

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

**BOARD OF DIRECTORS
MEETING AGENDA
Thursday, April 16, 2026
9:00 a.m.**

**The Board Meeting will be held in-person at and via teleconference location:
County Connection Board Room
2477 Arnold Industrial Way, Concord, California**

Staff and members of the public may attend in-person or participate remotely via Zoom at:

<https://us02web.zoom.us/j/85399133311>

Or One tap mobile :

US: +16699006833,,85399133311# or +14086380968,,85399133311#

Or Telephone:

Dial (for higher quality, dial a number based on your current location): +1 408 638 0968

Webinar ID: 853 9913 3311

Public comment may be submitted via email to: hill@cccta.org. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Board of Directors before the meeting. Comments submitted after the meeting is called to order will be included in the correspondence that will be provided to the full Board.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above.

Should Zoom not be operational, please check online at: www.countyconnection.com for any updates or further instruction.

The County Connection Board of Directors may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

1. Call to Order/Pledge of Allegiance
2. Roll Call/Confirm Quorum
3. Public Communication
4. Consent Calendar
 - a) Approval of Minutes of Regular Meeting of March 19, 2026*
 - b) Independent Auditor's Statements for NTD*
 - c) Income Statements as of December 31, 2025*
5. Report of Chair
6. Report of the General Manager

Under this item, the General Manager will report on matters of relevance to CCCTA including, but not necessarily limited to, the following:

- a) Update on APTA Legislative Conference
 - b) SB1408 Update
7. Administration & Finance Committee
 - a) Adoption of the Proposed Fiscal Year 2027 Draft Operating and Capital Budget* Resolution No. 2026-23*
(The A&F Committee and staff recommend the Board adopt Resolution No. 2026-023 authorizing filing applications and supporting documents with MTC and approving the Proposed Fiscal Year 2027 Draft Operating and Capital Budget so a timely TDA claim can be submitted.)
8. Marketing, Planning & Legislative Committee
 - a) Update on Issuance of Non-Domiciled Commercial Drivers' Licenses (CDL)* Information Only (Staff will provide an update regarding the issuance of non-domiciled commercial driver's licenses.)
 - b) Summer Outreach Calendar and Youth Ride Free*
(Contra Costa Transportation Authority (CCTA) staff will provide an update on plans to engage with school districts and students regarding the Youth Ride Free program.)
9. Operations & Scheduling Committee
 - a) Revised Draft Alternative Service Plan*
(The O&S Committee and staff request that the Board approve a preferred scenario and adopt the Alternative Service Plan.)
 - b) New MOU with Choice in Aging (CiA)* Resolution No. 2026-24*
(The O&S Committee and staff recommend the Board adopt Resolution No. 2026-24, authorizing the General Manager to enter into a new MOU with CiA enabling County Connection to reimburse CiA for their transportation contractor's trip costs, for up to five years.)

- c) Award contract to Alex Kushner General, Inc. for the Installation of a New Above Ground Storage Tank*
Resolution No. 2026-25*
(The O&S Committee and staff recommend the Board adopt Resolution No. 2026-025, awarding a contract for installation of above ground storage tanks to Alex Kushner General, Inc.)

10. Report From Advisory Committee

- a) Appointment of Jeanette Green to the Advisory Committee as the member Representing the City of Concord

11. Board Communication – (Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.)

12. Next Meeting Date: May 21, 2026

13. Adjournment

*Enclosure

General Information

Public Comment: If you wish to address the Board, please follow the directions at the top of the agenda. If you have anything that you wish distributed to the Board and included for the official record, please include it in your email. Comments that require a response may be deferred for staff reply.

Consent Items: All matters listed under the Consent Calendar are considered by the Board to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a Board Member or a member of the public prior to when the Board votes on the motion to adopt.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body, will be available for public inspection at 2477 Arnold Industrial Way, Concord, California, at the same time that the public records are distributed or made available to the legislative body. The agenda and enclosures for this meeting are posted also on our website at www.countyconnection.com.

Accessible Public Meetings: Upon request, County Connection will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be sent to the Assistant to the General Manager, Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org. Requests made by mail must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

Shuttle Service: With advance notice, a County Connection LINK shuttle can be available at the North Concord BART station for individuals who want to attend the meeting. To arrange for the shuttle service, please call (925) 938-7433 between 8:00 am and 5:00 pm at least one day before the meeting.

Currently Scheduled Board and Committee Meetings

Board of Directors:	Thursday, May 21 at 9 a.m., County Connection Board Room
Administration & Finance:	Wednesday, May 6 at 9 a.m., County Connection Offices, 2477 Arnold Industrial Way, Concord, CA
Advisory Committee:	TBD
Marketing, Planning & Legislative:	Thursday, May 7 at 8:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA.
Operations & Scheduling:	Friday, May 8 at 8 a.m., City of Pleasant Hill Offices, 100 Gregory Lane, Pleasant Hill, CA

The above meeting schedules are subject to change. Please check the County Connection Website (www.countyconnection.com) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting. This agenda is posted on County Connection's Website (www.countyconnection.com) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

March 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, Noack, Rubio, Tatzin (remote), and Worth. Director Wilk was absent. Director Hoffmeister arrived at 9:03 a.m.

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

General Manager Bill Churchill informed the Board that Al Dessayer passed away. He was a long-standing member of the Board of Directors at County Connection. The directors shared memories, thoughts and acknowledged all of Mr. Dessayer’s accomplishments while serving Contra Costa County and the Town of Moraga.

PUBLIC COMMUNICATION: None

CONSENT CALENDAR

MOTION: Director Andersen moved approval of the Consent Calendar, consisting of the following items: (a) Approval of Minutes of Regular Meeting of February 19, 2026; (b) Investment Report as of December 31, 2025. Director Rubio seconded the motion, and it received the following roll call vote of approval:

Aye: Directors Andersen, Diaz, Farley, Hillis, Noack, Rubio, Storer, Tatzin and Worth
No: None
Abstain: None
Absent: Directors Hoffmeister and Wilk
Director Hoffmeister arrived at 9:03 a.m.

REPORT OF CHAIR:

Recognition of the 2025 Board Chair’s Award
Aline Carrol and Kristina Martinez

REPORT OF GENERAL MANAGER:

Recognition of Departing COO-Scott Mitchell

Announcement of Bus Rodeo Competition & Employee Awards

Rodeo Winner is Ivo Todorov

Recognition of the 2025 General Manager's Award

Elmer Estimo

Recognition of the 2025 Employees of the Year Award

Administration: Kyle Boehm

Maintenance: Salvador Ocegueda

Transportation: Sheila Hunter and Batzorig (Jerry) Altankhuyag

Director Hillis left at 10:28 a.m.

Information regarding SB1408 Arreguin

General Manager Bill Churchill stated that the local Measure J sales tax is set to expire in 2034. This tax is profoundly important to Contra Costa County and funds so many different important things from highway projects to bike projects as well as public transit operations. Senator Arreguin is carrying the bill for CCTA. In addition to proving CCTA the authority to run a measure that would extend a sales tax, the bill as it is currently written has a number of provisions that are concerning to the public transit operators as it significantly expands CCTA's authority over transit. Although CCTA has not responded to the small revisions requested by operators, CCTA did meet with AC Transit last week and this week and distributed a revised version of the bill. The small operators will be meeting with Tim this afternoon to discuss the revisions.

Electric Bus Update

Marcel Longmire, Director of Maintenance, explained that we have five active buses running at the moment. They are running on the Route 4 and Route 5. So far, any issues that have come up have been addressed in house, so the buses don't go out of commission for too long. We will continue to update the Board on any and all changes.

REPORT OF STANDING COMMITTEES

We moved up item 9.a. due to time constraints.

Operations & Scheduling Committee

Alternate Service Framework

Andrew M. Smith, Director of Planning & Marketing explained that based on County Connection's Five Year Financial Forecast, it will be necessary to implement an approximately \$6.5 million reduction in the Authority's annual operating budget by the start of FY 2029. Accordingly, staff has prepared the following two scenarios for reducing fixed route and paratransit service to achieve this budget goal. Each scenario specifies fixed routes where service will be reduced or discontinued entirely, and it is assumed that paratransit service will be discontinued in areas no longer located within 1½ miles of a fixed route.

The O&S Committee considered the two Scenarios at their March 6, 2026 meeting. The first one would eliminate lower productivity routes (end school service) and the second one would eliminate lowest productivity routes and reduce frequency elsewhere (keep school service). Staff explained how this is the first step in adopting an Alternative Service Plan and that they would return in April with a revised scenario or scenarios based upon the direction provided by the Committee and the Board of Directors. After considering the various tradeoffs of each, the Committee expressed a preference for Scenario 2 because it spread the proposed cuts and reductions more

equitably across the geography of County Connection’s service area. They also specifically noted how Scenario 2 would maintain a greater level of service to the San Ramon Valley area than Scenario 1. Director Worth left at 11:01 a.m.

After some discussion, the majority agreed that we should keep the school routes and lower the frequency of the lowest productivity routes. Staff will return in April with an update.

Administration & Finance Committee

County Connection LINK Paratransit Service Area Policy
Resolution No. 2026-22

John Sanderson, Director of ADA & Specialized Services explained that in response to various community needs from 2005 to 2025, particularly during the COVID-19 pandemic, County Connection LINK’s real service footprint further expanded beyond even the 1½ mile boundary. Transit operators are permitted to provide “premium” paratransit service that exceeds ADA requirements – so long as doing so “does not lead to lower service quality for riders using the regular complementary paratransit service. For example, providing trips beyond the [mandated (¾ mile)] service area is inadvisable if doing so might limit the service quality for trips within the ¾-mile service area.” (Federal Transit Administration Circular 4710.1 §8.7) This policy revision administratively divides the County Connection LINK service area into three distinct tiers.

Tier 1 – Mandated Service Area: — Within ¾ of a mile of a County Connection bus route, while the route is in operation, all service criteria mandated by Federal regulations for ADA paratransit trips, are applicable to County Connection LINK service, regardless of circumstances. Service quality within the ¾ mile Mandated Service Area is County Connection LINK’s highest operational priority.

