outreach and sales, contract review and routing, Clipper institutional portal training for partner organizations, partner billing, partner headcount reporting, biannual partner surveys and survey analysis, ridership data reporting and analysis, contract renegotiation, and Operator reimbursement calculation and administration.*

5. An additional recital is added to clarify that the Regional Network Management Council is the designated successor body to the Fare Integration Task Force.

*WHEREAS, The Regional Network Management Council is the designated successor body to the Fare Integration Task Force, which was sunsetted in April 2025.*

6. An additional recital is added to clarify any supplemental agreements between MTC and Operators with Preexisting Institutional Pass Products.

*WHEREAS, MTC and Clipper BayPass project staff recognize that there may be supplemental agreements between MTC and Operators with Preexisting Institutional Pass Products. Any supplemental agreement would be signed by MTC and the affected Operator. MTC will provide a copy of each supplemental agreement to all parties to the Participation Agreement once executed.*

7. Article I (B), Operator Responsibilities, is updated clarify the term of the Clipper BayPass Phase 2 Pilot:

B. Participate in the Clipper BayPass pilot program for the entirety of the Phase 2 Pilot lasting from the Effective Date until no later than ~~June 30, 2027~~ *December 31, 2030*.

8. Article II (B), MTC Responsibilities, is updated clarify the term of the Clipper BayPass Phase 2 Pilot:

B. Participate in the Clipper BayPass pilot program for the entirety of the Phase 2 Pilot lasting from the Effective Date until no later than ~~June 30, 2027~~ *December 31, 2030*.

9. Article V, Term, is updated to clarify the term of the Clipper BayPass Phase 2 Pilot:

The term of the Agreement shall begin upon the Effective Date and continue until ~~June 30, 2027~~ *December 31, 2030*, unless terminated by written agreement of the Parties.

10. Article III (A), Program Revenues is updated to incorporate existing Clipper discount programs into reimbursements to Operators for trips made on Clipper BayPass.

A. Any Phase 2 revenue generated by the sales of Clipper BayPass to an employer/ institutional customer that was not a customer of an Operator's Preexisting Institutional Pass Product on either January 1, 2020 or on the Effective Date shall be allocated by MTC amongst the Parties based on actual passenger usage of the Clipper BayPass Phase 2 product at a rate equal to a regular Adult Clipper fare for each trip taken; *except when the employer / institutional customer provides reasonable substantiation to MTC for the share of its eligible employees / members who qualify for a Clipper discount program on the Operators listed in Article III part A.1. Because applying discounts in this manner will introduce additional administrative complexity, MTC will offer the opportunity for employers / institutional customers to apply Clipper discounts on a limited basis in accordance with Clipper BayPass project staff administrative capacity.*

*In cases where Clipper discounts are applied, reimbursements to Operators listed in Article III part A.1 will be discounted on a pro-rata basis according to the share of eligible employees / members who qualify for a Clipper discount program. Employers must provide reasonable substantiation for the shares of their employees that qualify for all Clipper discount programs other than Clipper START. Non-employers must provide reasonable substantiation for the shares of their population that qualify for all Clipper discount programs.*

*A.1 Operators who have opted to participate in applying Clipper discounts to their reimbursements for trips made on BayPass are:*

*1. Alameda-Contra Costa Transit District; Golden Gate Bridge, Highway and Transportation District; San Francisco Bay Area Rapid Transit District; City and County of San Francisco Municipal Transportation Agency; San Mateo County Transit District; Santa Clara Valley Transportation Authority; Peninsula Corridor Joint Powers Board; City of Fairfield (FAST); City of Petaluma; Eastern Contra Costa Transit Authority; Livermore/Amador Valley Transit Authority; Marin County Transit District; Napa Valley Transportation Authority; Solano County Transit; City of Santa Rosa; Sonoma-Marin Area Rail Transit District; City of Vacaville (Vacaville City Coach); Western Contra Costa Transit Authority; San Francisco Bay Area Water Emergency Transportation Authority; Sonoma County Transit; City of Union City.*

11. Article III (C), Program Revenues is updated to decouple the requirement that program revenues exceed the amount necessary to reimburse Operators from MTC's ability to receive reimbursement for operation and management of the Clipper BayPass Pilot program.

