

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

January 15, 2026

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Robert Storer called the regular meeting of the Board of Directors to order at 9:00 a.m. Board Members present were Directors Andersen, Diaz, Farley, Hillis, Rubio, Tatzin (remote pursuant to ADA accommodation) and Wilk. Directors Noack and Worth was absent. Director Hoffmeister arrived at 9:29 a.m.

Staff: Churchill, Sherman, Boehm, Dixit, Glenn, Hill, Horta, Jones, Johnson, Sanderson and Smith

PUBLIC COMMUNICATION: None

CONSENT CALENDAR

MOTION: Director Diaz moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of December 18, 2025; (b) Update on Lump Sum Payment for Retiree Health Savings Plan; (c) Investment Report as of September 30, 2025. Director Rubio seconded the motion, and it received the following roll call vote of approval:

Aye: Directors Andersen, Diaz, Farley, Hillis, Rubio, Storer, Tatzin and Wilk
No: None
Abstain: None
Absent: Directors Hoffmeister, Noack and Worth

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

Update on Shannon Cross Workers Comp Case

General Manager Bill Churchill informed the Board regarding the very favorable resolution of this long time case.

Approve Allowing Advisory Committee to Meet Remotely Pursuant to SB 707* Resolution No. 2026-19

Julie Sherman, Legal Counsel, explained that on October 3, 2025, Governor Newsom signed SB 707 into law, which among other changes, amended the Brown Act to allow certain advisory committees defined as “eligible subsidiary bodies” to participate fully remotely.

Based on definitions set forth in SB 707, Legal Counsel advises that the Advisory Committee (AC) qualifies as an "eligible subsidiary body." As required by SB 707, before the AC could begin meeting remotely, the Board would need to adopt a resolution making findings that (1) the Board has considered the circumstances of the AC;

(2) the public has been made aware of the type of remote participation being contemplated and has been provided with an opportunity to comment at this in-person meeting of the Board; and (3) fully remote, teleconference meetings of the AC will improve the attraction, retention, and diversity of AC members. The findings expressed that a resolution would need to be adopted again every six months. If passed, we will bring the next resolution in June 2026

MOTION: Director Andersen moved adoption of Resolution No. 2026-19, authorizing the Advisory Committee to meet remotely under new procedures created by SB 707 for six months, with the understanding that similar resolutions would be required every six months hereafter to facilitate continuation of remote meetings. Director Rubio seconded the motion, and it received the following roll call vote of approval:

Aye: Directors Andersen, Diaz, Farley, Hillis, Rubio, Storer, Tatzin and Wilk

No: None

Abstain: None

Absent: Directors Hoffmeister, Noack and Worth

Appointment of CCTA Bus Transit Board Ex-Officio Member

General Manager Bill Churchill explained that the four Contra Costa County bus operators (AC Transit, County Connection, Tri-Delta Transit, and WestCAT), share a non-voting seat on the Contra Costa Transportation Authority (CCTA) Board of Directors. The seat rotates among the four operators in alphabetical order. The term is for one year. Prior to an agency holding the seat for a given year, that same agency holds the alternate seat for the previous year.

County Connection is set to hold the Ex-Officio Primary seat from February 1, 2026 through January 31, 2027. CCTA bylaws require that all board members, including Ex-Officio (non-voting) members, be elected officials.

MOTION: Director Andersen moved approval to appoint Director Worth to fill the bus transit Ex-Officio Primary seat effective February 1, 2026. Director Farley seconded the motion, and it received the following vote of approval:

Aye: Directors Andersen, Diaz, Farley, Hillis, Rubio, Storer, Tatzin and Wilk

No: None

Abstain: None

Absent: Directors Hoffmeister, Noack and Worth

MTC Regional Network Management Citizens Advisory Group (RNM CAG) Nomination

General Manager, Bill Churchill informed the Board that the Small Operator General Managers have nominated John Crowe, Vice Chair of County Connection's Citizens Advisory Committee, to sit on the RNM CAG.

Electric Bus Update

General Manager, Bill Churchill introduced the item and turned it over to Marcel Longmire, Director of Maintenance. He informed the Board that we currently have only one charger working and although we have ordered parts it can take up to 26 weeks for them to be delivered and they still have not been shipped yet. We will continue to update the Board until we are up and running 100%.

Clipper 2.0 Update

Ruby Horta, Asst General Manager, stated that although Clipper 2.0 is up and running, some problems are still being reported. Customers couldn't find their accounts, the system was charging some people the wrong rates, and some customers were just completely confused. Clipper is constantly working on the tweaks, and we believe it will all get worked out soon.

Director Hoffmeister arrived at 9:29 a.m.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Fiscal Year 2025 Financial Report and Audited Financial Statements

Amber Johnson, Chief Financial Officer, explained that the A&F Committee has reviewed the statements and is recommending them for approval by the full Board of Directors. The auditor's review of the federal funding allocation data for the Federal Transit Administration is still underway and will be presented at a future meeting.

An independent audit was performed by Brown Armstrong Accountancy Corporation. The goal of a financial statement audit is to provide users with a reasonable assurance from an independent source that the information presented in the statements is reliable.