Tier 2 – Board-Adopted Service Area: — LINK paratransit service to and/or from locations between ¾ of a mile and 1½ miles from the nearest County Connection route. The service criteria required for ADA trips within the Mandated Service Area are not required for trips beginning and/or ending in the Board-Adopted and Extended Service Areas. For example: trips beginning or ending in the Board-Adopted or Extended Service Areas may be charged a higher fare, be provided only during limited hours, or prioritized based on trip purpose.

Tier 3 – Extended Service Area: — LINK paratransit service to and/or from locations in the Extended Service Area, more than 1½ miles from the nearest operating County Connection route provides an essential lifeline for customers living in certain rural portions of Contra Costa County. However, trips beginning or ending within the Extended Service Area are costly for County Connection to provide and consume a greater than normal share of overall system resources.

After much discussion, a motion was made.

MOTION: Director Noack moved adoption of Resolution No. 2026-22, adopting the changes to the County Connection LINK service area policy. Director Hoffmeister seconded the motion, and it received the following roll call vote of approval:

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

Marketing, Planning & Legislative Committee
FY 2027 Marketing Plan

Ryan Jones, Manager of Marketing & Communication explained that staff is continuing to monitor the evolution of passenger engagement and are developing engagement strategies that can not only resonate with our audiences but withstand operational and economic fluctuations in the years ahead. The intent of the Marketing Plan is to connect with our passengers and others who travel within our service area and build upon our relationships with regional transit partners.

Staff plans to focus on enhancing online audience engagement through videos and motion graphics to create a more dynamic and informative communication style. This approach started as part of the FY 2026 Marketing Plan and has proven to drive online engagement. Staff will continue to build on our messaging around schedule changes and regional programs, and work to add more educational content about our services and payment options.

In addition to continuing our existing program of hosting regular Mobile Lobby and community events, the Marketing Plan aims to forge stronger personal connections between County Connection and community organizations within our service area. The primary goal is to establish strong working relationships by assigning individual County Connection staff members to serve as the primary point of contact with specific community organizations. This collaboration will allow our staff to work closely with community representatives to distribute important information and educate them about available public transit resources, while also learning more about the services they provide and where County Connection fits in. By adding this personal touch, we will tap into the power of community engagement, strengthening our connection with those who are already invested in supporting our passengers.

Staff remains committed to engaging with youth riders and will continue developing meaningful opportunities to connect with young audiences. Staff is also exploring opportunities to better collaborate with area school districts to develop youth influencer engagement strategies by partnering with student ambassadors, youth leaders, and local content creators. Through coordinated school partnerships and youth-driven communications, we aim to increase awareness, strengthen engagement, and ensure that students and families can take full advantage of County Connection's services.

MOTION: Director Andersen moved approval of the proposed FY 2027 Marketing Plan. Director Hoffmeister seconded the motion, and it received the following roll call vote of approval:

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

2026 County Connection Federal Legislative Advocacy Program Brochure

Ryan Jones, Manager of Marketing & Communication introduced the item, stating that the MP&L committee met earlier this month, staff has made all of the necessary changes. After some discussion, a motion was made.

MOTION: Director Hoffmeister moved approval of the 2026 County Connection Federal Legislative Advocacy Program Brochure. Director Andersen seconded the motion, and it received the following roll call vote of approval:

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

BOARD COMMUNICATION: None

ADJOURNMENT: Chair Storer adjourned the regular Board meeting in the memory of Al Dessayer at 11:18 a.m.

Minutes prepared by:

Lathina Hill

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

Date: April 6, 2026

To: Board of Directors

Date: April 9, 2026

From: Amber Johnson, Chief Financial Officer

Reviewed by: *W.C.*

SUBJECT: Independent Auditor's Statements for National Transit Database Reports - Fiscal Year 2025

Background:

Annually our independent auditors, Brown Armstrong, CPA's, are required to review the data we report to the Federal Transit Administration (FTA) in the annual National Transit Database (NTD) report and provide an Independent Auditor's Statement for Federal Funding Allocation Data (IAS-FFA). In addition, an Independent Auditor's Statement for Financial Data (IAS-FD) is required once every 10 years, unless there is a significant change to the accounting system that triggers a new IAS-FD review. The Administration & Finance Committee reviewed these reports at its most recent meeting.

Independent Auditor's Statements:

The IAS-FFA reviews the NTD form FFA-10, which reports hours, miles, passengers, passenger miles and total operating expenses for the fiscal year.

The IAS-FD reviews the Authority's internal controls and data collection processes, affirming that they meet NTD standards and comply with the NTD's Uniform System of Accounts (USOA). This review was conducted due to the new accounting software that was implemented in the fiscal year. The next IAS-FD will be required in 10 years, or for the 2035 reporting year.

Staff filed the NTD report in October and Brown Armstrong completed their review of both areas in February. Brown Armstrong reviewed the data and financial information and issued the reports without exceptions.

Financial Implications:

There are no direct financial implications as a result of this report. However, remaining in compliance with FTA regulations helps to ensure continued financial support from FTA grant sources.

Recommendation:

Staff recommends that the Board of Directors review the reports for approval.

Action Requested:

Staff and the A&F Committee request that the Board of Directors approve the Independent Auditor's Statements for National Transit Database Reports for fiscal year 2025.

Attachments:

Attachment 1: IAS-FFA for the fiscal year ended June 30, 2025.

Attachment 2: IAS-FD for the fiscal year ended June 30, 2025.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
NATIONAL TRANSIT DATABASE REPORTING
INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES
FOR FEDERAL FUNDING ALLOCATION DATA
FEDERAL TRANSIT ADMINISTRATION
FOR THE FISCAL YEAR ENDED
JUNE 30, 2025



INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Administration and Finance Committee and Board of Directors of
Central Contra Costa Transit Authority
and the Federal Transit Administration

The Federal Transit Administration (FTA) has established the following standards with regard to the data reported to it in the Federal Funding Allocation Statistics Form (FFA-10) of the Central Contra Costa Transit Authority's (the Authority) annual National Transit Database (NTD) report:

- A system is in place and maintained for recording data in accordance with NTD definitions. The correct data is being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of three years following FTA's receipt of the NTD report. The data are fully documented and securely stored.
- A system of internal controls is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
- The data collection methods are those suggested by FTA or otherwise meet FTA requirements.
- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual vehicle revenue miles (VRM) data, appear to be accurate.
- Data is consistent with prior reporting periods and other facts known about transit agency operations.

We have applied the procedures enumerated in Attachment A to the data contained in the Authority's FFA-10 for the fiscal year ended June 30, 2025. Such procedures, which were agreed to and specified by the FTA in the Declarations section of the *2025 NTD Policy Manual* and were agreed to by the Authority, were applied solely to assist you in evaluating whether the Authority complied with the standards described in the first paragraph of this report and that the information included in the NTD report and that the FFA-10 for the fiscal year ended June 30, 2025, is presented in conformity with the requirements of 49 Code of Federal Regulations (CFR) Part 630 and as presented in the *2025 NTD Policy Manual*. The Authority's management is responsible for compliance with the standards described above. The Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and associated results and findings, if applicable, are described in Attachment A.

We were engaged by the Authority to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to, and did not, conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the procedures and findings included in this report. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of management of the Authority and the FTA and is not intended to be, and should not be, used by anyone other than those specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

*Brown Armstrong
Accountancy Corporation*

Stockton, California
February 25, 2026

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
NATIONAL TRANSIT DATABASE REPORTING
ATTACHMENT A – AGREED UPON PROCEDURES
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

The procedures listed below, which are referenced in order to correspond to the *2025 National Transit Database (NTD) Policy Manual* procedures, were applied separately to each of the information systems used to develop the reported actual vehicle revenue miles, passenger miles traveled, and operating expenses of the Central Contra Costa Transit Authority (the Authority) for the fiscal year ended June 30, 2025, for the *Motor Bus Service – Directly Operated (MBDO)*, *Motor Bus Service – Purchased Transportation (MBPT)*, and *Demand Response – Purchased Transportation (DRPT)*.

Our procedures and associated findings are as follows:

- A. Obtain and read a copy of written system procedures for reporting and maintaining data in accordance with NTD requirements and definitions set forth in 49 Code of Federal Regulations (CFR) Part 630, and as presented in the *2025 NTD Policy Manual*. If there are no procedures available, discuss the procedures with the personnel assigned with the responsibility for supervising the NTD data preparation and maintenance.

Finding: We discussed procedures related to the system for reporting and maintaining data in accordance with the NTD requirements and definitions set forth in 49 CFR Part 630, and as presented in the *2025 NTD Policy Manual* with the personnel assigned with the responsibility of supervising the preparation and maintenance of NTD data. No exceptions were noted as a result of applying this procedure.

- B. Discuss the procedures (written or informal) with the personnel assigned with the responsibility for supervising the preparation and maintenance of NTD data to determine:
- The extent to which the Authority followed the procedures on a continuous basis, and
 - Whether Authority personnel believe such procedures result in accumulation and reporting of data consistent with NTD definitions and requirements set forth in 49 CFR Part 630, and as presented in the *2025 NTD Policy Manual*.

Finding: We discussed with various personnel the procedures noted in Procedure “A” above to determine whether the Authority follows the procedures on an ongoing basis and that the procedures result in the accumulation and reporting of data consistent with the NTD requirements and definitions as set forth in the *Uniform System of Accounts (USOA) and Records and Reporting System; Final Rule*, and specified in the 49 CFR Part 630, and the most recent *2025 NTD Policy Manual*. No exceptions were noted as a result of applying this procedure.

- C. Ask these same personnel about the retention policy that the Authority follows as to source documents supporting NTD data reported on the Federal Funding Allocation Statistics Form (FFA-10).

Finding: We noted that the retention policy that is followed by the Authority regarding source documents supporting the FFA-10 data reported are retained for a minimum of three years by the Authority. In addition, we noted that the Authority maintains the computer files for more than three years depending on the need of historical data. No exceptions were noted as a result of applying this procedure.

- D. Based on a description of the Authority’s procedures from procedures “A” and “B” above, identify all the source documents that the Authority must retain for a minimum of three years. For each type of source document, select three months out of the year and determine whether the document exists for each of these periods.

