



Board of Directors Meeting Agenda

Wednesday, May 27, 2026

NEXT MEETING:

June 24, 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, May 27, 2026

Public Comment Guidelines:

- Persons requesting to address the ECCTA Board of Directors 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 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, May 27, 2026

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

1. **CALL TO ORDER** Chair Oerlemans

- a. Roll Call

2. **PLEDGE OF ALLEGIANCE**

3. **PUBLIC COMMENT**

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

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

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

(see attachment: tab #1)

- a. Minutes of the Board of Directors meeting of April 22, 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)

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7. ACTION and DISCUSSION ITEMS

a. DISCUSSION ITEM: Tri Delta Transit and JPA Police Partnership

(see attachment: tab #3)

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

b. DISCUSSION ITEM: August 2026 Service Change Update

(see attachment: tab #4)

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

8. CLOSED SESSION: Conference With Agency Designated Labor Negotiators pursuant to Government Code § 54957.6(a)

Agency designated representatives: Mark Wilson of Burke

Williams & Sorensen, LLP, Labor Negotiator, Rashidi Barnes, Paul Rodriguez, Toan Tran, Joseph Chappelle, Eli Flushman.

Employee organization: Amalgamated Transit Union Local 198

9. BOARD OF DIRECTORS COMMENTS

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

10. ADJOURN

Next Meeting: June 24, 2026, at 4:00 p.m., 801 Wilbur Avenue, Antioch, CA 94509.

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TAB 1

Agenda Item #5

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

Board of Directors Meeting

Wednesday May 27, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

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

MINUTES

April 22, 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); Donald Freitas (Antioch); Sue Higgins (Member-At-Large); Susannah Meyer (Brentwood); Kevin Romick (County Alternate); Shanelle Scales-Preston (County); Shannon Shaw (Oakley); Anissa Williams (Oakley)

ABSENT: Angelica Lopez(Pittsburg);Tony Oerlemans (Brentwood);Louie Rocha(Antioch);

STAFF PRESENT: Rashidi Barnes, Chief Executive Officer (CEO)
Toan Tran, Chief Operating Officer
Eli Flushman, General Counsel
Rosanna Dominguez, Executive Assistant
Paul Rodrigues, Director of Finance and Accounting
Agustin Diaz, Manager of Planning and Grants
Maceo Wiggins, Compliance Manager
Megan Howell, Marketing and Customer Service Associate
Irene Schaefer, Receptionist
Mike Gonsalves, Parts Supervisor
Myeisha Williams, Manager of Accessible Services
Rohit Bhan, Facility Maintenance Worker

OTHERS

PRESENT: Benjamin Trejo, Transdev Safety Manager
Debra Steidle, Paratransit Coordinator

PLEDGE OF ALLEGIANCE

Vice-Chair Adams led the Pledge of Allegiance.

PUBLIC COMMENT

There was no public comment.

CHAIR'S REPORT

There was no Chair's report.

CONSENT CALENDAR

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

- A. Minutes of the Board of Directors meeting of March 25, 2026
- B. Marketing and Customer Service Activities Report
- C. Operations Report
- D. Legislative Report

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

CHIEF EXECUTIVE OFFICER'S REPORT

- A. Operations Report

Rashidi Barnes, Chief Executive Officer, showed appreciation to Administrative Professionals. Mr. Barnes reported on the APTA Legislative Conference in D.C. with colleagues from LAVTA and County Connection. Mr. Barnes reviewed the financial cuts to public transportation released by President Trump. Mr. Barnes reviewed some of the cuts to federal grants that fund improvements to transit and also assist in funding operations across all types of transit and could have an impact on the region overall. Mr. Barnes clarified that this was just a proposal from the President; there will still be politicians working on it. There are public transit advocacy groups and letters sent to politicians in support of public transit funding. Director Scales-Preston encouraged members of the public to have their family members or friends who are out of state to advocate as well. Mr. Barnes also reviewed an article on post-pandemic ridership and current ridership. It was requested by Director Freitas to have a discussion around Federal consultation brought as an agenda item to the board.

ACTION ITEM AND DISCUSSION ITEMS

A. FY26 Low Carbon Transit Operations Program (LCTOP) Corrective Action Plan

Agustin Diaz, Manager of Planning and Grants, reviewed the Low Carbon Transit Operations Program. Mr. Diaz stated that the last three years of the program have been allocated to the hydrogen fueling station project, which has been discontinued, and will need to be reallocated to another LCTOP project. The proposed project these funds will support is operating assistance for our new high-frequency bus route 370.

On motion by Director Scales-Preston, seconded by Director Shaw, ECCTA Board members adopted 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, which was carried by the following vote:

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

B. Authorization for Filing of TDA, STA, RM2 and RM3 Funding

Paul Rodrigues, Director of Finance and Accounting, presented the requested action of allocation of these funds. Mr. Rodrigues reported that a description of the TDA, STA, RM2 and RM3 funding was in the staff report. It was clarified that nothing had changed since the last approval of these funds.

On motion by Director Williams, seconded by Director Romick, ECCTA Board members 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, which was carried by the following vote:

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

C. 2026 Local Hazard Mitigation Plan

Maceo Wiggins, Compliance Manager, reviewed the Local Hazard Mitigation Plan and the overall development of this plan. The purpose of the document is to align our strategy and budget with our SST and Emergency Operations work. In addition to alignment, it does also allow ECCTA to be eligible for grant funding. If approved, it will be submitted to the State for initial approval, FEMA for final approval, and then ECCTA will be able to pursue grants. ECCTA has participated in multiple functional exercises with the County. ECCTA has also been working with the County on outreach to larger partners to coordinate and inform them of ECCTA's capabilities. ECCTA has written its plan in response to guidance given by the County, with a three-tier system. ECCTA practices drills with

the internal EOC staff members as well.

On motion by Director Meyer, seconded by Director Williams, ECCTA Board members approve Resolution #260422C approving Eastern Contra Costa Transit Authority's 2026 Local Hazard Mitigation Plan, which was carried by the following vote:

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

D. Clipper BayPass Amendment 2 with MTC

Megan Howell, Customer Service and Marketing Associate, presented the Clipper BayPass Amendment program and the history of this program. Ms. Howell provided the changes to the BayPass Amendment, which include extending the program by 3 years, adding an age- or means-based eligibility, and updating the program's funding structure. ECCTA has requested that Clipper BayPass include mid-size and smaller employers, as well as students and foster youth, but this has not yet been included.