The income statement for the period-ending June 30, 2025 was reviewed by the A&F Committee in November 2025. No changes have been made to this report as a result of the audit.

No fiscal impact occurs because of the Board's acceptance of these reports. The FY 2025 Basic Financial Statements and related reports are presented as the actual results of the Authority's financial activities for the year.

Complementary Paratransit Options

Andrew M. Smith, Director of Planning & Marketing, explained that as part of County Connection's Fiscal Years (FY) 2023-2025 Triennial Review, the Federal Transit Administration (FTA) issued a finding requiring County Connection to provide by February 25, 2026, an analysis establishing "a fare comparability zone for paratransit, where trips that are comparable to those taken on the fixed-route system in the Monument Corridor are not charged a fare". While the Triennial Review specifically called out the LCTOP-funded routes on Monument Boulevard, the FTA's interpretation of the applicable federal regulations arguably would apply to all of County Connection's "fare-free" sponsored or grant-funded routes.

Unlike fixed-route service that can accommodate a considerable increase in ridership without the need to increase the number of buses on the road, paratransit is a high-contact door-to-door service that does not normally have the capacity to accommodate additional ridership without a correlating increase in vehicle revenue hours and related expenses. The cost of providing free paratransit service can exceed the loss of fare revenue if ridership increases in response to the free fares.

The projected increase in costs related to lost fare revenue for free paratransit trips originating along Routes 4, 5, and 7 is relatively small and falls close to the maximum annual reimbursements allowed by the current fare subsidy agreements. However, the additional operating expenses anticipated as a result of increased demand are significantly higher than the cost of lost fare revenue on its own. As it is the Board's policy that all fare programs be revenue neutral, staff recommends negotiating revised fare subsidy agreements with the City of Walnut Creek (for Routes 4 and 5) and the Shadelands Business Park (for Route 7) to cover paratransit operating costs over and above an FY25 baseline. If either the City or the Business Park are unable to cover these costs, staff recommends

discontinuing the associated fixed-route fare-free programs. Staff recommends reviewing fare-free paratransit ridership levels and expenses after one year of operation to determine if additional measures should be taken at that time.

Marketing, Planning & Legislative Committee

Transit Corridor Study

Pranjal Dixit, Manager of Planning, gave a brief background by stating that in October 2022, MTC announced the FY 2022-23 Transit Performance Initiative grant program, which funds low-cost capital investments to improve transit operations and customer experience on major corridors and systems. The program prioritizes improvements that increase bus speed and reliability, particularly on high-ridership, high-frequency routes experiencing traffic delays. County Connection submitted a successful application for a study analyzing four major corridors within its service area to identify such improvements. MTC approved the full funding request of \$400,000 on March 22, 2023, and the Board approved the use of these funds in April 2023. In October 2024, staff and County Connection's on-call planning consultants, Transportation Management & Design, Inc. launched the Transit Corridor Study.

The study launched in October 2024 with an existing conditions analysis that evaluated traffic congestion patterns, bus operating speeds, and cumulative passenger and vehicle delays. This baseline identified key points of transit friction, specifically highlighting high-delay segments near major intersections, nearside stops that exacerbate signal delays, and congestion along the four corridors. These findings were presented to the Board in July 2025.

Parallel to the technical analysis, the project team conducted a structured community engagement strategy that featured a bilingual online survey that garnered 330 responses, alongside coordinated messaging with partner cities, agencies, and community-based organizations. To further contextualize these transit challenges, staff conducted in-person outreach with County Connection operators to gather firsthand feedback on operational hurdles and potential improvements across the four study corridors.

The resulting report identifies a suite of priority projects supported by quantified delay analysis, community input, and feasibility assessments.

Ultimately, these projects are designed to improve travel time and reliability while enhancing safety, reducing operational costs, and strengthening multimodal connectivity. Through this study, County Connection aims to advance both near- and long-term improvements to ensure that transit is faster, more reliable, and more accessible across these four vital corridors. After some discussion, staff informed the Board that this item will be brought back to next month's meeting with the final report for approval.

Transit Transformation Task Force Final Report

Kyle Boehm, Grants Administrator, gave a brief background stating that on December 2, 2025, the California State Transportation Agency (CalSTA) submitted its final report for the Transit Transformation Task Force to the state legislature, as required by Senate Bill 125. This report is the result of two years of work by a 25-member task force established by CalSTA to solicit and develop recommendations to increase transit ridership and improve the transit experience for all riders in California. As required by law, the task force report included an analysis of services provided by California's transit operators, transit ridership demographics, existing transit funding sources and their eligible uses, the cost to maintain and operate the public transit network, the cost of federal and state mandates, workforce recruitment and retention, state and local policies that impact service efficiency, transit performance measures and oversight, and recommendations on 12 topics that represented hours of discussion between task force members.