Finding: We identified the source documents that are to be retained by the Authority for a minimum of three years. We randomly selected three months out of the fiscal year ended June 30, 2025, August 2024, February 2025, and May 2025, and verified that each type of source document existed for each of these periods. No exceptions were noted as a result of applying this procedure.

- E. Discuss the system of internal controls. Inquire whether separate individuals (independent of the individuals preparing source documents and posting data summaries) review the source documents and data summaries for completeness, accuracy, and reasonableness and how often these individuals perform such reviews.

Finding: We discussed the system of internal control with personnel responsible for supervising and maintaining the NTD data. The method is mostly automated with a few manual procedures. We determined that individuals preparing source documents were independent of individuals posting data summaries, reviewing the source documents, and summarizing data for completeness, accuracy, and reasonableness. No exceptions were noted as a result of applying this procedure.

- F. Select a random sample of the source documents and determine whether supervisors' signatures are present as required by the system of internal controls. If supervisors' signatures are not required, inquire how personnel document supervisors' reviews.

Finding: As noted above, the method is mostly automated. As such, there are no physical signatures documenting the supervisors' review and approval of the source documents. The software utilized automatically accumulates the data from the Clever Devices Automatic Passenger Counter on each vehicle. Monthly reports are prepared for the Operating and Scheduling Committee and are reviewed by management electronically, as allowed by the *2025 NTD Policy Manual*. Approval is given by authorizing the posting of the monthly data to NTD. No exceptions were noted as a result of applying this procedure.

- G. Obtain the worksheets used to prepare the final data that the Authority transcribes onto the FFA-10. Compare the periodic data included on the worksheets to the periodic summaries prepared by the transit agency. Test the arithmetical accuracy of the summaries.

Finding: We obtained the Authority's year-end cumulative reports that are used to prepare the FFA-10. We compared the prior year data to the current year data and investigated any changes over 10%. We also compared the source documents to the year-end cumulative report (Form S-10). We also recalculated summarizations of supporting documentation which were tested in "D" above. No exceptions were noted as a result of applying this procedure.

- H. Discuss the procedure for accumulating and recording passenger miles traveled (PMT) data in accordance with NTD requirements with the Authority's staff. Inquire whether the procedure is one of the methods specifically approved in the *2025 NTD Policy Manual*.

Finding: During fiscal year 2025, the Authority used the procedure of an estimate PMT based on statistical sampling, meeting the FTA's 95% confidence and $\pm 10\%$ precision requirements based on a qualified statistician's determined procedure. No exceptions were noted as a result of applying this procedure.

- I. Discuss with the Authority's staff (the auditor may wish to list the titles of the persons interviewed) the Authority's eligibility to conduct statistical sampling for PMT data every third year. Determine whether the Authority meets NTD criteria that allow transit agencies to conduct statistical samples for accumulating PMT data every third year rather than annually. Specifically:

- According to the 2010 Census, the public transit agency serves an urbanized area (UZA) with a population less than 500,000.
- The public transit agency directly operates fewer than 100 revenue vehicles in all modes in annual maximum revenue service (VOMS) (in any size UZA).
- Service purchased from a seller is included in the transit agency's NTD report.

- For transit agencies that meet one of the above criteria, review the NTD documentation for the most recent mandatory sampling year (2023) and determine that statistical sampling was conducted and meets the 95% confidence and $\pm 10\%$ precision requirements.
- Determine how the transit agency estimated annual PMT for the current report year.

Finding: For MBDO, the Authority uses an alternative sampling technique, which is a statistically valid technique, other than 100 percent count, which was certified by a qualified statistician in 2009 when the Authority was testing the method to ensure it met the mandated accuracy and precision levels. We reviewed the certification of the statistician and determined that the individual was qualified and had the proper credentials. We also ensured that the statistician certified that the Authority's alternative technique used the minimal 95% confidence and ± 10 precision requirements for estimating boarding and passenger miles. We also obtained an understanding of how the Authority collects data, software utilized, and the estimation process. No exceptions were noted as a result of applying this procedure. For Demand Response Purchased Transportation (DRPT), the Authority does not use estimates, but rather uses the information collected by Transdev, the Purchase Services Seller. This data is derived from driver counts and data generated from Trapeze. The information from the Purchase Services Seller is included in the NTD report. No exceptions were noted as a result of applying this procedure.

- J. Obtain a description of the sampling procedure for estimation of PMT data used by the Authority. Obtain a copy of the Authority's working papers or methodology used to select the actual sample of runs for recording PMT data. If the Authority used average trip length, determine that the universe of runs was the sampling frame. Determine that the methodology used to select specific runs from the universe resulted in a random selection of runs. If the Authority missed a selected sample run, determine that a replacement sample run was random. Determine that the Authority followed the stated sampling procedure.

Finding: We obtained a description of the sampling procedure for estimation of PMT data used by the Authority. We obtained a copy of the Authority's working papers and methodology used to select the actual sample of runs for recording PMT data. We determined that the Authority followed the stated sampling procedure. No exceptions were noted as a result of applying this procedure.

- K. Select a random sample of the source documents for accumulating PMT data and determine that the data are complete (all required data are recorded) and that the computations are accurate. Select a random sample of the accumulation periods and recompute the accumulations for each of the selected periods. List the accumulations periods that were tested. Test the arithmetical accuracy of the summary.

Finding: We randomly selected three months, August 2024, February 2025, and May 2025. We obtained the source documents for accumulating PMT data, determined they were complete, and recomputed the accumulation periods without exception. No exceptions were noted as a result of applying this procedure.

- L. Discuss the procedures for systematic exclusion of charter, school bus, and other ineligible vehicle miles from the calculation of actual vehicle revenue miles with Authority staff and determine that they follow the stated procedures. Select a random sample of the source documents used to record charter and school bus mileage and test the arithmetical accuracy of the computations.

Finding: We discussed the procedures for systematic exclusion of charter, school bus, and other ineligible vehicle miles from the calculation of vehicle revenue miles with the Authority staff and determined that stated procedures were not applicable as the Authority does not provide a charter or school bus service.

M. For actual VRM data, document the collection and recording methodology and determine that deadhead miles are systematically excluded from the computation. This is accomplished as follows:

- If actual VRMs are calculated from schedules, document the procedures used to subtract missed trips. Select a random sample of the days that service is operated, and re-compute the daily total of missed trips and missed VRMs. Test the arithmetical accuracy of the summary.
- If actual VRMs are calculated from hubodometers, document the procedures used to calculate and subtract deadhead mileage. Select a random sample of the hubodometer readings and determine that the stated procedures for hubodometer deadhead mileage adjustments are applied as prescribed. Test the arithmetical accuracy of the summary of intermediate accumulations.
- If actual VRMs are calculated from vehicle logs, select random samples of the vehicle logs and determine that the deadhead mileage has been correctly computed in accordance with FTA definitions.

Finding: We discussed with personnel the procedures for the collection and recording of VRM data and noted that VRMs are calculated upon inception of the route based on the distance between the first stop and last stop, including deadhead miles. We noted that the scheduled deadhead miles are systematically excluded to calculate VRMs. Furthermore, daily trip sheets are used to subtract missed trips and unscheduled deadhead miles. We also discussed the accumulation of VRMs for DRPT. We noted that VRMs for DRPT are accumulated and reported by the respective contractors through trip sheets and monthly ridership worksheets by route. These schedules are submitted by the contractors and are reviewed for clerical accuracy by Authority personnel. We recalculated the VRMs and agreed the total VRMs to the Authority's Month-End Ridership Summary report for a sample of trips in the months August 2024, February 2025, and May 2025. No exceptions were noted as a result of applying this procedure.

N. For rail modes, review the recording and accumulation sheets for actual VRMs and determine that locomotive miles are not included in the computation.

Finding: We inquired of personnel the procedures with which the Authority accumulates actual VRMs for rail modes. We noted that the Authority does not provide such service. Therefore, this procedure was not applicable.

O. If fixed guideway or High Intensity Bus directional route miles (FG or HIB DRM) are reported, interview the person responsible for maintaining and reporting NTD data whether the operations meet the FTA definition of FG or HIB in that the service is:

- Rail, trolleybus (TB), ferryboat (FB), or aerial tramway (TR); or
- Bus (Mode: Bus (MB), Commuter Bus (CB), or Bus Rapid Transit (RB)) service operating over exclusive or controlled access rights-of-way (ROW); and
 - Access is restricted;
 - Legitimate need for restricted access is demonstrated by peak period level of service D or worse on a parallel adjacent highway; and
 - Restricted access is enforced for freeways; priority lanes used by other high occupancy vehicles (HOV) (i.e., vanpools (VP), carpools) must demonstrate safe operation;

Finding: We inquired of personnel the procedures with which the Authority reports VRMs, passenger miles, and operating expenses for fixed guideways segments. We noted that the Authority does not provide such services. Therefore, this procedure was not applicable.

- P. Discuss the measurement of FG and HIB DRM with the person reporting NTD data and determine that he or she computed mileage in accordance with the FTA definitions of FG/HIB and DRM. Inquire of any service changes during the year that resulted in an increase or decrease in DRMs. If a service change resulted in a change in overall DRMs, recompute the average monthly DRMs, and reconcile the total to the FG/HIB DRM reported on the Federal Funding Allocation Statistics Form.

Finding: We inquired of personnel the procedures in which the Authority measures FG DRMs. We noted that the Authority does not provide such services. Therefore, this procedure was not applicable.

- Q. Inquire if any temporary interruptions in transit service occurred during the report year. If these interruptions were due to maintenance or rehabilitation improvements to a FG segment(s), the following apply:

- Report DRMs for the segment(s) for the entire report year if the interruption is less than 12 months in duration. Report the months of operation on the FG/HIB segments form as 12. The transit agency should document the interruption.
- If the improvements cause a service interruption on the FG/HIB DRMs lasting more than 12 months, the transit agency should contact its NTD validation analyst to discuss. The FTA will make a determination on how to report the DRMs.

Finding: We inquired of personnel the procedures with which the Authority measures FG DRMs through the use of maps or retracing routes. We noted that the Authority does not provide such services. Therefore, this procedure was not applicable.

- R. Measure FG/HIB DRM from maps or by retracing route.

Finding: We inquired of personnel whether other public transit agencies operate service over the same FG as the Authority. We noted that the Authority does not provide such service. Therefore, this procedure was not applicable.