On motion by Director Freitas, seconded by Director Romick, ECCTA Board members adopted 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, which was carried by the following vote:

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

E. June and July Youth Ride Free 2026 Program

Megan Howell, Customer Service and Marketing Associate, provided a history of ECCTAs participation in the Youth Ride Free program. Ms. Howell stated that funding had not been secured from 511 to continue this program. Supervisor Scales-Preston and Supervisor Burgis recognized the impact this program has on the youth and provided funding for this summer's program within the ECCTA service area. This program just applies to the fixed routes for ECCTA, Tri MyRide is excluded from this program. Mr. Barnes expressed the appreciate for the support of the Supervisors for funding this program. A Marketing toolkit will be sent out to partners to help market the program.

On motion by Director Shaw, seconded by Director Higgins, ECCTA Board members authorized 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. , which was carried by the following vote:

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

F. Proposed FY2026-2027 ECCTA Budget

Paul Rodrigues, Director of Finance, began by expressing his gratitude to the team for helping create a balanced budget. Operating expenses equal around \$34.1 million dollars and capital grants equaling \$31 million dollars are funded largely with Federal funding. Mr. Rodrigues reviewed the overall budget, including operating expenses and revenues acquired for FY26-27. MTC is providing RM3 in one-time BART feeder funding of \$2.6 million. Future funding for this will be dependent on SB63, which will cover a portion of the bus feeder funding. If SB63 doesn't pass TDA revenues account for about 67% of the total revenues.

Mr. Tran reviewed the capital projects, including bus purchases that will be delivered next spring. The money that was originally programmed for the hydrogen fueling station has been reprogrammed for upgrading ECCTA's roof, 8 TMR vehicles, and a bus lift.

On motion by Director Williams, seconded by Director Higgins, ECCTA Board members adopted Resolution #260422F approving the proposed FY2026-2027 ECCTA operating and capital budget. , which was carried by the following vote:

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

G. Contra Costa Transportation Authority: Transactions and Use Tax Senate Bill 1408

Rashidi Barnes, Chief Executive Officer, gave an update on SB 1408 for the reauthorization of Measure J. Small operators have worked with Senator Arreguin's office and the Contra Costa Transportation Authority to revise and eliminate some of the language felt to be a hindrance to the small operators. The two sections that were of concern have been removed. A letter of support will be prepared from ECCTA to the relevant legislative community, along with CCTA. There is a consultant from CCTA assisting them with marketing the bill, but ECCTA is not involved. Mr. Barnes will find out who the consultant is for CCTA working on this at the request of the board.

On motion by Director Freitas, seconded by Director Romick, ECCTA Board members adopted 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. , which was carried by the following vote:

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

BOARD OF DIRECTORS COMMENT

Director Freitas
Director Meyer
Director Adams

ADJOURNMENT

The meeting of the Eastern Contra Costa Transit Authority adjourned at 5:09 p.m. until May 27, 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 April 30, 2026 >
(unaudited)

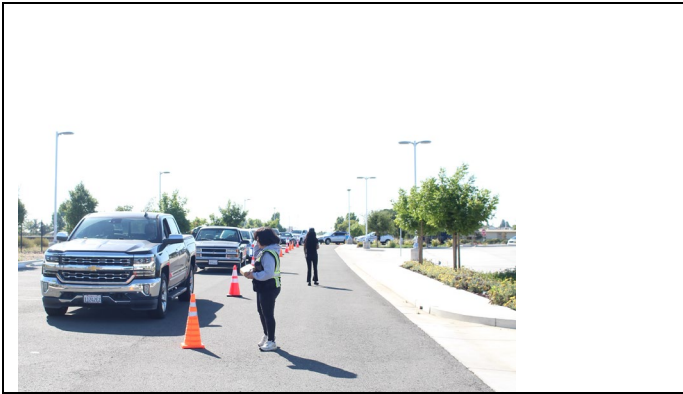
	FY 26 YTD Actual			FY26 Adopted Budget			YTD % of FY 26 Budget		
	ECCTA	FR	DR	ECCTA	FR	DR	ECCTA	FR	DR
OPERATING REVENUES									
Passenger Fares	\$ 1,534,049	\$ 900,879	\$ 633,170	\$ 2,153,356	\$ 1,098,211	\$ 1,055,144	71%	82%	60%
Other Income	\$ 173,187	\$ 173,184	\$ 3	\$ 100,000	\$ 100,000	\$ -	173%	173%	60%
Total Operating Revenues:	\$ 1,707,236	\$ 1,074,063	\$ 633,173	\$ 2,253,356	\$ 1,198,211	\$ 1,055,144	76%	90%	60%
NON-OPERATING REVENUES									
Federal Funds	\$ 1,021,735	\$ -	\$ 1,021,735	\$ 1,095,783	\$ -	\$ 1,095,783	93%		93%
State Funds	\$ 13,013,090	\$ 12,002,646	\$ 1,010,444	\$ 26,387,095	\$ 19,629,635	\$ 6,757,460	49%	61%	15%
Local Funds	\$ 5,131,621	\$ 3,455,567	\$ 1,676,054	\$ 3,342,533	\$ 1,277,605	\$ 2,064,928	154%	270%	81%
Inter-Operator Agreements (Bart Feeder)	\$ -	\$ -	\$ -	\$ 2,608,847	\$ 2,608,847	\$ -			n/a
Interest & Other Misc Income	\$ 84,980	\$ 73,803	\$ 11,177	\$ 76,745	\$ 61,396	\$ 15,349	111%	120%	73%
Total Non-operating Revenues:	\$ 19,251,426	\$ 15,532,016	\$ 3,719,411	\$ 33,511,004	\$ 23,577,483	\$ 9,933,520	57%	66%	37%
Total Revenues:	\$ 20,958,662	\$ 16,606,079	\$ 4,352,584	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664	59%	67%	40%
OPERATING EXPENSES									
Purchased Transportation	\$ 17,776,995	\$ 10,609,991	\$ 7,167,004	\$ 21,904,858	\$ 13,856,003	\$ 8,048,855	81%	77%	89%
Materials and Supplies	\$ 3,496,024	\$ 2,683,964	\$ 812,060	\$ 4,425,783	\$ 3,604,645	\$ 821,138	79%	74%	99%
Salaries & Benefits	\$ 4,859,591	\$ 3,779,526	\$ 1,080,065	\$ 6,349,603	\$ 5,027,923	\$ 1,321,680	77%	75%	82%
Services	\$ 945,371	\$ 694,520	\$ 250,850	\$ 1,499,535	\$ 1,100,245	\$ 399,290	63%	63%	63%
Casualty and liability insurance	\$ 346,158	\$ 284,042	\$ 62,116	\$ 484,630	\$ 401,310	\$ 83,320	71%	71%	75%
Utilities	\$ 235,685	\$ 184,521	\$ 51,163	\$ 389,500	\$ 313,488	\$ 76,012	61%	59%	67%
Other (Dues, Travel, Taxes, and Other)	\$ 154,119	\$ 117,859	\$ 36,260	\$ 710,450	\$ 472,082	\$ 238,368	22%	25%	15%
Total Operating Expenses:	\$ 27,813,942	\$ 18,354,423	\$ 9,459,519	\$ 35,764,359	\$ 24,775,695	\$ 10,988,664	78%	74%	86%
EXCESS REV/(EXP)	\$ (6,855,280)	\$ (1,748,345)	\$ (5,106,935)	n/a	n/a	n/a			

Staff Report to ECCTA Board of Directors

Meeting Date: May 27, 2026
Agenda Item: Marketing/Customer Service Activities Report– 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.