The California Transit Association (CTA) published a letter detailing its response. While CTA views the report as being consistent with the requirements of SB 125, it found the recommendations on the topics of transit funding and Transportation Development Act (TDA) reform to be “insufficiently detailed” and falling short of providing the legislature with a roadmap for legislative action. Specifically, CTA believes that the proposed reprogramming of existing transportation revenue sources, supporting the additional flexibility to achieve self-help goals, supporting value capture, and encouraging efficiencies will only result in minor progress toward transit operators’ short-term funding needs, and that the legislature must establish new transit funding sources for transit operators. Additionally, CTA believes that TDA reform paired with new state funding is essential to the long-term stability of public transit, and that the legislature should work with CTA to develop alternative performance measures to the farebox recovery ratio and operating cost per hour requirements currently contained within the TDA.

Other recommendations of the report were about transit safety, security, transit prioritization, first-mile/last-mile connections, land use, transit fleet and asset management, and reducing capital constructions costs were well received by CTA. However, while CTA found that the recommendations on the subjects of transit-oriented development and accessible transportation landed in a “middle-ground” that reflect the interests and input of the Task Force, they fell short of the most impactful recommendations approved by the Task Force related to Medi-Cal reimbursements for nonmedical and non-emergency medical transportation, and reforms to the Surplus Lands Act.

Operations & Scheduling Committee

BusAID Project Update

Pranjal Dixit, Manager of Planning, gave a brief background explaining that The Bus Accelerated Infrastructure Delivery (BusAID) Complete Streets – Monument Corridor Transit Speed Improvements Project will adjust bus stops on Monument Boulevard between Mohr Lane and Detroit Avenue. County Connection was awarded \$385,885 in OBAG 3 (STP/CMAQ) federal funds for the design and construction of the project, with County Connection providing a local match of \$49,880 pursuant to a Master Funding Agreement approved by the Board in July 2024. An overview of the project was presented to the City of Concord’s Bicycle Pedestrian Advisory Committee (BPAC) on September 11, 2024, and the 80% plans were presented to the BPAC on December 10, 2025. Overall, the BPAC was supportive of the project and plans, but requested staff further review the proposed closure of an existing bus stop located on southbound Meadow Lane just north of Monument Boulevard (Routes 11, 311, and 611), due to its proximity to the FoodMaxx shopping center.

All the relocated bus stops are being moved from the near side to the far side of signalized intersections. This generally accepted practice reduces transit delays by avoiding situations where the bus must stop twice: once at a near-side bus stop, and then a second time for a red light. In addition to reducing the number of stops, Transit Signal Priority (TSP) systems, which shorten red lights and extend green lights for approaching buses, function far more efficiently with far-side bus stops.

The Monument Corridor also has a higher than preferred density of bus stops, resulting in increased delays. The stops proposed for closure are being consolidated with other nearby stops, with the goal of reaching an optimal spacing of one-quarter mile between stops. The bus stop on Meadow Lane adjacent to the FoodMaxx shopping center that is proposed for closure and consolidation is located very close to the next nearest bus stops in either direction.

Following design completion, staff will return to the Board for bid authorization, with a recommendation for a contract award expected to go before the Board in Spring 2026. Construction is anticipated to begin shortly thereafter. Simultaneously, County Connection will launch Phase 2, which focuses on the deployment of Transit Signal Priority (TSP) across eight signalized intersections on Monument Boulevard between Detroit Avenue and Mohr Lane. Staff will collaborate closely with the City of Concord to choose a TSP vendor and to ensure all

hardware and software are fully compatible with existing signal infrastructure. Both phases of the project are scheduled for completion by June 2027.

Non-Emergency Medical Transportation (NEMT) Update – Information Only

John Sanderson, Director of ADA & Specialized Services, informed the Board that County Connection applied for enrollment as an NEMT provider with the DHCS Provider Enrollment Division (PED) on February 28, 2025. During the following months County Connection addressed some minor deficiencies to our application, submitted additional information and went through a “comprehensive review”. During the summer and early fall, DHCS conducted an on-site review and requested additional documentation. By mid-November, our application’s status was updated from “Received by Medi-Cal” to “Under Review” and, on December 12, 2025, we were notified that our application was approved.

Approval as a Medi-Cal transportation provider is the most significant prerequisite for County Connection to establish a NEMT operation. Additional next steps include: identifying Medi-Cal eligible LINK riders, medical facilities and other health-related LINK destinations, flagging both in the paratransit booking and scheduling database, coordinating with the Managed Care Providers for Contra Costa County on a procedure for obtaining pre-approval for NEMT trips as efficiently as possible, establishing internal protocols to assign eligible trips to the NEMT mode and track the trips for billing and reimbursement. Staff anticipates that the NEMT program will begin full operations in 2026.

NEMT revenues could eventually grow to offset a significant proportion of overall LINK paratransit costs. Estimates are still being developed, however the NEMT program is expected to become revenue-positive virtually as soon as operations begin. This was an information item only.

BOARD COMMUNICATION: None

ADJOURNMENT: Chair Storer adjourned the regular Board meeting at 10:43 a.m.

Minutes prepared by:

Lathina Hill

Date: February 9, 2026

Asst to the General Manager/Clerk to the Board of Directors