- S. Discuss whether other public transit agencies operate service over the same FG/HIB as the Authority. If yes, determine that the Authority coordinated with the other transit agency (or agencies) such that the DRMs for the segment of FG/HIB are reported only once to the NTD on the Federal Funding Allocation Form. Each transit agency should report the actual VRM, PMT, and operating expense (OE) for the service operated over the same FG/HIB.

Finding: We inquired of personnel the procedures for revenue service for each fixed guideway segment. We noted that the Authority does not provide such service. Therefore, this procedure was not applicable.

- T. Review the FG/HIB segments form. Discuss the Agency Revenue Service Start Date for any segments added in the 2025 report year with the persons reporting NTD data. This is the commencement date of revenue service for each FG/HIB segment. Determine that the date reported is the date that the agency began revenue service. This may be later than the Original Date of Revenue Service if the Authority is not the original operator. If a segment was added for the 2025 report year, the Agency Revenue Service Date must occur within the Authority's 2025 fiscal year. Segments are grouped by like characteristics. Note that for apportionment purposes, under the State of Good Repair (§5337) and Bus and Bus Facilities (§5339) programs, the 7-year age requirement for FG/HIB segments is based on the report year when the segment is first reported by any NTD transit agency. This pertains to segments reported for the first time in the current report year. Even if a transit agency can document an Agency Revenue Service Start Date prior to the current NTD report year, the FTA will only consider segments continuously reported to the NTD.

Finding: We inquired of personnel the procedures for revenue service for each fixed guideway segment. We noted that the Authority does not provide such service. Therefore, this procedure was not applicable.

- U. Compare operating expenses with audited financial data after reconciling items are removed.

Finding: We reconciled OE presented to the audited financial statements. No exceptions were noted as a result of applying this procedure.

- V. If the Authority purchases transportation services, interview the personnel reporting the NTD data on the amount of purchased transportation (PT)-generated fare revenues. The PT fare revenues should equal the amount reported on the Contractual Relationship form (Form B-30).

Finding: We compared the data reported on the Form B-30 to the purchased transportation fare revenues. No exceptions were noted as a result of applying this procedure.

- W. If the Authority's report contains data for PT services and assurances of the data for those services are not included, obtain a copy of the Independent Auditor Statement (IAS-FFA) regarding data for the PT service. Attach a copy of the statement to the report. Note as an exception if the transit agency does not have an IAS-FFA for the PT data.

Finding: This procedure is not applicable as assurances over the PT services data are included in Procedures "A" through "V" above.

- X. If the Authority provides PT services, obtain a copy of the PT contract and determine that the contract specifies the public transportation services to be provided; the monetary consideration obligated by the Authority or governmental unit contracting for the service; the period covered by the contract (and that this period overlaps the entire, or a portion of, the period covered by the Authority's NTD report); and is signed by representatives of both parties to the contract. Interview the person responsible for retention of the executed contract, and determine that copies of the contracts are retained for three years.

Finding: We obtained copies of the PT contracts and noted that all contracts specified the specific mass transportation services to be provided; specified the monetary consideration obligated by the Authority; specified the period covered by the contract and that this period is the same as, or a portion of, the period covered by the Authority's NTD report; and signed by representatives of both parties to the contract. We determined that executed contracts are maintained for a minimum of three years. No exceptions were noted as a result of applying this procedure.

- Y. If the Authority provides service in more than one UZA, or between an UZA and a non-UZA, inquire of the procedures for allocation of statistics between UZAs and non-UZAs. Obtain and review the FG segment worksheets, route maps, and urbanized area boundaries used for allocating the statistics, and determine that the stated procedure is followed and that the computations are correct.

Finding: We inquired of personnel whether the Authority provides services in more than one UZA, or between a UZA and a non-UZA. This procedure is not applicable as the Authority does not provide services in more than one UZA.

- Z. Compare the data reported on the Federal Funding Allocation Statistics Form to data from the prior report year and calculate the percentage change from the prior year to the current year. For actual VRM, PMT, or OE data that have increased or decreased by more than 10%, or FG DRM data that have increased or decreased, interview transit agency management regarding the specifics of operations that led to the increases or decreases in the data relative to the prior reporting period.

Finding: We compared the FFA-10 data to the prior year's report and calculated the percentage change. We noted the increase/decrease of 10 percent as follows.

Mode	Data	Fiscal Year		Change	% Change	Note
		2025	2024			
MBPT						
	VRM	-	30,786	(30,786)	-100%	1
	PMT	-	16,561	(16,561)	-100%	1
	OE	\$ -	\$ 228,468	\$ (228,468)	-100%	1
DRPT						
	VRM	1,488,841	1,079,774	409,067	38%	2
	PMT	1,736,261	1,274,558	461,703	36%	2
	OE	\$ 11,404,873	\$ 9,774,161	\$ 1,630,712	17%	2

We inquired with the Authority management regarding the specifics of operations that led to the changes in the data relative to the prior reporting period and noted the following:

1. During fiscal year 2025, reporting under mode MBPT was discontinued, per the instruction of the NTD analyst. Trips previously attributed to MBPT are now being recorded under DRPT.
2. During fiscal year 2025, trips previously attributable to MBPT were reported as DRPT, causing a slight increase in VRM/PMT/OE in this mode. Also, in November 2024, the "One Seat Ride" program ended its pilot status and became a fully reportable service, increasing VRM/PMT/OE in this mode. Lastly, the main DRPT service (Paratransit) saw significant ridership growth during fiscal year 2025 which increased VRM/PMT/OE in this mode.

No exceptions were noted as a result of applying this procedure.

AA. The auditor should document the specific procedures followed, documents reviewed, and tests performed in the work papers. The work papers should be available for FTA review for a minimum of three years following the NTD report year. The auditor may perform additional procedures, which are agreed to by the auditor and the Authority, if desired. The auditor should clearly identify the additional procedures performed in a separate attachment to the statement as procedures that were agreed to by the transit agency and the auditor but not by the FTA.

Finding: We have documented the specific procedures followed, documents reviewed, and tests performed in the work papers. The work papers are available for FTA review for a minimum of three years following the NTD report year. No exceptions were noted as a result of applying this procedure.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
NATIONAL TRANSIT DATABASE REPORTING
INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES FOR FINANCIAL DATA
FEDERAL TRANSIT ADMINISTRATION
FOR THE FISCAL YEAR ENDED
JUNE 30, 2025



INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To the Administrative and Finance Committee and Board of Directors of
Central Contra Costa Transit Authority
and the Federal Transit Administration

We have performed the procedures enumerated below in Attachment A, on the application of the requirements of the Federal Transit Administration (FTA) as set forth in its applicable National Transit Database (NTD) Uniform System of Accounts (USOA) by the Central Contra Costa Transit Authority (the Authority) for the year ended June 30, 2025. Such procedures, which were agreed to by the management of the Authority and the FTA, were performed to assist the Authority and FTA in determining conformance with USOA requirements based on the following assertion by the Authority's management:

The accounting system from which the NTD reports for the fiscal year ended June 30, 2025, were derived, uses the accrual basis of accounting and is directly translated, using a clear audit trail, to the accounting treatment and categories specified by the USOA.

The Authority's management is responsible for conformance with the requirements described above.

The Authority has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of determining conformance with the requirements described above. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

Attachment A to this report describes our procedures applied to the data reported to the FTA and our findings. Our procedures were applied to the information system used to develop the reported operating revenues and expenses for the Authority for the year ended June 30, 2025, for each of the following Modes:

- Motor Bus service – directly operated (MBDO)
- Demand Response – purchased transportation (DRPT)

We were engaged by the Authority to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to, and did not, conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the application of the requirements of the FTA as set forth in its applicable NTD USOA by the Authority. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

Restriction on Use

This report is intended solely for the information and use of management of the Authority and the FTA and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

*Brown Armstrong
Accountancy Corporation*

Stockton, California
February 25, 2026

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
NATIONAL TRANSIT DATABASE
ATTACHMENT A – AGREED-UPON PROCEDURES PERFORMED
FOR THE YEAR ENDED JUNE 30, 2025**

The agreed-upon procedures and associated findings are as follows:

1. Procedure: NTD Crosswalk

- a. Obtain the following NTD Reporting Forms prepared by management for the year ended June 30, 2025:
 - NTD Form F-10, Sources of Funds – Funds Expended and Funds Earned (USOA Section 2)
 - NTD Form F-20, Uses of Capital (USOA Section 3)
 - NTD Form F-30, Operating Expenses (USOA Section 4, 5, and 6 and Appendix A)
 - NTD Form F-40, Operating Expenses Summary
 - NTD Form F-60, Financial Statement
- b. Obtain the reconciliation documentation management prepares (referred to as “the crosswalk” throughout this report) to reconcile the chart of accounts, general ledger, and/or trial balance and other supporting documents such as Excel spreadsheets (collectively referred to as the accounting system) to the respective NTD Reporting Forms identified above.
- c. Inquire of management as to whether the crosswalk obtained in procedure 1.b is supported by the accounting system.
- d. For a transit agency that is part of a larger reporting entity, inquire of management as to whether the crosswalk includes the full cost of providing transit service, including costs incurred by the larger reporting entity to specifically support the agency’s transit service.
- e. Inspect the crosswalk to determine that it incorporates NTD reporting using the applicable modes and types of service identified in the bulleted list below:
 - Sources of Funds, Form F-10 – Funding sources, passenger fares by mode and service type, passenger fares by passenger paid or by organization paid fares, revenue object class, and funds expended on operations and capital fund types
 - Uses of Capital, Form F-20 - Type of use, asset classifications, and modes and service types
 - Operating Expenses, Form F-30 - Modes, service types, object classes and functions
 - Operating Expenses Summary, Form F-40 - Expense reconciling items
 - Financial Statement, Form F-60 - Current assets, non-current assets, deferred outflows of resources, current liabilities, non-current liabilities, and deferred inflows of resources

Results: No exceptions were found as a result of applying these procedures.