	<h3>Tri Delta Transit Out and About</h3> <p>Tri Delta Transit engaged with riders and potential riders at many events in the past month with great success. Booth staff provided valuable information on Youth Ride Free, paratransit services, Clipper and more. Here are our next upcoming events.</p> <ul style="list-style-type: none"> • 6/16- Green Footprint Event, Pittsburg • 6/17 – Summerset III Accessible Services presentation • 6/27 – Summerfest, Oakley
	<h3>Shred-It was a Success!</h3> <p>Thank you to our sponsors, volunteers and Board Members that attended to make this year’s event a success. We had 114 cars from 6 cities come with the greatest number of boxes dropped off at 16 boxes. The event was a big help to our community.</p>



Shred It Continued

Thank you to our sponsors: City of Oakley, City of Antioch, Mt. Diablo Resource Recovery, Assemblywomen Lori D. Wilson and Republic Services.

TRI DELTA TRANSIT
YOUTH RIDE FREE
 JUNE - JULY 2026

Youth 18 & under ride for FREE June 1st - July 31st!

For complete information scan the QR code:

Funding generously provided by:

DISTRICT 3
 CONTRA COSTA COUNTY SUPERVISOR
DIANE BURGIS

DISTRICT 5
 CONTRA COSTA COUNTY SUPERVISOR
Shanelle Scales-Preston

Youth Ride Free

Tri Delta Transit is excited to launch Youth Ride Free thanks to the generosity of Supervisor Burgis and Supervisor Scales-Preston. The campaign is in full swing with social media posts, website page, Antioch TV, and emails to organizations and partners including but not limited to:

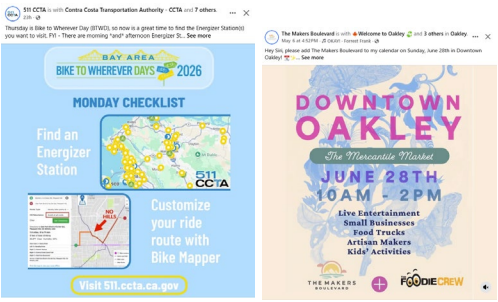
- Liberty Union School District
- Bridge Builders
- Educators who take part in Class Pass program
- Service area cities
- Programs such as SOAR/Rubicon

JOIN US for the 4th Annual
AANHPI
 Celebration
 Contra Costa County Board Chambers
 1025 Escobar, Martinez
 May 12, 2026 11am

Improving Communications

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

- Memorial Day posts
- How to load your bike on our fixed route buses for Bike to Wherever Day
- Clipper tips and information
- Heritage Month Celebration

<p>Ongoing Projects:</p>	
	<p>Transit Takes You Places</p> <p>Riders are encouraged to take public transportation to get to and from events safely.</p> <ul style="list-style-type: none"> • The events we have a booth at such as Energize Station, County Fair, and STEM event • Makers Boulevard, Oakley

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	Through May 14th
Facebook	1.4k	1.4k	1.4k	1.4k
Instagram	1,142	1,147	1,153	1,153
LinkedIn	807	814	818	822
BlueSky	49	52	53	53

ALERT ACCOUNTS	MONTHS			
Followers	Through Feb. 14th	Through March 14th	Through April 10th	Through May 14th
Facebook	110	113	116	118
Instagram	110	111	111	115

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

Agenda Item #5c
Eastern Contra Costa Transit Authority
Board of Directors Meeting
May 27, 2026



May 15, 2026

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

From: Chris Lee, Partner, Politico Group

Re: May State Budget & Legislative Updates

Politico Group is pleased to provide the following report to Tri Delta Transit on recent legislative updates as well as the Governor’s May Revision to the proposed state budget.

Legislative Updates

On May 14, the Appropriations Committees held their suspense hearings, where hundreds of bills with a fiscal impact on the state are heard all at once. Bills can be “held on suspense” without a roll-call vote and no longer proceed in the current session. Key bills tracked by Tri Delta Transit include the following:

Key Bills – Eastern Contra Costa Transit Authority			
Measure	Topic	Status	Position
AB 1599 (Ahrens)	Public Transit Datasets: California Transit Stop Registry	Assembly Floor – Third Reading	Watch
AB 1837 (González, Mark)	Video Imaging of Parking Violations by Public Transit Operators	Assembly Floor – Third Reading	Watch
AB 1994 (Lee)	Zero-Emission Transit Buses: Axle Weight Limits	Senate Transportation Committee	Watch
SB 1408 (Arreguín)	Contra Costa Transportation Authority: Local Transportation Authority & Improvement Act	Senate Floor – Third Reading	Support

May Revision Update

Governor Newsom’s 2026-27 May Revision reflects a materially improved near-term fiscal picture compared to the January budget, but the Administration continues to frame the state budget around caution, volatility, and multi-year balance rather than new ongoing commitments.

The May Revision upgrades General Fund revenues from the “Big Three” sources (personal income tax, sales tax, and the corporation tax) by \$16.5 billion over the three-year budget window, largely driven by stronger personal income tax receipts and a spike in 2025 capital gains activity. After accounting for proposed solutions, General Fund spending is estimated at \$246.6 billion in 2026-27, about \$1.8 billion lower than projected in January.

The May Revision proposes to balance both 2026-27 and 2027-28 through a mix of new revenues and program reductions. On the revenue side, this includes \$3.6 billion in 2026-27 and \$5.1 billion in 2027-28 from a new Managed Care Organization (MCO) tax in 2027 to support healthcare program costs (the current MCO tax expires at the end of 2026), a cap on business tax credits at \$5 million per company or 50% of revenue, whichever is lower, and a sales tax on digital software and software as a service. Key spending reductions are worth \$411 million in 2026-27 growing to \$712 million by 2029-30 and include asset tests for eligibility for participants in MediCal and increased monthly MediCal premium for adults with unsatisfactory immigration status.

The May Revision would maintain operating reserves of \$4.5 billion and \$2.1 billion respectively, and deposit \$9.7 billion into the Projected Surplus Temporary Holding Account to help support the following fiscal year—this is a new account and may be a source that the Legislature may consider using to address current budget priorities. The Administration also projects combined reserves of roughly \$29.9 billion in 2026-27, including \$15.1 billion in the Budget Stabilization Account.