C. Should the Phase 2 revenue be in excess of the amount needed to reimburse Operators under the terms described in Article III, subsections A and B, these additional revenues ~~up to a limit of \$1,000,000 or whatever costs were incurred by MTC to establish the Phase 2 program,~~

~~whichever is less, shall be available to reimburse MTC for the operation and management of the Clipper BayPass Pilot program subject to the approval of the Fare Integration Task Force or any designated successor body. All additional excess revenues, beyond the limit described above, will be allocated to Operators based on each Operator's share of overall Phase 2 ridership.~~

12. Article III (G) is added to formalize a process for MTC to receive reimbursement for operation and management of the Clipper BayPass Pilot program.

*G. On an annual basis, MTC and Clipper BayPass project staff shall propose, for approval by the Regional Network Management Council or any designated successor body, an annual Clipper BayPass administration budget to be drawn from Clipper BayPass program revenues. The cost of Clipper BayPass annual administration shall be included in the price of BayPass as an increment above the estimated cost of reimbursing Operators for trips taken on BayPass. MTC and Clipper BayPass project staff will endeavor to maintain high standards of program administration efficiency and efficacy, which will be reflected in their proposed program administration budget.*

11. Article III (F) is updated to remove the supplemental contract requirement, allow for greater flexibility in contract design (i.e., updated language does not prohibit a pass-through contract) and clarify that the option to enter into the contract is at the discretion of the Operator that holds the pass to which the BayPass is being added (i.e., if the BayPass is being added to an existing AC Transit EasyPass, AC Transit decides whether they want to enter into a passthrough contract or keep separate contracts and so forth).

F. Should any existing employer/institutional customer of one of the Operators' Preexisting Institutional Pass Products express an interest in purchasing the Clipper BayPass product, the Clipper BayPass will only be offered to the existing employer/institutional customer as an upgrade to their Preexisting Institutional Pass Product. ~~MTC will manage a supplemental contract for the BayPass upgrade, and~~ The Parties will strive to align operational processes between the Clipper BayPass and the Preexisting Institutional Pass programs. *The decision to offer the employer/institutional customer a combined contract or maintain separate contracts is at the discretion of the Operator that holds the Preexisting Institutional Pass agreement.*

SIGNATURES ON SUBSEQUENT PAGES

IN WITNESS WHEREOF, this Amendment has been executed by the parties hereto as of the Effective Date written above.

**Metropolitan Transportation Commission**

Approved as to form:  
Kathleen Kane, General Counsel

\_\_\_\_\_  
Name: Andrew B. Fremier  
Title: Executive Director

\_\_\_\_\_  
Matthew Lavrinets, Deputy General Counsel

Date: \_\_\_\_\_

**Alameda-Contra Costa Transit District**

Approved as to form:

---

Name: Salvador Llamas

Title: General Manager

Date: \_\_\_\_\_

---

Aimee Steele, General Counsel / Chief  
Legal Officer

**Golden Gate Bridge, Highway and  
Transportation District**

Approved as to form:

---

Name: Denis J. Mulligan  
Title: General Manager

---

Kimon Manolius, General Counsel

Date: \_\_\_\_\_

**San Francisco Bay Area Rapid Transit District** Approved as to form:

\_\_\_\_\_  
Name: Robert M. Powers  
Title: General Manager

\_\_\_\_\_  
Jeana Zelan, General Counsel

Date: \_\_\_\_\_

**City and County of San Francisco  
Municipal Transportation Agency**

Approved as to form:  
David Chiu, City Attorney

---

Name: Julie Kirschbaum  
Title: Director of Transportation

---

Annie Smiddy, Deputy City Attorney

Date: \_\_\_\_\_

**San Mateo County Transit District**

Approved as to form:

---

Name: April Chan

Title: General Manager/CEO

Date: \_\_\_\_\_

---

Joan L. Cassman, General Counsel

**Santa Clara Valley Transportation Authority**

Approved as to form:  
Evelynn Tran, General Counsel

\_\_\_\_\_  
Name: Carolyn Gonot  
Title: General Manager/Chief Executive Officer