2. Procedure: Accrual Accounting

- a. Obtain the most recent audited financial statements that include the transit agency and inspect the notes to the financial statements to determine whether the accrual basis of accounting was used.
- b. Inquire of management as to whether the accrual basis of accounting has continued to be used since the last audited reporting period and that it is used for NTD reporting in the current period.
- c. If the notes to the financial statements indicate that an accrual basis of accounting is not being used, or the results of the inquiry to management in procedure 2.b indicate the accrual basis of accounting is not being used in the current period, inspect the crosswalk to determine that the transit agency made adjustments to convert to an accrual basis for NTD reporting.

Results: No exceptions were found as a result of applying these procedures.

3. Procedure: Sources of Funds (Form F-10)

- a. Trace and agree total sources of funds from Form F-10 to revenue reported in the accounting system using the crosswalk.
- b. Inspect the crosswalk for a written reconciliation between total revenues reported in the audited financial statements or the accounting system and the total revenues reported on Form F-10.
- c. Trace and agree the two largest directly generated fund passenger fare revenue modes (all service types) from Form F-10 to the accounting system.
- d. Trace and agree the largest revenue object class (other than passenger fares) in the following major categories of funds from Form F-10 to the accounting system: (1) Local Government; (2) State Government; (3) Federal Funds; and (4) Other Directly Generated Funds (i.e., 4100 and 4200 combined).
- e. Inspect the crosswalk to determine that it identifies, evaluates, and classifies financial transactions into categories of funds expended on operations and funds expended on capital (USOA Section 2) for the reporting year.

Results: No exceptions were found as a result of applying of these procedures.

4. Procedure: Uses of Capital (Form F-20)

- a. Obtain accounting system documentation on capital asset additions for the reporting period.
- b. Trace and agree total uses of capital from Form F-20 to the crosswalk reconciliation of total capital asset additions.
- c. Trace and agree types of use (existing service and expansion of service) from Form F-20 to the crosswalk or other supporting documentation reflecting the nature of the uses of capital.
- d. Trace and agree asset classifications (guideway, revenue vehicles, etc.) from Form F-20 to the crosswalk or other documentation reflecting the assets classes of capital additions.
- e. For the largest mode/service type, trace and agree the type of use classification and asset classification from Form F-20 to the crosswalk or other documentation reflecting the uses of capital.
- f. If capital projects support multiple modes/types of services and/or asset classifications, inquire of management as to whether management reported the use of capital considering the predominant use rules as described in the "Predominant Use" section of the *2025 NTD Policy Manual*.
- g. If capital projects involve: 1) Rehabilitation/Reconstruction/Replacement/Improvement for Existing Service; and 2) Expansion of Service; inquire of management as to whether project costs were allocated between the two project purposes and whether such allocation was documented in the crosswalk or other supporting documentation.

Results: No exceptions were found as a result of applying these procedures.

5. Procedure: Operating Expenses (Form F-30)

- a. For the two largest modes/type of services, trace and agree functions (vehicle operations, vehicle maintenance, etc.) from Form F-30 to the crosswalk or other written documentation of functional expenses.
- b. For the two largest modes/type of services, trace and agree object classes (natural expenses) from Form F-30 to the crosswalk or other written documentation of object class categories.

- c. If management allocated shared operating expenses, inquire of management as to whether (1) the operating expenses are split between direct and shared costs; (2) shared costs were allocated across modes, services types and functions, (3) the allocation was documented in the crosswalk or other supporting documentation; and (4) the driving variables used are updated annually.

Results: No exceptions were found as a result of applying these procedures.

6. Procedure: Operating Expenses Summary (Form F-40)

- a. Obtain total expenses from the accounting system for the reporting period. Trace and agree total expenses from Form F-40 to the accounting system using the crosswalk.
- b. Trace and agree the reconciling items appearing on Form F-40 through the crosswalk to the accounting system.

Results: No exceptions were found as a result of applying these procedures.

7. Procedure: Financial Statement (Form F-60)

- a. Trace and agree (1) Current Assets; (2) Non-Current Assets; (3) Deferred Outflows of Resources; (4) Current Liabilities; (5) Non-Current Liabilities; and (6) Deferred Inflows of Resources appearing on Form F-60 to the crosswalk or other supporting documentation.

Results: No exceptions were found as a result of applying this procedure.

To: Board of Directors

Date: April 9, 2026

From: Amber Johnson, Chief Financial Officer

Reviewed by: WC.

SUBJECT: Income Statements for the Six Months Ended December 31, 2025

Background:

The quarterly income statement report is an opportunity for the Board to review the Authority's financial status and to provide fiscal and operational accountability. The Administration and Finance Committee also reviewed this report at its most recent meeting.

Summary:

The unaudited County Connection Income Statements for the second quarter of Fiscal Year (FY) 2026 are presented for review. Actual revenues and expenses are presented as compared to the adopted budget. The combined revenues were \$26.5 million (Schedule 1), representing 46.4% of the budget of \$57.1 million, including an estimated \$803 thousand in revenue available to transfer to the Authority's discretionary reserve fund at year end. The combined expenses of fixed route and paratransit for the period were \$25.7 million, which represents 45.3% of the of the budget of \$56.7 million.

Fixed Route:

Overall Fixed Route revenues and expenses are presented on Schedule 2. Revenues for the period were \$20.4 million or 46.4% of the total budget. Expenses for the period were \$19.6 million or 45.0% of the total budget.

The primary driver of the expense budget is wages and benefits. Actual expenditures on wages and benefits utilized 45.7% of the annual budget. All other Fixed Route expenditures are tracking as expected at this point in the year.

Paratransit:

Paratransit revenues and expenses are presented on Schedule 3. Expenses for the period were \$6.1 million, representing 46.4% of the total budget. TDA revenue is utilized as needed for Paratransit expenses, resulting in revenues that are equivalent to expenses. Recognition of federal operating funds takes place in the first quarter of the year, resulting in low reliance on other forms of revenue.

Purchased transportation expenses are the primary driver of the paratransit budget. Actual expenditures on purchased transportation for the Authority's paratransit service has utilized 46.9% of the budget. Purchased transportation expenses related to paratransit services operated on behalf of

our partners have been budgeted to a separate line, and these expenditures have utilized 44.2% of the budget.

Statistics:

Schedule 4 provides select statistical information for FY 2026 as compared to this same period in FY 2025 and FY 2024.

In the second quarter of FY 2024, the fixed route farebox recovery ratio was 10.1%, and the cost of service per passenger was \$12.71. The farebox recovery ratio increased to 10.8% in FY 2025, and the cost per passenger decreased slightly to \$12.59. In the most recent Q2 of FY 2026, the farebox recovery ratio went back down 10.0% and the cost per passenger increased to \$14.29.

Last fiscal year, paratransit experienced rising operating expenditure costs, but this has stabilized in the current year to date. The farebox recovery ratio of 6.4% in FY 2024 improved to 6.7% in FY 2025 and 7.2% in FY 2026. The cost of service per passenger of \$86.55 in FY 2024 increased to \$97.25 in FY 2025, however this metric decreased back to \$88.65 in FY 2026.

Financial Implications:

There are no financial implications associated with this report.

Recommendation:

Information only.

Action Requested:

Receive and file.

Attachments:

Attachment 1: CCCTA Income Statements for FY2026 Q2 (Schedules 1 through 4)

County Connection
COMBINED Income Statement - Actual vs Budget
For Year to Date Through 12/31/2025

	Y-T-D Actual	Annual Budget	Variance	% Budget
REVENUES				
Passenger Fares	1,753,744	3,473,593	(1,719,849)	50.49%
Special Service Revenue	560,444	931,791	(371,347)	60.15%
Total Fare Revenue	2,314,188	4,405,384	(2,091,196)	52.53%
Federal Operating	1,751,669	1,949,798	(198,129)	89.84%
State Transit Assistance	3,401,719	6,728,438	(3,326,719)	50.56%
BART Feeder Funds	401,235	802,469	(401,234)	50.00%
Other State Grants	161,976	361,767	(199,791)	44.77%
TDA Article 4.0	11,115,515	29,372,566	(18,257,051)	37.84%
TDA Article 4.5	523,528	1,077,864	(554,336)	48.57%
Measure J Sales Tax	4,538,793	8,980,938	(4,442,145)	50.54%
Other Local Grants and Charges	122,064	248,503	(126,439)	49.12%
Total Federal-State-Local Revenue	22,016,499	49,522,343	(27,505,844)	44.46%
Advertising Income	203,250	200,000	3,250	101.63%
Investment and Misc Income	616,040	275,000	341,040	224.01%
Total Other Revenue	819,290	475,000	344,290	172.48%
Fare Revenue - LAVTA	17,659	30,000	(12,341)	58.86%
LAVTA Fees	897,682	1,982,151	(1,084,469)	45.29%
Fare Revenue - One Seat Partners	27,842	39,000	(11,158)	71.39%
One Seat Ride Fees	393,711	663,891	(270,180)	59.30%
Go San Ramon Fees	7,036	5,000	2,036	140.72%
Total Paratransit Partners	1,343,930	2,720,042	(1,376,112)	49.41%
TOTAL REVENUE	26,493,907	57,122,769	(30,628,862)	46.38%
EXPENSES				
Wages	8,446,059	18,275,540	(9,829,481)	-46.22%
Fringe Benefits	6,544,962	14,514,672	(7,969,710)	-45.09%
Total Wages & Benefits	14,991,021	32,790,212	(17,799,191)	-45.72%
Services	1,664,556	4,134,434	(2,469,878)	-40.26%
Materials and Supplies	1,733,474	3,625,150	(1,891,676)	-47.82%
Utilities	257,090	516,150	(259,060)	-49.81%
Insurance	762,026	1,554,193	(792,167)	-49.03%
Taxes	199,609	390,372	(190,763)	-51.13%
Leases and Rentals	53,216	75,000	(21,784)	-70.95%
Miscellaneous	128,757	391,500	(262,743)	-32.89%
Purchased Transportation	4,699,772	9,975,718	(5,275,946)	-47.11%
Total Other Operating (non-wages)	9,498,500	20,662,517	(11,164,017)	-45.97%
Purchased Transp - Partners	1,201,599	2,720,040	(1,518,441)	-44.18%
Contingency	0	500,000	(500,000)	0.00%
TOTAL EXPENSES	25,691,120	56,672,769	(30,981,649)	-45.33%
Excess Revenue Over (Under) Expenditures	802,787	450,000	352,787	178.40%