Cap-and-Invest / Greenhouse Gas Reduction Fund Revenue Risk

The May Revision summary does not provide an update on Cap-and-Invest auction proceeds or anticipated Greenhouse Gas Reduction Fund (GGRF) revenue for 2026-27. As of the January Budget, overall auction proceeds were already projected to generate approximately 30% less for GGRF programs than in past years. The uncertainty around GGRF revenues is significant considering it's a source of ongoing funding for the Transit and Intercity Rail Capital Program (TIRCP), and the sole source of funding for the Low Carbon Transit Operations Program (LCTOP) and the Affordable Housing and Sustainable Communities Program (AHSC).

Cap-and-Invest is also, once again, at the forefront of the budget and legislative agenda with the recent release of the California Air Resources Board's (CARB) revised draft Cap-and-Invest regulations, which could materially reduce GGRF proceeds – potentially by as much as \$2 billion annually – depending on final program design.

If CARB adopts regulations that significantly reduce GGRF proceeds, it is likely the Legislature and Administration would only have enough GGRF to fund Tier One and Tier Two program, as follows:

Cap-and-Invest Funding Structure

- Tier One:
 - Manufacturing Tax Credit (Approx. \$160 million)
 - State Operations (Approx. \$120 million)
 - State Responsibility Area (SRA) Backfill (Approx. \$90 million)
 - Legislative Counsel Climate Bureau (\$3 million)
- Tier Two:
 - High Speed Rail (Up to \$1 billion)
 - Discretionary Funding (Up to \$1 billion)
- Tier Three:
 - Affordable Housing (\$0)
 - Transit and Intercity Rail Capital Program (\$0)
 - Community Air Protection (\$0)

- Sustainable Communities and Agricultural Land Conservation (\$0)
- Low Carbon Transit Operations Program (\$0)
- Healthy and Resilient Forests (\$0)
- Safe and Affordable Drinking Water Program (\$0)

If GGRF revenues are reduced, either as a result of CARB regulatory changes or just poor auction results, the state may need to revisit assumptions underlying Cap-and-Invest spending commitments, including funding for transit capital, affordable housing, sustainable communities, and other programs that the state and regional agencies rely on to advance climate, mobility, housing, and equity goals.

Transportation Budget Updates

The May Revision includes a relatively limited transportation proposal, focused on targeted investments rather than major new transportation funding commitments or structural funding reforms. Despite calls at the national and state level for moratoriums on fuel excise taxes, the May Revision does not include a proposal to modify California's gasoline or diesel excise taxes. The only fuel-related revenue discussion appears in the Revenue Estimates section, which notes that higher diesel fuel prices are expected to increase diesel sales tax transfers from the General Fund to the Public Transportation Account in 2026-27.

Tri Delta Transit Legislative Report May 15, 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: 5/6/2026-Referred to Com. on N.R. & W.

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 1599](#)

(Ahrens D) Public transit: California Transit Stop Registry: transit datasets.

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

Introduced: 1/16/2026

Status: 5/18/2026-Read second time. Ordered to third reading.

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: 4/23/2026 [html](#) [pdf](#)

Introduced: 2/11/2026

Last Amend: 4/23/2026

Status: 5/15/2026-Set for Hearing 5/18/2026

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 until January 1, 2034. 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.

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: 5/6/2026-Referred to Com. on TRANS.

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: 4/13/2026 [html](#) [pdf](#)

Introduced: 2/20/2026

Last Amend: 4/13/2026

Status: 5/18/2026-Read second time. Ordered to third reading.

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

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the 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: 5/11/2026-Referred to Com. on L. GOV.

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 1246 (Cortese D) Autonomous vehicles.

Current Text: Amended: 5/18/2026 [html](#) [pdf](#)

Introduced: 2/19/2026

Last Amend: 5/18/2026

Status: 5/19/2026-Read second time. Ordered to third reading.

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

Summary: This bill would require remote assistants, remote drivers, or local incident technicians, as defined, who monitor, direct, provide input to, advise, supervise, or control commercial autonomous vehicles on a public road in this state, or that provides onsite response to incidents on behalf of an autonomous vehicle operator, be located within the United States and hold a valid California driver's license of the appropriate class with any endorsements required for a human driver to lawfully operate the same vehicle in this state. For autonomous passenger service vehicles, the bill would require the ratio of remote assistants or remote drivers to autonomous passenger service vehicles be 1 to 5 or higher at all times. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that remote drivers or remote assistants are able to immediately respond to all calls and incidents. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that local incident technicians are immediately dispatched upon notification, electronically or otherwise, of an accident involving damage to persons or property, or upon receiving a request from a first responder or 911 dispatch center. The bill would also require that local incident technicians be present at the scene of an incident within 20 minutes of receiving a notification or request no less than 90% of the time. This bill contains other related provisions and other existing laws.

Position
Watch

SB 1408 (Arreguín D) Contra Costa Transportation Authority: transactions and use tax.

Current Text: Amended: 4/14/2026 [html](#) [pdf](#)

Introduced: 2/20/2026

Last Amend: 4/14/2026

Status: 5/19/2026-Read third time. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly.

