

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

February 19, 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, Hoffmeister, Noack, Tatzin (remote), Wilk and Worth. Director Rubio arrived at 9:08 a.m.

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

PUBLIC COMMUNICATION:

Mike Foley of BART, spoke on BART’s full support of the bus feeding project and the importance of our partnership.

CONSENT CALENDAR

MOTION: Director Hoffmeister moved approval of the Consent Calendar, consisting of the following item: (a) Approval of Minutes of Regular Meeting of January 15, 2026; (b) Approval of Minutes of Special Board Workshop Meeting of January 15, 2026. Director Hillis seconded the motion, and it received the following roll call vote of approval:

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

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

Presentation by Hanson Bridgett on Connect Bay Area Revenue Measure Do’s and Don’ts

As you all know the measure authorized by SB 63 is in the signature gathering stage, this has implications for public officials and public employees. Katherine Tsou of Hanson Bridgett is here today to walk us through the do’s and don’ts of activities related to the tax measure to help keep us all out of trouble ensure activities of Board members and staff comply with the law. Katherine Tsou provided the presentation and answered questions from the Board.

Director Rubio arrived at 9:08 a.m.

APTA Legislative Conference in Washington, DC, April 12-14, 2026

Bill Churchill, General Manager, informed the Board that this year the APTA Legislative Conference is scheduled for April 12-14, 2026 and Chair Storer stated that himself, Kerry Hillis, Tim Farley and Marisol Rubio will be attending representing County Connection.

Bus Feeder Funding

General Manager, Bill Churchill, explained that County Connection is one of the four small East Bay operators that receive funds from BART called the Bus Feeder Funds with the purpose of providing public transportation to BART stations for communities that are not near or adjacent to a BART line. A little history may be helpful here, at one time there was a thought that there would be a BART line down the I-680 corridor serving our southern jurisdictions, Danville and San Ramon. By the early nineties it was apparent this was not going to happen but residents of those cities were paying taxes into the BART system and felt they were owed something and so there was strong political pressure put on BART to provide some transportation service connecting those communities to the BART system. Sometime in the 90s, BART operated bus service connecting Danville and San Ramon to the Walnut Creek BART station. By the late 90s, BART realized this should not be part of its core service so it entered into an MOU with the four small East Bay operators to provide this service (the agreement was forged in 1998 and County Connection has been providing this service ever since). Post Covid epidemic, as BART has realized profound financial challenges, BART has reduced the bus feeder funding by 25%. County Connection currently receives about \$800,000 for this work and BART has told the four operators they will no longer be paying for this service by July 1st this summer. For two of our neighboring agencies (Westcat and TriDelta) this poses a profound challenge, as bus feeder funding represents 28% of Westcat's total revenues and 12-15% of TriDelta's total revenues, which will result in significant service reductions for those two agencies this summer. The four operators as a group have been advocating to keep this funding whole at least until such time as a new tax measure could be passed in order to forestall service cuts. Last Monday, MTC staff notified the four operators that MTC would continue the bus feeder funding for one more year. On Friday of last week, MTC staff informed the group that they had decided to provide the funding as a loan instead. We will keep an eye on this and report back to the Board with updates.

BART Workshop: Alternative Service Framework Discussion

Andrew Smith, Director of Planning, informed the Board that he and some key staff attended the BART workshop and the main purpose of the workshop was to discuss the alternate service reduction plan that BART is currently working on. Some of the options being discussed are BART station closures, BART fare increases or closing the system completely. BART will continue to look at productivity of all stations and work on different scenarios.

Electric Bus Update

Marcel Longmire, Director of Maintenance, explained that we still don't have running electric buses on the road. We have started to test the power supply boards but they are still having problems with keeping a charge and communicated to the buses. We will continue to update the Board on any and all changes.