County Connection
Fixed Route Income Statement - Actual vs Budget
For Year to Date Through 12/31/2025

	Y-T-D Actual	Annual Budget	Variance	% Budget
REVENUES				
Passenger Fares	1,513,836	2,941,593	(1,427,757)	51.46%
Special Service Revenue	446,946	710,491	(263,545)	62.91%
Total Fare Revenue	1,960,782	3,652,084	(1,691,302)	53.69%
Federal Operating	108,682	285,303	(176,621)	38.09%
State Transit Assistance	2,901,719	5,728,438	(2,826,719)	50.65%
BART Feeder Funds	401,235	802,469	(401,234)	50.00%
Other State Grants	161,976	361,767	(199,791)	44.77%
TDA Article 4.0	10,748,544	26,271,231	(15,522,687)	40.91%
Measure J Sales Tax	3,265,600	6,353,000	(3,087,400)	51.40%
Total Federal-State-Local Revenue	17,587,756	39,802,208	(22,214,452)	44.19%
Advertising Income	203,250	200,000	3,250	101.63%
Investment and Misc Income	616,040	275,000	341,040	224.01%
Total Other Revenue	819,290	475,000	344,290	172.48%
TOTAL REVENUE	20,367,828	43,929,292	(23,561,464)	46.37%
EXPENSES				
Wages	8,270,507	17,956,414	(9,685,907)	-46.06%
Fringe Benefits	6,435,332	14,255,077	(7,819,745)	-45.14%
Total Wages & Benefits	14,705,839	32,211,491	(17,505,652)	-45.65%
Services	1,591,372	3,916,434	(2,325,062)	-40.63%
Materials and Supplies	1,732,055	3,621,150	(1,889,095)	-47.83%
Utilities	223,389	450,150	(226,761)	-49.63%
Insurance	752,570	1,533,195	(780,625)	-49.09%
Taxes	199,609	390,372	(190,763)	-51.13%
Leases and Rentals	53,216	75,000	(21,784)	-70.95%
Miscellaneous	127,715	381,500	(253,785)	-33.48%
Purchased Transportation	179,276	400,000	(220,724)	-44.82%
Total Other Operating (non-wages)	4,859,202	10,767,801	(5,908,599)	-45.13%
Contingency	0	500,000	(500,000)	0.00%
TOTAL EXPENSES	19,565,041	43,479,292	(23,914,251)	-45.00%
Excess Revenue Over (Under) Expenditures	802,787	450,000	352,787	178.40%

County Connection
Paratransit Income Statement - Actual vs Budget
For Year to Date Through 12/31/2025

	Y-T-D Actual	Annual Budget	Variance	% Budget
REVENUES				
Passenger Fares	239,908	532,000	(292,092)	45.10%
Special Service Revenue	113,498	221,300	(107,802)	51.29%
Total Fare Revenue	353,406	753,300	(399,894)	46.91%
Federal Operating	1,642,987	1,664,495	(21,508)	98.71%
State Transit Assistance	500,000	1,000,000	(500,000)	50.00%
TDA Article 4.0	366,971	3,101,335	(2,734,364)	11.83%
TDA Article 4.5	523,528	1,077,864	(554,336)	48.57%
Measure J Sales Tax	1,273,193	2,627,938	(1,354,745)	48.45%
Other Local Grants and Charges	122,064	248,503	(126,439)	49.12%
Total Federal-State-Local Revenue	4,428,743	9,720,135	(5,291,392)	45.56%
Fare Revenue - LAVTA	17,659	30,000	(12,341)	58.86%
LAVTA Fees	897,682	1,982,151	(1,084,469)	45.29%
Fare Revenue - One Seat Partners	27,842	39,000	(11,158)	71.39%
One Seat Ride Fees	393,711	663,891	(270,180)	59.30%
Go San Ramon Fees	7,036	5,000	2,036	140.72%
Total Paratransit Partners	1,343,930	2,720,042	(1,376,112)	49.41%
TOTAL REVENUE	6,126,079	13,193,477	(7,067,398)	46.43%
EXPENSES				
Wages	175,552	319,126	(143,574)	-55.01%
Fringe Benefits	109,630	259,595	(149,965)	-42.23%
Total Wages & Benefits	285,182	578,721	(293,539)	-49.28%
Services	73,184	218,000	(144,816)	-33.57%
Materials and Supplies	1,419	4,000	(2,581)	-35.48%
Utilities	33,701	66,000	(32,299)	-51.06%
Insurance	9,456	20,998	(11,542)	-45.03%
Miscellaneous	1,042	10,000	(8,958)	-10.42%
Purchased Transportation				
Purchased Transportation	4,520,496	9,575,718	(5,055,222)	-47.21%
Total Other Operating (non-wages)	4,639,298	9,894,716	(5,255,418)	-46.89%
Purchased Transp - Partners				
Purchased Transp - Partners	1,201,599	2,720,040	(1,518,441)	-44.18%
TOTAL EXPENSES	6,126,079	13,193,477	(7,067,398)	-46.43%
Excess Revenue Over (Under) Expenditures	0	0	0	0.00%

County Connection Statistical Comparisons

For Year to Date Through 12/31/2025

	Actual FY 2026 through Q2	Actual FY 2025 through Q2	Variance FY 2026 to FY 2025	Actual FY 2024 through Q2	Variance FY 2026 to FY 2024
Fixed Route					
Fares & Fare Replacements	\$ 1,960,782	\$ 1,855,616	5.7%	\$ 1,664,708	17.8%
Operating Exp (Less leases)	\$ 19,511,825	\$ 17,174,688	13.6%	\$ 16,410,826	18.9%
Farebox recovery ratio	10.0%	10.8%	-7.0%	10.1%	-0.9%
Revenue Hours	96,976	94,172	3.0%	94,240	2.9%
Cost per Rev Hour	\$ 201.20	\$ 182.38	10.3%	\$ 174.14	15.5%
Passengers	1,365,232	1,364,415	0.1%	1,290,930	5.8%
Cost per Passenger	\$ 14.29	\$ 12.59	13.5%	\$ 12.71	12.4%
Passengers per Rev Hr	14.08	14.49	-2.8%	13.70	2.8%
Paratransit					
Fares	\$ 353,406	\$ 321,088	10.1%	\$ 246,232	43.5%
Operating Exp (Less Partners)	\$ 4,924,480	\$ 4,827,206	2.0%	\$ 3,831,687	28.5%
Farebox recovery ratio	7.2%	6.7%	7.9%	6.4%	11.7%
Revenue Hours	33,560	32,861	2.1%	30,447	10.2%
Cost per Rev Hour	\$ 146.74	\$ 146.90	-0.1%	\$ 125.85	16.6%
Passengers	55,552	49,639	11.9%	44,271	25.5%
Cost per Passenger	\$ 88.65	\$ 97.25	-8.8%	\$ 86.55	2.4%
Passengers per Rev Hr	1.66	1.51	8.7%	1.45	13.8%

To: Board of Directors

Date: April 9, 2026

From: Amber Johnson, Chief Financial Officer

Reviewed by: WC.

SUBJECT: Fiscal Year 2027 Draft Proposed Operating and Capital Budget

Background:

County Connection's draft fiscal year 2027 (FY 2027) Operating and Capital Budget has been reviewed by the Administration and Finance Committee (A&F Committee) and is forwarded for review and approval by the Board of Directors so that a timely Transportation Development Act (TDA) claim can be filed with the Metropolitan Transportation Commission (MTC). An updated draft budget will be presented in May, unless there have been no substantial changes made to the current proposed version. The final proposed budget will be submitted in June for Board approval following a public hearing.

This draft version of the budget includes proposed operating and capital revenues and expenditures for a single year. In general, staff have taken a conservative approach to forecasting while presenting a budget that continues to meet the needs of Central Contra Costa County transit riders.

Budget Summary:

County Connection's draft budget for July 1, 2026, to June 30, 2027 (FY 2027) proposes \$59.3 million in operating expenses for fixed route and paratransit services with revenues to offset these costs. An additional \$3.2 million is proposed in capital expenditures and associated revenue during the budget year.

The operating expense budget of \$59.3 million is a 4.7 percent increase over the FY 2026 budget and allows for fixed route service to continue at existing levels, with a conservative but optimistic assumption that vacant operator positions will be filled during the fiscal year. The capital budget of \$3.2 million includes non-revenue vehicle replacements, multi-year facility upgrade plans, and updates to critical bus equipment. These projects are funded by local capital funds.

The proposed budget also incorporates the transfer of an estimated \$700,000 of discretionary revenues to a reserve account in FY 2027. Revenue sources that are considered discretionary include advertising revenue and interest income. This fund transfer is considered in combination with the TDA reserve held by MTC when calculating County Connection's total reserve balance.

Table 1: Budget Summary

**County Connection
FY 2027 Draft Budget
BUDGET SUMMARY**

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget	% Change from FY 2026 Budget
Revenue:					
Fixed Route Operations	\$ 39,690,896	\$ 43,929,292	\$ 42,998,016	\$ 46,160,000	5.1%
Paratransit Operations	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
Capital	9,941,400	13,591,400	13,591,400	3,182,500	-76.6%
Total Revenue	61,537,520	70,714,169	69,446,907	63,230,200	-10.6%
Expenditures:					
Fixed Route Operations	38,159,521	43,479,292	41,890,766	45,460,000	4.6%
Paratransit Operations	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
Capital	9,941,400	13,591,400	13,591,400	3,182,500	-76.6%
Total Expenditures	60,006,145	70,264,169	68,339,657	62,530,200	-11.0%
Net Change in Fund Balance	\$ 1,531,375	\$ 450,000	\$ 1,107,250	\$ 700,000	

Operating Revenues:

Operating revenues are projected to exceed expenditures by the amount of discretionary revenues being held in reserves. Table 2 provides descriptions of each revenue category and assumptions for the budgeted amounts.

Table 2: Operating Revenues

Category	Description	Assumptions
Fare Revenue	Fares collected from passengers and other organizations who provide funding to replace passenger fares.	Ridership growth has plateaued; cash fares are assumed to be equal to current year estimates.
Special Service Revenue	Agreements with various agencies such as BART (bus bridges), the City of Walnut Creek, and St. Mary's to provide transit services for agreed upon amounts.	Steady revenue from agency arrangements; reduction in LCTOP funding in this category.