\_\_\_\_\_  
Yue-han Chow, Senior Assistant Counsel

Date: \_\_\_\_\_

**Peninsula Corridor Joint Powers Board**

Approved as to form:

---

Name: Michelle Bouchard

Title: Executive Director

Date: \_\_\_\_\_

---

James Harrison, General Counsel

**Central Contra Costa Transit Authority**

Approved as to form:

\_\_\_\_\_  
Name: William Churchill

Title: General Manager

Date: \_\_\_\_\_

\_\_\_\_\_  
Julie Sherman, General Counsel

**City of Fairfield**  
**FAST**

Approved as to form:

---

Name: David Gassaway  
Title: City Manager

---

David Lim, City Attorney

Date: \_\_\_\_\_

**City of Petaluma**

Approved as to form:

---

Name: Peggy Flynn  
Title: City Manager

---

Eric W. Danly, City Attorney

Date: \_\_\_\_\_

**Eastern Contra Costa Transit Authority**

Approved as to form:

---

Name: Rashidi Barnes  
Title: Chief Executive Officer

---

Eli Flushman, General Counsel

Date: \_\_\_\_\_

**Livermore/Amador Valley Transit Authority**

Approved as to form:

\_\_\_\_\_  
Name: Christy Wegener  
Title: Executive Director

\_\_\_\_\_  
Michael N. Conneran, General Counsel

Date: \_\_\_\_\_

**Marin County Transit District**

Approved as to form:

---

Name: Robert Betts

Title: General Manager

Date: \_\_\_\_\_

---

Kerry Gerchow, County Counsel

**Napa Valley Transportation Authority**

Approved as to form:

---

Name: Danielle Schmitz  
Title: Executive Director

---

Osman Mufti, General Counsel

Date: \_\_\_\_\_

**Solano County Transit**

Approved as to form:

\_\_\_\_\_  
Name: Beth Kranda  
Title: Executive Director

\_\_\_\_\_  
Bernadette Shilts Curry, County Counsel

Date: \_\_\_\_\_

**City of Santa Rosa**

Approved as to form:

---

Name: Lori Ann Farrell  
Title: Interim City Manager

---

Samantha W. Zutler, Interim City Attorney

Date: \_\_\_\_\_

**Sonoma-Marín Area Rail Transit District**

Approved as to form:

---

Name: Eddy Cumins

Title: General Manager

Date: \_\_\_\_\_

---

Jessica Sutherland, General Counsel

**City of Vacaville**  
**Vacaville City Coach**

Approved as to form:

---

Name: Brian Oxley  
Title: Director of Public Works

---

Andria Borba, City Attorney

Date: \_\_\_\_\_

**Western Contra Costa Transit Authority**

Approved as to form:

\_\_\_\_\_  
Name: Robert Thompson

Title: General Manager

Date: \_\_\_\_\_

\_\_\_\_\_  
Michael N. Conneran, General Counsel

**San Francisco Bay Area Water Emergency  
Transportation Authority**

Approved as to form:

---

Name: Seamus Murphy  
Title: Executive Director

---

Steve Miller, General Counsel

Date: \_\_\_\_\_

**Sonoma County Transit**

Approved as to form:

---

Name: Emily Betts

Title: Transit Systems Manager

Date: \_\_\_\_\_

---

Jeremy Fonseca, General Counsel

**City of Union City**

Approved as to form:

---

Name: Joan Malloy  
Title: City Manager

---

Kristopher J. Kokotaylo, City Attorney

Date: \_\_\_\_\_

# **TAB 7**

Agenda Item #7e

ACTION ITEM: June and July Youth Ride Free 2026 Program

## **Board of Directors Meeting**

Wednesday April 22, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** June and July Youth Ride Free 2026 Program – Agenda Item #7e

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

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

---

### Background

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

In 2024, Tri Delta Transit was notified that, due to a reallocation of funding awarded to 511 Contra Costa, the Summer Youth Pass program would be discontinued. For 2025, County Connection was able to work with Contra Costa Transportation Authority (CCTA) and two Regional Transportation Planning Committees (RTPCs) to pilot a program that would replace the Summer Youth Pass for all three operators (County Connections, Tri Delta Transit and WestCAT) – the June and July Youth Ride Free Pilot Program.