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
Support

Total Measures: 10
Total Tracking Forms: 10

TAB 2

Agenda Item #6
DISCUSSION ITEM: CEO Report

Board of Directors Meeting

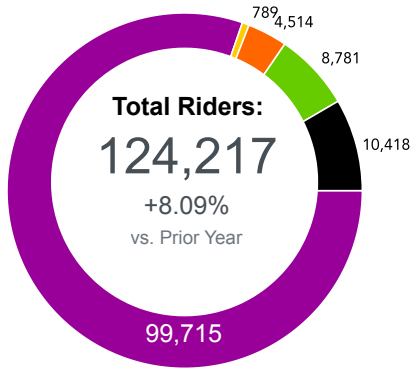
Wednesday May 27, 2026

ECCTA Boardroom
801 Wilbur Avenue, Antioch, CA 94509



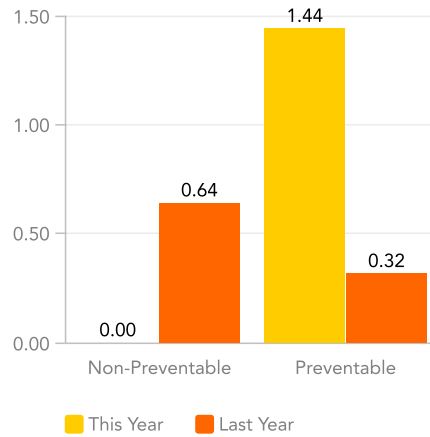
Performance Summary

Ridership

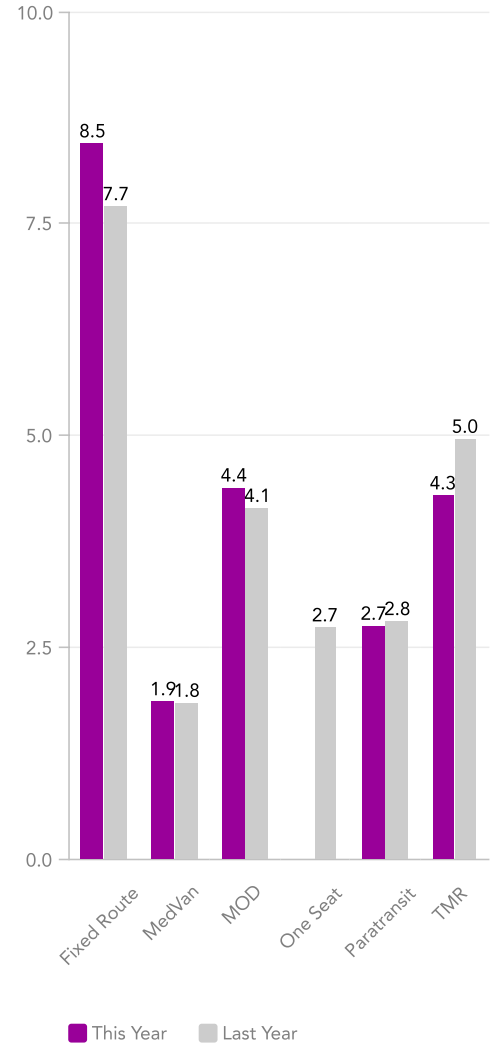


- Fixed Route
- MedVan
- MOD
- Paratransit
- TMR

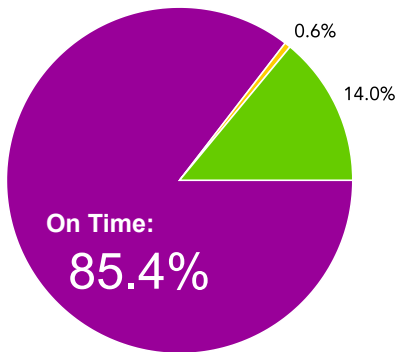
Accidents / 100K Miles



Passengers Per Revenue Hour

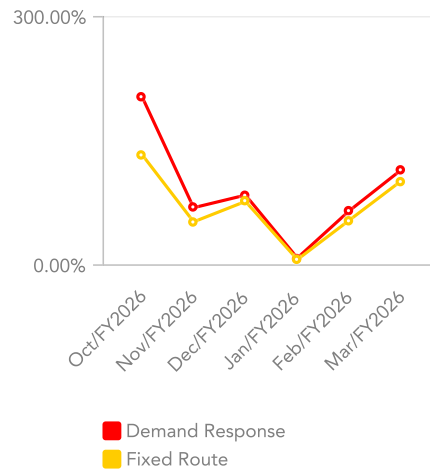


On Time Performance



- On Time
- Early
- Late

Cost Recovery Ratio



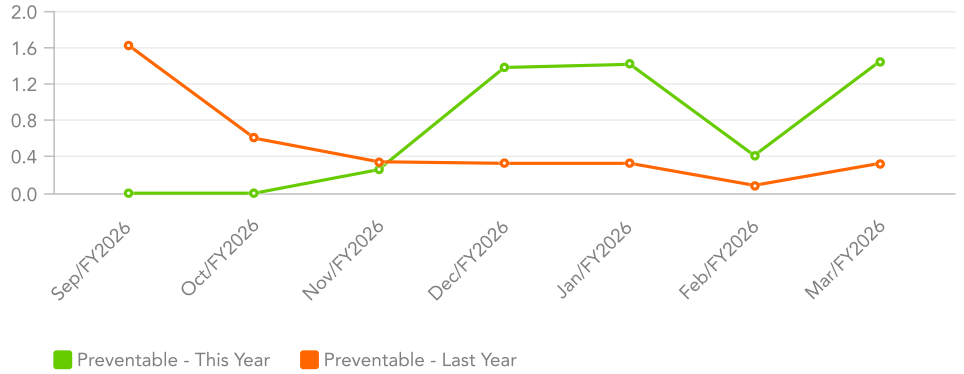
- Demand Response
- Fixed Route

Safety Performance

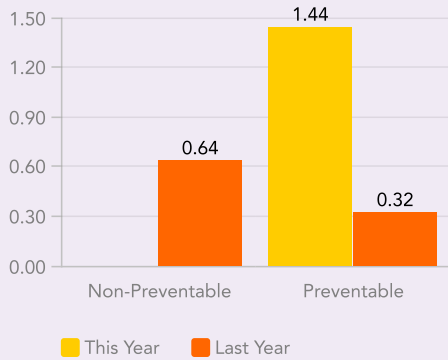
Preventable Accident Report

	Accidents	Per 100,000 Miles
Nov/FY2026	1	0.26
Dec/FY2026	4	1.38
Jan/FY2026	4	1.42
Feb/FY2026	1	0.41
Mar/FY2026	4	1.44
YTD 2025	1	0.32
YTD 2026	4	1.44
YTD Change		
Values	3	350.00%

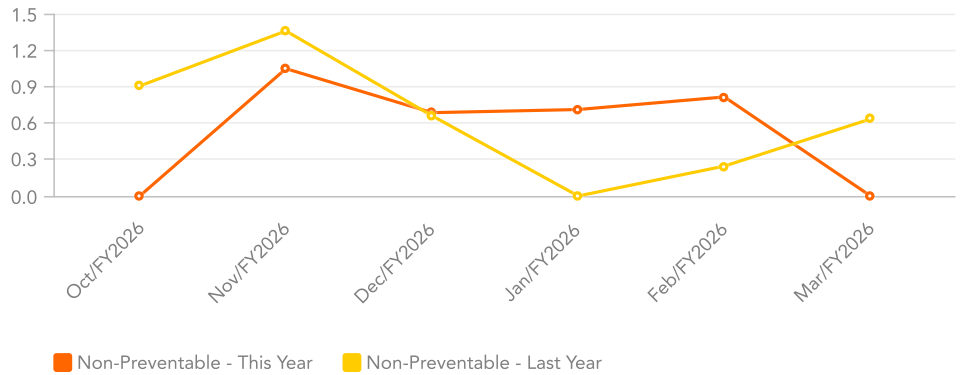
Preventable Accidents Per 100,000 Miles Last Six Months - System Wide