Category	Description	Assumptions
Federal Operating Funds (Fixed Route)	Federal COVID relief funds were fully exhausted in FY 2025. In FY 2027, the Authority plans to expend remaining federal operating funds for a transit corridor study.	Federal Highway Administration (FHWA) funds will be utilized on the transit corridor study.
Federal Operating Funds (Paratransit)	Federal funds made available to transit operators for ADA Paratransit operations under the Section 5307 Urbanized Area Program.	Metropolitan Transportation Commission (MTC) has not yet released projected revenue; assume a slight decrease over prior year.
State Transit Assistance (STA)	Funds collected from the sales tax on diesel fuel and distributed following a statutory allocation. STA funding is split 50% based on (a) locally generated revenue expended on transit operations (“revenue based”) and 50% based on (b) the population of the County (“population based”).	Diesel tax revenue continues to decline significantly, due to declines in prices and consumption since FY 2023. Budget year estimate provided by the MTC.
BART Feeder Funds	Funding from BART to support feeder bus operators using BART’s STA and TDA funds. This agreement had been in place since 1997 but was recently ended by BART.	No BART feeder funds in budget year.
Other State Grants: RM2/RM3 Express Funding	Toll increase approved by bay area voters to help support transportation projects and transit services. The Authority utilizes these funds on express bus service.	Current MTC estimates show a modest increase in the amount of RM2 funding, plus an additional \$400k in RM3 funding as compared to the prior fiscal year. Additionally, a one-year loan of RM3 funds is being provided by MTC in place of BART feeder funds.

Category	Description	Assumptions
Other State Grants: State of Good Repair/SB1	Senate Bill 1 (SB1) provides annual funding to transit operators for eligible transit maintenance, rehabilitation, and capital projects. These funds are referred to as State of Good Repair (SGR).	The State Controller's Office (SCO) usually releases funding allocations in September. A conservative estimate is used in the FY 2027 budget.
Transportation Development Act (TDA) Articles 4.0 and 4.5	One-quarter cent state sales tax to finance transportation programs and projects. Article 4.0 is utilized on both fixed-route and paratransit; Article 4.5 is limited to paratransit only.	Current MTC estimates indicate allocation of \$24.0 million in 4.0 funding in FY 2027. The budget proposes the use of \$32.1 million in operating and \$3.2 million in capital funds for a total of \$35.3 million. The difference of \$11.3 million will be drawn from past reserves. MTC estimates \$1.4 million in TDA 4.5 revenue to be used on paratransit services.
Measure J Sales Tax	One-half cent sales tax in Contra Costa County administered by Contra Costa Transportation Authority (CCTA).	CCTA estimates that Measure J revenue will stay flat as compared to the prior fiscal year actual receipts.
Other Local Grants and Charges	Agreement with Alamo Creek to run Alamo Shuttle Service.	Increase by CPI per agreement with Contra Costa County.
Advertising Revenue	Revenue earned from advertising on the bus fleet.	No change to prior year advertising agreement minimum guarantee.
Investment and Misc Income	Primarily interest income earned on idle cash.	Conservatively increased estimates based on recent experience.
Paratransit Partner Revenues	Fees collected to offset the cost of managing shared ADA paratransit and One Seat program expenses.	Revenues are equivalent to projected purchased transportation expenses for these services.

Operating Expenses:

The budget assumes that ridership will continue to improve and that recruitment efforts to fill vacant operator positions will be successful, resulting in a conservative increase in operating expenses as compared to the current year. Table 3 provides descriptions of each major category and assumptions for the budgeted amounts. Pages 6 - 16 of the draft budget document (Attachment 1) also provide operating expense detail by general ledger account.

Table 3: Operating Expenses

Category	Description	Assumptions
Wages and Benefits	Wages and benefits are the Authority’s largest expense. MOUs were successfully negotiated with all three of the represented bargaining groups in FY 2026 for three-year terms.	The budget assumes vacancies will be filled during the fiscal year and include agreed upon cost-of-living agreements for represented employees, plus allowances for step increases for employees who have not yet reached the top of the pay scale.
Pensions (included in Benefits)	A major component of employee benefits is the pension benefit. The Authority contracts with CalPERS for pension benefits and is required to pay a percentage of employee salaries to CalPERS (“normal cost”) plus an unfunded accrued liability payment (“UAL”). In FY 2023, the Authority opened a 115 trust for pensions to begin setting aside additional pension funds.	CalPERS experienced 9.3% net return on investments for the period that ended June 30, 2024, which exceeds the benchmark of 6.8%. The FY 2027 required UAL payment to CalPERS is \$1.05M. No funding is being proposed to set aside in the 115 Trust for pensions in the budget year.
Services	Includes legal fees, service repair, promotions, software subscriptions, and on-call planning contracts.	The budget projects an increase in these expenses as compared to prior year actuals in line with current inflation rates.
Materials and Supplies	The largest expense in this category is fuel.	The current fuel market is extraordinarily volatile at this time due to international conflicts. A large increase in fuel costs has been budgeted due to this volatility.
Utilities	Includes telephone, gas, electricity and water expenses for the facilities	Projected to remain steady at this time.

Category	Description	Assumptions
Casualty and Liability	The Authority belongs to a self-insured risk pool for general liability and vehicle property damage and purchases other insurances on the market.	Insurance premiums are projected to increase significantly due to the impact of natural disasters and large settlements on the insurance market.
Taxes and fees	Sales taxes collected on the purchase of goods are recorded in this category.	The budget projects a modest increase to taxes and fees based on current expenditure trends.
Miscellaneous	Includes travel, conference, association memberships, employee training and event expenses.	The budget projects a modest increase in these expenses in line with current inflation rates.
Purchased Transportation (Fixed Route)	The Authority's contribution to the Automated Driving Systems (ADS) demonstration project was classified as a fixed route purchased transportation expense in FY 2026.	The ADS project ended at the end of the 2025 calendar year.
Purchased Transportation (Paratransit)	The Authority's ADA paratransit service is provided under contract with Transdev, and the expense is recorded to this category. Transdev was awarded a new contract after a competitive recruitment in 2022. Purchased transportation costs to operate the Alamo Creek shuttle fall under the paratransit contract.	Paratransit demand has leveled off as compared to the prior year, and efforts to increase productivity have resulted in a stabilization of this expense in the current fiscal year. The budget year assumes modest ridership growth and contractual rate increases.
Purchased Transportation for Partner Agencies	The Authority has partnered with neighboring transit agencies to provide shared paratransit services.	These costs are budgeted based on current service projections but have no impact to the Authority's bottom line since they are reimbursed in full by the partner agencies.

Capital Expenditures:

The FY 2027 capital budget includes several facility and vehicle maintenance and modernization projects. Major project additions include in ground hydraulic lift replacements, bus wash overhaul, replacement of building roofs, an automated fuel system upgrade, and on-board technology improvements. These projects are expected to take place over the next few years and will be funded with TDA capital funds.

Financial Implications:

Adoption of the draft FY 2027 budget will establish expenditure authority of \$59.3 million in operating expenses and \$3.2 million in capital expenditures for the budget year. The draft budget will serve as the basis for the Authority's claim of TDA revenues for the year-ended June 30, 2027.

Recommendation:

The A&F Committee and staff recommend approval of the FY 2027 Draft Proposed Operating and Capital Budget as the basis for the Authority's TDA claim with the MTC and authorization to file applications and supporting documents with MTC for allocation of TDA, STA, Regional Measure 2 and Regional Measure 3 funds for FY 2027.

Action Requested:

The A&F Committee and staff request the Board of Directors to approve the FY 2027 Draft Proposed Operating and Capital Budget and adopt Resolution No. 2026-023 authorizing filing applications and supporting documents for allocations of funds by the MTC.

Attachments:

Attachment 1: FY 2027 Draft Proposed Operating and Capital Budget

Attachment 2: Resolution No. 2026-023

**County Connection
FY 2027 Draft Budget
TABLE OF CONTENTS**

Budget Summary	2
Operating Revenues	3
Operating Expenditures	4
Capital Program - Budget Year	5
Operating Expense Detail	6-16

County Connection
FY 2027 Draft Budget
BUDGET SUMMARY

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget	% Change from FY 2026 Budget
Revenue:					
Fixed Route Operations	\$ 39,690,896	\$ 43,929,292	\$ 42,998,016	\$ 46,160,000	5.1%
Paratransit Operations	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
Capital	9,941,400	13,591,400	13,591,400	3,182,500	-76.6%
Total Revenue	61,537,520	70,714,169	69,446,907	63,230,200	-10.6%
Expenditures:					
Fixed Route Operations	38,159,521	43,479,292	41,890,766	45,460,000	4.6%
Paratransit Operations	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
Capital	9,941,400	13,591,400	13,591,400	3,182,500	-76.6%
Total Expenditures	60,006,145	70,264,169	68,339,657	62,530,200	-11.0%
Net Change in Fund Balance	\$ 1,531,375	\$ 450,000	\$ 1,107,250	\$ 700,000	