This year, funding was not restored to 511 Contra Costa and County Connection's Youth Ride Free Pilot Program is pending. County Supervisor Burgis and Supervisor Scales-Preston - recognize the great need in the communities we serve and will contribute \$20,000 each for a Tri Delta Transit Youth Ride Free program to run June and July of 2026. The program will be free for 6-18 years of age with no applications and no ID required.

Tri Delta Transit is very grateful for the contributions to this program made by the Supervisors.

**Agenda Item #7e**  
*Eastern Contra Costa Transit Authority  
Board of Directors Meeting  
April 22, 2026*

## Discussion

The pilot program aims to:

- Access Vital Resources – by enabling youth to get to important summer programs, sports, and summer school and destinations such as parks, libraries, and shopping centers.
- Boost independence and the economy – by having access to summer job opportunities.
- Decrease barriers to transportation by not requiring applications or IDs. Operators will count youth ridership using a designated farebox code.
- Help Tri Delta Transit gain insight into the number of youth riding, what youth travel habits are, and what incentivizes youth to ride transit.

Following are the historical number for the youth programs for the last few years.

Program	Year	June	July	August	Total
YRF	2025	8,914	10,643	N/A	<b>19,557</b>
SYP	<b>2024</b>	373	454	708	<b>1,535</b>
SYP	<b>2023</b>	216	371	831	<b>1,418</b>
SYP	<b>2022</b>	325	726	806	<b>1,857</b>

## Financial Impact

Tri Delta Transit expects to meet or exceed our 2025 numbers to reach 1,700 riders or more. The estimated cost is \$40,000. Minor Tri Delta Transit funds will be expended for marketing and advertising of the program.

## Requested Action

Authorize staff to implement the June and July Youth Ride Free Pilot Program on Tri Delta Transit's fixed and express routes by offering youth 6-18 years of age free rides from June 1-July 31, 2026.

**Agenda Item #7e**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*April 22, 2026*

# **TAB 8**

Agenda Item #7f

**ACTION ITEM: Proposed FY2026-2027 ECCTA Budget**

## **Board of Directors Meeting**

**Wednesday April 22, 2026**

**ECCTA Boardroom**

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

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** Proposed FY2026-2027 ECCTA Budget – Agenda Item #7f

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

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

---

### Background

The proposed FY2026-2027 budget includes both operating and capital Budgets. The general sources of Revenue and Expenses are listed below:

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

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

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

1. Purchased Transportation (Keolis operations contract and Mobility On Demand)
2. Salaries and Benefits
3. Materials and Supplies (fuel, tires, and other materials and supplies)

**Agenda Item #7f**  
*Eastern Contra Costa Transit Authority*  
*Board of Directors Meeting*  
*April 22, 2026*

4. Services (professional and technical service, temporary help, and contract maintenance service)
5. Casualty and Liability
6. Utilities
7. Miscellaneous (dues, subscriptions, travel/meetings, taxes and advertising)

## Discussion

The proposed, balanced, and fully funded FY2026-2027 operating and capital budget was developed using projected service levels, revenue sources, and planned projects.

Eastern Contra Costa Transit Authority (ECCTA)'s Fiscal Year (FY) 2026-2027 proposes \$34.1 million in operational expenses for services provided with revenues to offset these costs. Additionally, \$31 million in proposed capital project expenditures is included in the proposed budget. The operating expenses are projected to decrease by 4.7% compared to the FY 2025-2026 due to the various factors stated below.

## Operating Budget

### Revenues

The proposed revenues are based on the annual estimate and proposed apportionment and distribution of Federal and State funds issued by the Metropolitan Transportation Commission (MTC). Additionally, the Contra Costa Transportation Authority (CCTA) allocated Measure J operating funds for FY2026-2027. These revenue estimates served as a guide for creating the proposed budget for FY2026-2027 operating and capital projects.