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

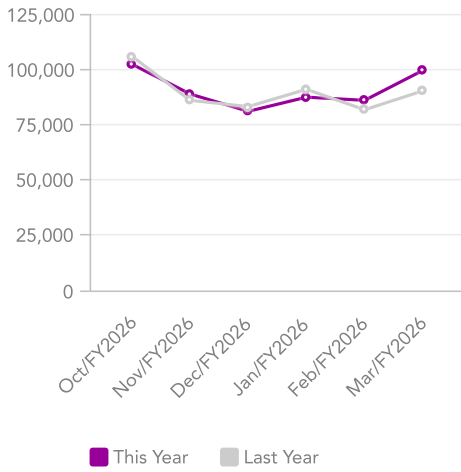


Non-Preventable Accidents Per 100,000 Miles Last Six Months - System Wide

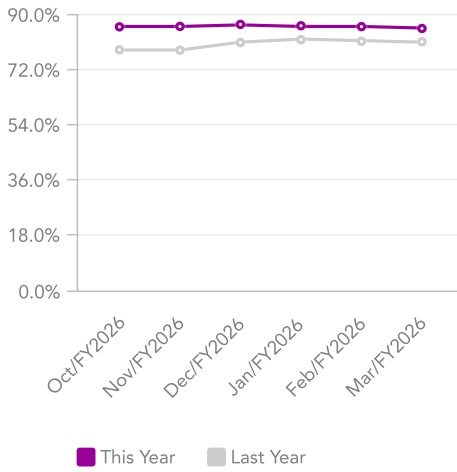


Fixed Route Performance

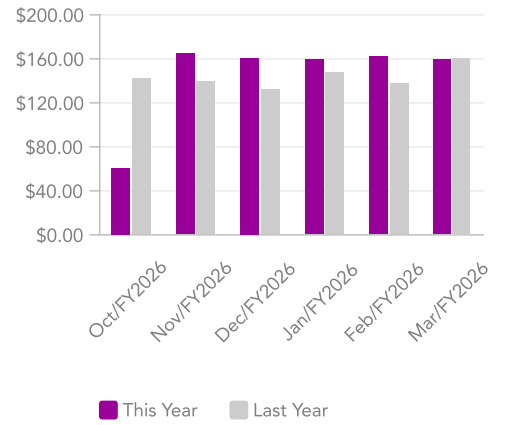
Total Ridership



On Time Performance



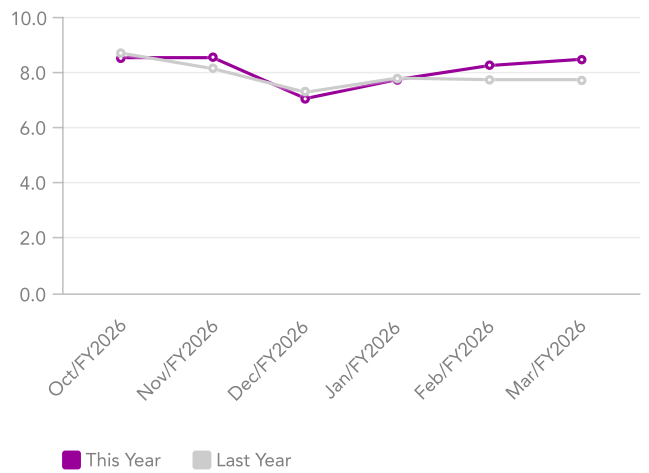
Operating Cost Per Revenue Hour



Year-over-Year Report - Fixed Route

Metric	This Year	Prior Year	% Change
Customer Service			
% of Trips On Time	85.25	85.85	-0.7%
Average Miles Between Roadca	3.49	8.66	-59.7%
Complaints Per 100k Riders	20.06	16.24	+23.5%
Ridership Per Rev. Hour	8.45	8.25	+2.4%
Financial			
Operating Costs Per Rev. Hour	158.87	161.14	-1.4%
Ridership			
Ridership	99,715.00	86,188.00	+15.7%

Passengers Per Revenue Hour



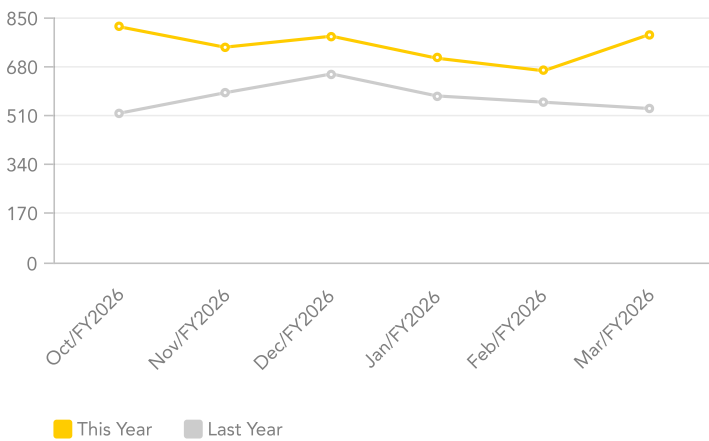
MedVan, Paratransit, and MOD Performance

Year-over-Year Report

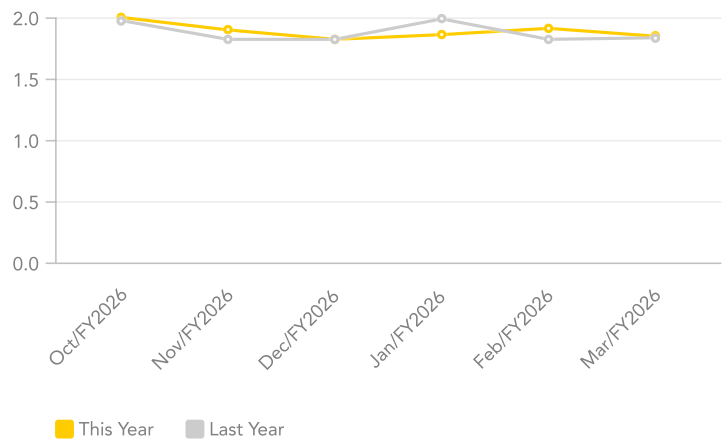
MedVan

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	92.38	94.95	-2.7%
	Complaints Per 100k Riders	0.00	0.00	
Ridership	Ridership Per Rev. Hour	1.85	1.83	+1.1%
	Ridership	789.00	534.00	+47.8%
Financial	Operating Costs Per Rev. Hour	145.73	118.21	+23.3%