REPORT OF STANDING COMMITTEES

Marketing, Planning & Legislative Committee

Adoption of Transit Corridor Study and Resolution No. 2026-20

Pranjal Dixit, Manager of Planning, reminded the Board that staff presented the Draft Final Report at the January 2026 Board meeting to gather feedback and ensure that the proposed strategies aligned with improving transit speeds and efficiency along the corridors. This final version incorporates the Board's comments and outlines a

prioritized suite of improvements, such as Transit Signal Priority (TSP), queue jumps, bus stop rebalancing, and part-time designated transit lanes.

These recommendations were shaped by technical data and robust community engagement, including a bilingual survey and collaboration with a Technical Advisory Committee representing local cities and transportation authorities.

Following the adoption of the Transit Corridor Study Final Report, staff will collaborate with the consulting firm Advanced Mobility Group (AMG) to develop a comprehensive implementation plan. Funded through MTC’s Innovative Deployments to Enhance Arterials (IDEA) Program, this phase will focus on detailed engineering designs for Transit Signal Priority (TSP) infrastructure, bus stop enhancements, and potential queue jump lanes identified in the Transit Corridor Study Final Report. Additionally, the team will establish a robust funding strategy to secure the long-term resources necessary for full project realization.

MOTION: Director Worth moved adoption of Resolution No. 2026-20, adopting the Transit Corridor Study Final Report. Director Hillis seconded the motion, and it received the following roll call vote of approval:

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

Operations & Scheduling Committee

Fixed Route Peer Agency Comparison* (Information Only)

Pranjal Dixit, Manager of Planning, explained that in March 2020, ridership dropped across all transit systems at the onset of the COVID shelter-at-home order as business closed and many office commuters started working remotely. The pandemic also highlighted social inequities, as essential workers, who are disproportionately low-income and minority, continued to rely on transit throughout pandemic. Now almost six years since the start of the pandemic, the demand for commuter service remains low but the demand for local and weekend service continues to rise. This dynamic landscape underscores the ongoing adaptation of Bay Area bus operators to evolving needs, with a growing focus on serving low-income and minority communities disproportionately affected by the pandemic and service reductions.

Marin Transit and Golden Gate Transit offer an interesting point of comparison to County Connection’s own service. The service areas of these two transit agencies overlap, with Marin Transit’s route structure oriented around local routes, and Golden Gate Transit’s oriented around longer-distance commute-oriented routes. While Marin Transit’s ridership has exceeded pre-pandemic levels due to its focus on local all-day service, Golden Gate Transit continues to feel the effects of a reduced San Francisco commute demand. County Connection exhibits a similar trend when comparing its local and commuter express services. While our peak-hour express service to Bishop Ranch (Routes 92X, 95X, 96X, and 97X) follows the same weak trend seen at Golden Gate Transit, our local routes mirror the strong growth observed by Marin Transit.

To better serve the I-680 corridor, staff is actively planning to restructure County Connection’s express routes to better serve current demand. In partnership with LAVTA, County Connection intends to shift these routes to an all-day model, effectively bridging the “rail gap” between the Walnut Creek and Dublin/Pleasanton BART stations while maintaining vital commute-hour support.

Award contract for leased tires and related services and Resolution No. 2026-21

Amber Johnson, Chief Financial Officer, summarized this item. County Connection leases the tires on its revenue vehicles. Every five (5) years, the maximum term allowed by the Federal Transit Administration, County Connection solicits for a renewal contract. The rate for service for the first year of the new contract is \$9,250/month, an increase of \$470/month over the previous contract.

MOTION: Director Farley moved adoption of Resolution No. 2026-21, awarding a contract to The Goodyear Tire & Rubber Company for a five (5) year period at the guaranteed rates specified in its proposal for Leased Tires and Related Services. Director Hillis seconded the motion, and it received the following roll call vote of approval:

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

No: None

Abstain: None

Absent: None

BOARD COMMUNICATION: None

ADJOURNMENT: Chair Storer adjourned the regular Board meeting at 11:02 a.m.

Minutes prepared by:

Lathina Hill

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

Date: March 11, 2026