- FTA funds: Federal Transit Administration funds include FTA 5311 PM, FTA 5310 Operating, and 5307 ADA revenues. Total FTA funding is projected to increase by 14.8%
- State funds:
  - Based on the fund estimate released by MTC, there is a 2.52% increase in TDA and STA compared to FY 2025-2026

State Funds	FY2025-2026	FY2026-2027	Changes	% changes
TDA Art 4 Op-ECCTA	\$ 14,880,670	\$ 15,853,298	\$ 972,628	6.54%
TDA Art 4.5 - Paratransit	\$ 551,235	\$ 601,207	\$ 49,972	9.07%
STA	\$ 4,167,991	\$ 3,639,233	\$ (528,758)	-12.69%
Total	\$ 19,599,896	\$ 20,093,738	\$ 493,842	2.52%

**Agenda Item #7f**  
 Eastern Contra Costa Transit Authority  
 Board of Directors Meeting  
 April 22, 2026

- FY2026-2027 Proposed Revenues includes additional State funds to cover a projected shortfall:
  - Estimated \$3.7 million in Low Carbon Transit Operation Program funds reallocated for operating assistance
  - Withdrawal of \$830,000 from TDA reserves.
- Local Funds: Local funds are projected to increase primarily due to a projected 2.5% increase in Measure J revenues as well as a \$159,000 increase in Senior Transportation LIFE program funds from Measure X.
- Passenger Fares: The anticipated fare revenues for FY2026-2027 were computed using passenger fare trends as well as a decrease in service. Passenger fare revenue is projected to decrease by 19.2%.

### Expenditures

ECCTA's proposed expenses are derived from the projected current fiscal year actual expenses with the following modifications as well as a proposed schedule of service decreases:

- Purchased Transportation – beginning July 1, 2026 purchased transportation costs are projected to decrease by 5.8% primarily due to anticipated decreases to service hours.
- Salaries and Benefits – There are minimal modifications to the staffing model compared to the FY2025-2026. The proposed budget includes a 3% cost-of-living adjustment (COLA) for all Tri Delta Transit employees.
- Materials and Supplies - Materials and supplies are projected to increase 3.2% due to continued global fiscal uncertainty.
- Services - ECCTA anticipates a decrease in services as vacant positions have been filled.
- Insurance – Insurance expense is projected to decrease by 3.1% over FY2025-2026.
- Utilities – Utilities are expected to decrease by 5.6%, primarily due to the implantation of energy efficient measures such as energy efficient lighting throughout the facility.
- Dues, Travel, Taxes and Other – These expenses are projected to decrease significantly due to a change in the way fuel taxes are recorded.

The proposed operating budget is **\$34,085,300**.

### **Capital Budget**

The FY2026-2027 capital budget includes a facility roof replacement project, the replacement of vehicle maintenance lifts, the purchase of 25 40-ft Diesel Buses, a bus fueling station replacement project, the purchase of 8 replacement Tri MyRide Buses, and 6 Mini vans. ECCTA will utilize Federal funding for all six projects, matched with STA State of Good Repair, RM3 and AB664 capital funds.

<b>Project</b>	<b>Total Project Cost</b>	<b>Federal Funding</b>	<b>Non-Federal Funding</b>	<b>Non-Federal Source</b>
Facility Roof Replacement	\$ 1,500,000	\$ 1,200,000	\$ 300,000	RM3, STA SGR
Vehicle Maintenance Lifts Replacement	\$ 1,500,000	\$ 1,200,000	\$ 300,000	RM3
25 40-ft Diesel Bus Replacement	\$ 21,248,693	\$ 15,456,000	\$ 5,792,693	RM3, AB664
Bus Fueling Station Replacement	\$ 4,998,179	\$ 3,998,543	\$ 999,636	RM3, STA SGR
8 TMR Replacement	\$ 1,171,200	\$ 936,960	\$ 234,240	RM3, AB664
6 Medvan Replacement	\$ 540,000	\$ 432,000	\$ 108,000	RM3
<b>Total</b>	<b>\$ 30,958,072</b>	<b>\$ 23,223,503</b>	<b>\$ 7,734,569</b>	

## **Financial Impact**

Adoption of the proposed FY2026-2027 budget will result in expenditure authority of \$34.1 million in operational expenditures and \$31 million in capital expenditures for the budget year, in total expenditure authority of \$65.1 million.