Total Ridership



Passengers Per Revenue Hour

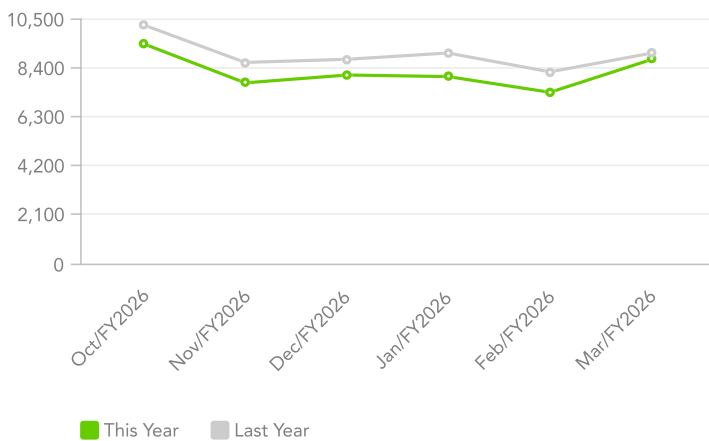


Year-over-Year Report

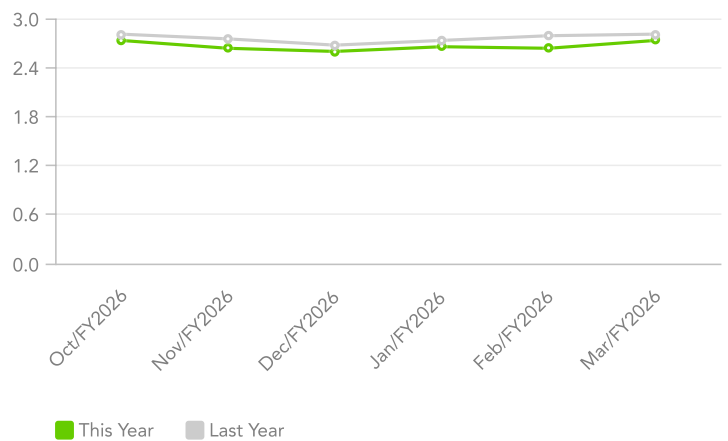
Paratransit

	Metric	This Year	Prior Year	% Change
Customer Service	% of Trips On Time	85.72	83.88	+2.2%
	Complaints Per 100k Riders	216.38	243.47	-11.1%
Ridership	Ridership Per Rev. Hour	2.74	2.80	-2.1%
	Ridership	8,781.00	9,036.00	-2.8%
Financial	Operating Costs Per Rev. Hour	145.73	118.21	+23.3%

Total Ridership



Passengers Per Revenue Hour

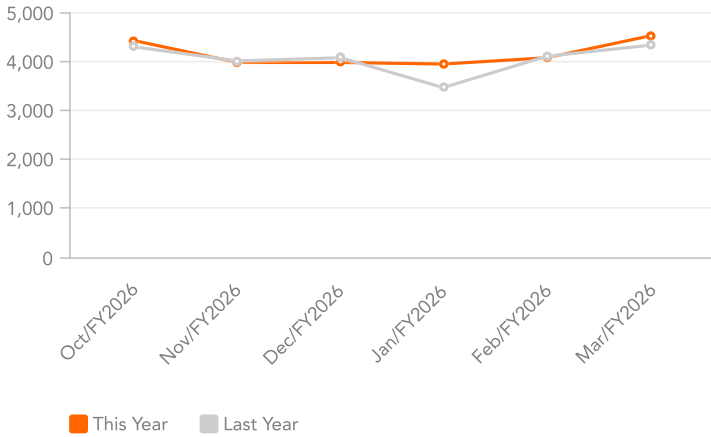


Year-over-Year Report

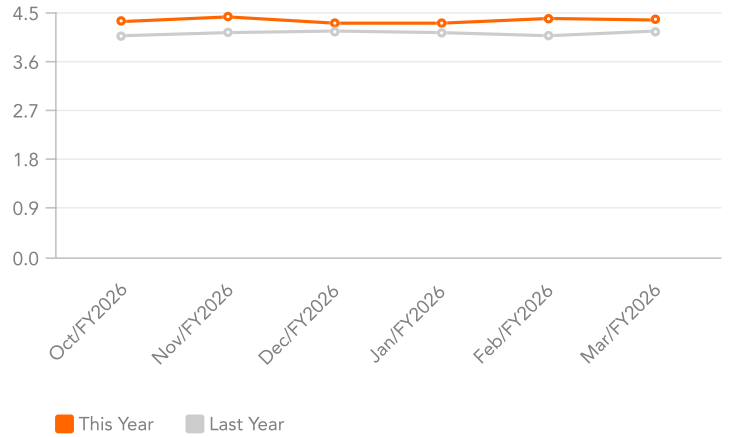
MOD

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	0.00	0.00	
Service	Ridership Per Rev. Hour	4.37	4.14	+5.6%
Financial	Operating Costs Per Rev. Hour	108.37	72.98	+48.5%
Ridership	Ridership	4,514.00	4,335.00	+4.1%

Total Ridership



Passengers Per Revenue Hour

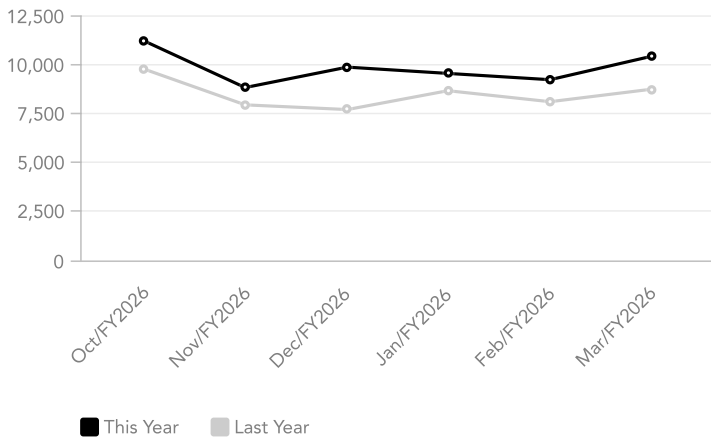


Year-over-Year Report

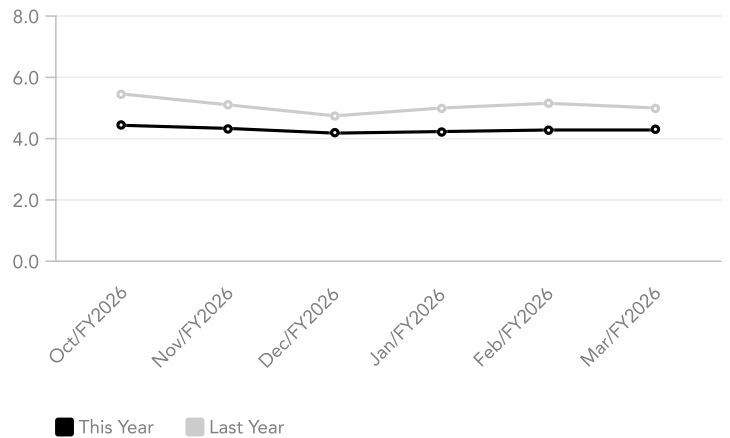
TMR

	Metric	This Year	Prior Year	% Change
Customer	Complaints Per 100k Riders	19.20	57.49	-66.6%
Service	Ridership Per Rev. Hour	4.28	4.96	-13.7%
Financial	Operating Costs Per Rev. Hour	145.73	118.21	+23.3%
Ridership	Ridership	10,418.00	8,697.00	+19.8%