## **Requested Action**

Staff requests that adopt Resolution #260422F approving the proposed FY2026-2027 ECCTA operating and capital budget.

## **Attachment:**

Attachment 1: FY2026-2027 Proposed Budget Summary Sheet



# TRI DELTA TRANSIT

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

## RESOLUTION #260422F

### APPROVAL OF THE FISCAL YEAR 2026-2027 OPERATING AND CAPITAL BUDGET

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

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

**WHEREAS**, the Chief Executive Officer or their designee have prepared and presented to the Board of Directors a proposed final Operating Budget for Fiscal Year 2026-2027 in the amount of \$34,085,300 which sets forth the projected revenues and expenses associated with ECCTA’s operating and maintenance program; and

**WHEREAS**, the Chief Executive Officer or their designee have prepared and presented a proposed final Capital Budget for Fiscal Year 2026-2027 in the amount of \$30,958,072

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Eastern Contra Costa Transit Authority adopts the Operating and Capital budget for Fiscal Year 2026-2027, a copy of which is attached and incorporated by this reference; and

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

PASSED AND ADOPTED THIS 22nd day of April 2026, by the following votes:

### EASTERN CONTRA COSTA TRANSIT AUTHORITY

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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

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



## Fiscal Year 2026-2027 Proposed Operating Budget

Revenues	2024 Actual	2025 Actual	2026 Approved Budget	2026 Estimated Actual	2027 Proposed Budget	VARIANCE	
						\$	%
Federal Funds	1,714,064	1,979,112	1,095,783	1,133,364	1,257,953	162,170	15%
State Funds	23,969,514	21,426,999	26,387,095	25,222,969	24,643,729	(1,743,366)	-7%
Local Funds	3,570,102	4,690,797	3,342,533	3,327,275	3,574,734	232,201	7%
BART Feeder Fund	2,532,085	2,665,851	2,608,847	2,608,847	2,608,847	-	0%
Passenger Fares	1,830,676	2,139,495	2,153,356	1,830,000	1,740,237	(413,119)	-19%
Advertising Revenue	154,699	127,889	100,000	105,000	110,000	10,000	10%
Interest & Other	141,487	91,273	76,745	110,645	149,800	73,055	95%
<b>Total Operating Revenues</b>	<b>33,912,627</b>	<b>33,121,416</b>	<b>35,764,359</b>	<b>34,338,100</b>	<b>34,085,300</b>	<b>(1,679,059)</b>	<b>-5%</b>
Expenditures	2024 Actual	2025 Actual	2026 Approved Budget	2026 Estimated Actual	2027 Proposed Budget	VARIANCE	
						\$	%
Purchased Transportation	20,456,810	20,480,248	21,904,858	21,904,858	20,636,233	(1,268,625)	-6%
Salaries and Benefits	5,752,623	5,811,394	6,349,603	5,905,693	6,502,321	152,718	2%
Materials and Supplies	4,739,978	4,458,022	4,425,783	4,309,141	4,567,994	142,211	3%
Services	1,274,094	1,485,992	1,499,535	1,224,624	1,239,610	(259,925)	-17%
Insurance	1,072,168	351,798	484,630	450,000	469,583	(15,047)	-3%
Utilities	319,553	294,957	389,500	291,716	367,500	(22,000)	-6%
Dues, Travel, Taxes and Other	297,401	239,005	710,450	252,068	302,059	(408,391)	-57%
<b>Total Operating Expenses</b>	<b>33,912,627</b>	<b>33,121,416</b>	<b>35,764,359</b>	<b>34,338,100</b>	<b>34,085,300</b>	<b>(1,679,059)</b>	<b>-5%</b>
Surplus/Deficit	-	-	-	-	-		

# **TAB 9**

Agenda Item #7g  
ACTION ITEM: Contra Costa  
Transportation Authority Legislation -  
SB 1408

## **Board of Directors Meeting**


Wednesday April 22, 2026

ECCTA Boardroom  
801 Wilbur Avenue, Antioch, CA 94509

## Staff Report to ECCTA Board of Directors

**Meeting Date:** April 22, 2026

**Agenda Item:** Contra Costa Transportation Authority: Transactions and Use Tax Senate Bill 1408 - Agenda Item #7g

**Lead Staff:** Rashidi Barnes, Chief Executive Officer 

---

### Background

As discussed in the attached report from Politico Group, Senate Bill 1408 is authored by Senator Jesse Arreguín (D-Berkeley). As amended on March 23. The bill now solely addresses CCTA's authority to propose to the voters a countywide sales tax of up to 1% and provides that this increment of the sales tax rate does not count toward the statutory maximum rate that would otherwise apply to local jurisdictions in the County. This sales tax-related authority would expire on January 1, 2045.

### Next Steps

SB 1408 was approved by the Senate Transportation Committee on April 8. The bill will be heard in the Senate Revenue and Taxation Committee on April 22. Senate policy committees have until April 24 to approve bills introduced this year. Other upcoming deadlines for the bill are included in the list below:

### SB 1408 (Arreguín) – Key Upcoming Legislative Deadlines:

- May 15: Senate Appropriations Committee must approve bill
- May 29: Last day for Senate to pass bill
- July 2: Assembly policy committees must approve bill
- August 14: Assembly Appropriations committee must approve bill
- August 31: Last day for each house to pass bills
- September 30: Last day for Governor to sign or veto bills

## **Discussion**

As discussed above, SB 1408 allows CCTA to propose a sales tax extension or increase up to 1% and provides that this increment of sales tax does not exceed the statutory sales tax limit that would otherwise apply in Contra Costa County. Tri Delta Transit has directly benefited from approximately \$2.2 million annually in funding from CCTA's existing countywide sales tax measures.

## **Financial Impact**

There is no fiscal impact associated with adopting a position on SB 1408.

## **Requested Action**

Staff recommends that the Board adopt a "support" position on SB 1408. If authorized by the Board of Directors, staff will prepare a support letter to be sent to the bill author, members of the Tri Delta Transit legislative delegation, and relevant legislative committees.



# TRI DELTA TRANSIT

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

## **RESOLUTION #260422G**

### **CONTRA COSTA TRANSPORTATION AUTHORITY: TRANSACTIONS AND USE TAX SENATE BILL 1408**

**Resolution #260422G is a position of support on SB 1408.**

**WHEREAS**, Senate Bill 1408 (SB 1408) is a bill authored by Senator Jesse Arreguín (D-Berkeley) authorizing the Contra Costa Transportation Authority (CCTA) to seek voter approval for a local transactions and use tax.

**WHEREAS**, CCTA's is proposing to the voters a countywide sales tax of up to 1% and provides that this increment of the sales tax rate does not count toward the statutory maximum rate that would otherwise apply to local jurisdictions in the County.

**WHEREAS**, This authority is vital to Tri Delta Transit, the public transit agency serving nearly 326,000 residents of eastern Contra Costa County, including the cities of Pittsburg, Antioch, Oakley, and Brentwood.

**WHEREAS**, Tri Delta Transit has directly benefitted from approximately \$2.2 million annually in funding from the current countywide transportation funding measure, which represents a significant component of its operating budget.

**WHEREAS**, Contra Costa County continues to face persistent transportation challenges. Many residents endure long commutes and heavy congestion on major corridors, and it remains difficult for many - especially seniors, students, and low-income individuals - to move freely and safely throughout the county and region.

**WHEREAS**, SB 1408 is a critical mechanism for ensuring that Contra Costa County can continue to plan, fund, and implement the transportation projects and programs our residents need.



# TRI DELTA TRANSIT

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

## RESOLUTION #260422G

### CONTRA COSTA TRANSPORTATION AUTHORITY: TRANSACTIONS AND USE TAX SENATE BILL 1408

**Resolution #260422G is a position of support on SB 1408.**

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Eastern Contra Costa Transit Authority, to adopt resolution #2 as a position of “Support” on SB 1408. Attachment A is the letter that staff have prepared to be sent to the bill’s author, Tri Delta Transit legislative delegation members, and relevant legislative committees.

**PASSED AND ADOPTED THIS** 22<sup>th</sup> day of April 2026, by the following votes:

#### EASTERN CONTRA COSTA TRANSIT AUTHORITY

\_\_\_\_\_  
Dionne Adams, Vice-Chair

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

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