Total Ridership



Passengers Per Revenue Hour



TAB 3

Agenda Item #7a

DISCUSSION ITEM: Tri Delta Transit and JPA Police Partnership

Board of Directors Meeting

Wednesday May 27, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May, 27, 2026

Agenda Item: Tri Delta Transit and Joint Powers Authority Police Partnership-
Agenda Item #7a

Lead Staff: Mace Wiggins, Compliance Manager

Approved: Rashidi Barnes, Chief Executive Officer



Background

As the board is aware, Tri Delta Transit does not have a dedicated police force and relies on multiple jurisdictions when issues arise on vehicles or at our facilities. Nationally, public transit “safety” has remained a hot-button topic, creating fear among riders when using the system. Since the pandemic, Tri Delta Transit ridership has remained down 20%, and transit safety is regularly cited in national and local transit rider surveys as a barrier to attracting and retaining ridership. Since the pandemic, crime on public transit systems has steadily fallen in the Bay Area, but perceptions of crime remain sticky. Most operators in the region face the same perception-versus-data challenges, and Tri Delta Transit is not immune to this stigma. Currently, Tri Delta Transit’s violent crime rate is below .09 incidents per 100K vehicle miles traveled. Although our system is statistically safe, riders must see and feel safe. Incorporating Tri Delta Transit’s routes into our partner law enforcement community policing programs will be key to reducing stigma around safety and building local confidence in our system's safety.

Staff briefed the board at our February 2026 Board meeting on the status of our ongoing efforts to partner with our joint powers authority (JPA) member law enforcement agencies (Cities of Antioch, Brentwood, Oakley and Pittsburg). This effort was initiated at the request of our CEO, Rashidi Barnes, to address long-standing coordination and collaboration contact points between Tri Delta Transit and our local law enforcement partners in a positive, collaborative, and safety-focused manner.

Discussion

Tri Delta Transit staff have completed our initial phase of introductory concept meetings with our partner agencies and have now advanced into a more detailed planning phase. This phase of work will develop a final draft plan to discuss with our partners, formalize our collective goals and agree on how we will measure success.

Financial Impact

There is no financial impact at this time.

Requested Action

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

TAB 4

Agenda Item #7b

DISCUSSION ITEM: August 2026 Service Change Update

Board of Directors Meeting

Wednesday May 27, 2026

ECCTA Boardroom

801 Wilbur Avenue, Antioch, CA 94509

Staff Report to ECCTA Board of Directors

Meeting Date: May 27, 2026

Agenda Item: August 2026 Service Change Update – Agenda Item #7b

Lead Staff: Toan Tran, Chief Operating Officer

Approved: Rashidi Barnes, Chief Executive Officer



Background

The FY2026–27 operating budget approved on April 22, 2026, included 25 percent service reductions, necessary to achieve a balanced budget. These reductions are in response to several factors affecting ECCTA’s operating budget, including declines in both operating and non-operating revenues, as well as increased costs for materials and supplies such as fuel and purchased transportation under the new operating contract beginning in FY2026–27.

The service adjustments also reflect a rightsizing of ECCTA’s service levels in the post-pandemic environment. In fall 2022, ECCTA expanded service beyond pre-pandemic levels despite transit ridership not yet recovering, largely due to changing travel patterns and the continued prevalence of remote work. This expansion differed from neighboring transit agencies, many of which maintained reduced service levels during the same period.

Discussion

In anticipation of the projected fiscal cliff in FY2027, staff, in coordination with the Nelson/Nygaard consultant team, developed several service reduction scenarios. Each scenario was guided by a common objective: protecting the core transit network while minimizing impacts to riders.

The following principles guided the development of the proposed service reduction plan:

- Reduce service in areas and during time periods with the lowest ridership
- Maintain higher levels of service in areas experiencing ridership growth and stronger productivity
- Improve schedule efficiency
- Reduce duplication between fixed-route service and Tri MyRide (TMR) service

Using performance data collected since the implementation of the Comprehensive Operational Analysis (COA) service changes in August 2025, staff developed a service reduction plan intended to align service levels with current travel patterns and demand trends.

Developing the plan was particularly challenging given the encouraging ridership and productivity gains experienced across much of the network following implementation of the COA. With the exception of a few routes, most services have demonstrated positive performance trends, making decisions to reduce or eliminate service especially difficult.

The following service changes are proposed for implementation on August 9, 2026:

Route/Service	Proposed Change
Route 200X	Eliminate one eastbound and one westbound midday trip
Route 361	Route eliminated
Route 370	Reduce 15-minute weekday frequency to 12:00 p.m.–7:00 p.m. only; reduce weekend service to 60-minute frequency
Route 372	Reduce weekday frequency to 60 minutes
Route 373	Reduce weekday frequency to 60 minutes
Route 374	Eliminate weekend service
Route 375	Limit 30-minute frequency to 12:00 p.m.–7:00 p.m. only
Route 376	Eliminate weekend service
Route 377	Route eliminated
Tri MyRide	Reduce one all-day service vehicle in the Antioch/Oakley zone; reduce one vehicle from service between 7:00 p.m.–9:00 p.m. in both the Antioch/Oakley and Pittsburg/Bay Point zones

The current annualized service hours for fixed-route and Tri MyRide services total 176,732 hours. Under the proposed changes, annualized service hours would decrease to 139,268 hours, representing an overall reduction of approximately 21 percent.

While the adopted balanced budget assumed a 25 percent reduction in service, the remaining savings needed to meet the budget target will be achieved through cost reductions in other programs and operational areas.

Although ECCTA is not required to conduct a Title VI Service Equity Analysis, we remain committed to understanding the impacts on our community. Staff completed a review of the proposed changes to evaluate potential impacts on minority and low-income populations. Based on this analysis, staff determined that the proposed service changes would not result in a disparate impact based on race, color, or national origin, nor impose a disproportionate burden on low-income populations.

Staff recognize that any reduction in service can be challenging for riders and the community. To ensure public input is considered as part of the decision-making process, staff plans to hold public hearings throughout the service area to gather feedback on the proposed changes and make adjustments as needed to ensure we provide the best service we can.

Requested Action

This is an informational item only, no action is needed at this time.