County Connection
FY 2027 Draft Budget
OPERATING REVENUES

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget	% Change from FY 2026 Budget
FIXED ROUTE					
Fare Revenue	\$ 2,991,881	\$ 2,941,593	\$ 3,064,417	\$ 3,182,200	8.2%
Special Service Revenue	798,401	710,491	655,000	513,000	-27.8%
Total Fare Revenue	3,790,282	3,652,084	3,719,417	3,695,200	1.2%
Federal Operating Funds	166,604	285,303	163,000	98,000	-65.7%
State Transit Assistance	6,690,946	5,728,438	5,728,000	5,175,000	-9.7%
BART Feeder Funds	820,003	802,469	802,000	-	-100.0%
Other State Grants	371,460	361,767	385,342	1,578,000	336.2%
TDA Article 4.0	19,614,755	26,271,231	24,635,007	28,515,800	8.5%
Measure J Sales Tax	6,353,000	6,353,000	6,353,000	6,353,000	0.0%
Total Federal-State-Local Revenue	34,016,768	39,802,208	38,066,349	41,719,800	4.8%
Advertising Income	279,312	200,000	203,250	200,000	0.0%
Investment and Misc Income	1,604,534	275,000	1,009,000	545,000	98.2%
Total Other Revenue	1,883,846	475,000	1,212,250	745,000	56.8%
TOTAL FIXED ROUTE REVENUE	39,690,896	43,929,292	42,998,016	46,160,000	5.1%
PARATRANSIT					
Fare Revenue	580,967	532,000	535,000	546,000	2.6%
Special Service Revenue	221,302	221,300	227,000	228,000	3.0%
Total Fare Revenue	802,269	753,300	762,000	774,000	2.7%
Federal Operating	1,590,376	1,664,495	1,643,000	1,512,000	-9.2%
State Transit Assistance	1,036,880	1,000,000	1,000,000	1,000,000	0.0%
TDA Article 4.0	2,148,035	3,101,335	2,576,491	3,198,700	3.1%
TDA Article 4.5	1,079,292	1,077,864	1,087,000	1,396,000	29.5%
Measure J Sales Tax	2,619,266	2,627,938	2,547,000	2,555,000	-2.8%
Other Local Grants and Charges	239,981	248,505	245,000	250,000	0.6%
Total Federal-State-Local Revenue	8,713,830	9,720,137	9,098,491	9,911,700	2.0%
Subtotal Paratransit Revenue	9,516,099	10,473,437	9,860,491	10,685,700	2.0%
Paratransit Partners					
Fare revenue - LAVTA ADA	29,348	30,000	32,000	32,000	6.7%
Operating revenue - LAVTA ADA	1,743,964	1,982,151	1,809,000	1,989,000	0.3%
Fare revenue - One Seat	36,056	39,000	49,000	49,000	25.6%
Operating revenue - One Seat	574,025	663,889	1,097,000	1,122,000	69.0%
Operating revenue - Go San Ramon	5,732	5,000	10,000	10,000	100.0%
Subtotal Partner Revenue	2,389,125	2,720,040	2,997,000	3,202,000	17.7%
TOTAL PARATRANSIT REVENUE	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
TOTAL REVENUE	\$ 51,596,120	\$ 57,122,769	\$ 55,855,507	\$ 60,047,700	5.1%

County Connection
FY 2027 Draft Budget
OPERATING EXPENDITURES

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget	% Change from FY 2026 Budget
FIXED ROUTE					
Wages	\$ 16,646,563	\$ 17,956,414	\$ 16,933,620	\$ 18,628,000	3.7%
Fringe Benefits	12,987,371	14,255,077	14,793,146	15,191,500	6.6%
Total Wages & Benefits	29,633,934	32,211,491	31,726,766	33,819,500	5.0%
Services	2,558,940	3,916,434	3,164,600	3,529,100	-9.9%
Materials & Supplies	3,190,925	3,621,150	3,934,400	4,356,900	20.3%
Utilities	441,873	450,150	449,000	456,000	1.3%
Casualty and Liability	1,407,007	1,533,195	1,600,000	1,920,000	25.2%
Taxes and Fees	364,931	390,372	389,000	401,000	2.7%
Leases and Rentals	84,195	75,000	100,000	75,000	0.0%
Miscellaneous	258,117	381,500	347,000	402,500	5.5%
Purchased Transportation	219,599	400,000	180,000	-	-100.0%
Total Other Exp (non-wages)	8,525,587	10,767,801	10,164,000	11,140,500	3.5%
Contingency	-	500,000	-	500,000	
TOTAL FIXED ROUTE EXPENSES	38,159,521	43,479,292	41,890,766	45,460,000	4.6%
PARATRANSIT					
Wages	\$ 315,758	\$ 319,126	\$ 354,604	\$ 372,000	16.6%
Fringe Benefits	220,592	259,595	257,287	283,000	9.0%
Total Wages & Benefits	536,350	578,721	611,891	655,000	13.2%
Services	144,079	218,000	174,000	199,000	-8.7%
Materials & Supplies	6,215	4,000	4,500	4,500	12.5%
Utilities	61,466	66,000	65,000	66,000	0.0%
Casualty and Liability	16,582	20,998	22,000	26,000	23.8%
Miscellaneous	3,216	10,000	6,000	10,000	0.0%
Purchased Transportation	8,748,191	9,575,718	8,977,100	9,725,200	1.6%
Total Other Exp (non-wages)	8,979,749	9,894,716	9,248,600	10,030,700	1.4%
Subtotal Paratransit Expenses	9,516,099	10,473,437	9,860,491	10,685,700	2.0%
Paratransit Partners					
Purchased Transp - for partners	2,389,125	2,720,040	2,997,000	3,202,000	17.7%
Subtotal Partner Expense	2,389,125	2,720,040	2,997,000	3,202,000	17.7%
TOTAL PARATRANSIT EXPENSES	11,905,224	13,193,477	12,857,491	13,887,700	5.3%
TOTAL EXPENSES	\$ 50,064,745	\$ 56,672,769	\$ 54,748,257	\$ 59,347,700	4.7%

**County Connection
FY 2027 Draft Budget
CAPITAL PROGRAM**

Capital Category	Funding Source	
	MTC	
	TDA	Total
Non Revenue Fleet	\$ 70,000	\$ 70,000
Facility Maintenance and Modernization	1,700,000	\$ 1,700,000
Street Amenities	50,000	\$ 50,000
Information Technology	150,000	\$ 150,000
Maintenance Equipment & Tools	200,000	\$ 200,000
Office Furniture and Equipment	25,000	\$ 25,000
Bus Equipment	987,500	\$ 987,500
Total	\$ 3,182,500	\$ 3,182,500

County Connection
FY 2027 Draft Budget
OPERATING EXPENSE DETAIL

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
FIXED ROUTE				
Wages				
Wages - Regular _Admin	770,825	829,269	714,024	860,284
Wages - Regular _Bldg Maint	499,723	531,164	488,629	551,030
Wages - Regular _Board	18,300	18,674	18,481	19,372
Wages - Regular _Cust Svc	424,342	441,696	408,828	458,216
Wages - Regular _Finance	564,419	589,070	556,765	611,102
Wages - Regular _Hum Res	267,112	256,406	331,288	265,996
Wages - Regular _Info Tech	343,284	361,027	353,776	374,530
Wages - Regular _Mech	1,224,216	1,253,297	1,198,179	1,300,171
Wages - Regular _OP-FT	8,763,918	10,367,085	9,098,625	10,754,825
Wages - Regular _Plan/Mktg	603,543	609,113	627,698	631,894
Wages - Regular _Proc/Inv	243,042	258,990	210,009	268,676
Wages - Regular _Sched	117,975	108,564	0	112,624
Wages - Regular _Sfty & Train	80,897	41,958	136,689	43,527
Wages - Regular _Svc Work	563,280	615,676	562,516	638,703
Wages - Regular _Transp	1,282,000	1,322,957	1,380,142	1,372,437
Wages - Regular _Veh Maint Adm	385,429	351,468	323,150	364,613
Wages - Overtime _Mech	37,605	0	28,560	0
Wages - Overtime _OP-FT	435,158	0	472,123	0
Wages - Overtime _Plan/Mktg	1,891	0	795	0
Wages - Overtime _Proc/Inv	1,595	0	56	0
Wages - Overtime _Svc Work	13,113	0	4,617	0
Wages - Overtime _Transp	4,896	0	18,670	0
Wages Total	16,646,563	17,956,414	16,933,620	18,628,000
Fringe Benefits				
Vacation _Admin	76,839	67,026	62,730	71,603
Vacation _Bldg Maint	36,493	32,753	38,135	34,990
Vacation _Cust Svc	40,687	35,633	33,528	38,066
Vacation _Finance	46,531	37,867	48,077	40,453
Vacation _Hum Res	20,656	17,734	16,969	18,945
Vacation _Info Tech	31,045	26,144	29,287	27,929
Vacation _Mech	82,239	75,038	80,726	80,162
Vacation _OP-FT	555,142	567,161	567,401	605,891
Vacation _Plan/Mktg	42,329	36,637	45,596	39,139
Vacation _Proc/Inv	20,462	18,958	15,305	20,253
Vacation _Sched	8,212	8,718	0	9,313
Vacation _Sfty & Train	6,685	3,625	8,904	3,873
Vacation _Svc Work	28,808	27,412	30,684	29,284

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Vacation _Transp	67,830	1,520	0	1,624
Vacation _Veh Maint Adm	33,927	29,071	22,485	31,056
Sick _Admin	45,270	20,157	22,116	21,533
Sick _Bldg Maint	20,150	14,375	19,094	15,357
Sick _Cust Svc	28,152	31,742	21,556	33,910
Sick _Finance	25,363	22,460	19,546	23,994
Sick _Hum Res	12,301	15,256	8,740	16,298
Sick _Info Tech	9,557	2,489	8,930	2,659
Sick _Mech	70,352	49,968	59,675	53,380
Sick _OP-FT	464,517	280,398	366,442	299,546
Sick _Plan/Mktg	22,317	23,027	27,040	24,599
Sick _Proc/Inv	11,275	8,474	5,764	9,053
Sick _Sched	3,393	3,728	0	3,983
Sick _Sfty & Train	5,813	912	8,639	974
Sick _Svc Work	33,844	17,286	16,748	18,466
Sick _Transp	72,578	33,662	84,522	35,961
Sick _Veh Maint Adm	14,756	10,778	7,294	11,514
Holiday _Admin	22,089	27,254	20,052	29,115
Holiday _Bldg Maint	13,601	15,513	16,117	16,572
Holiday _Cust Svc	11,482	12,780	12,846	13,653
Holiday _Finance	14,770	16,319	18,438	17,433
Holiday _Hum Res	6,084	5,739	10,601	6,131
Holiday _Info Tech	8,127	7,988	11,333	8,533
Holiday _Mech	31,387	32,344	38,419	34,553
Holiday _OP-FT	209,748	242,383	259,012	258,935
Holiday _Plan/Mktg	14,208	13,511	21,016	14,434
Holiday _Proc/Inv	5,566	5,005	5,241	5,347
Holiday _Sched	2,303	2,263	0	2,418
Holiday _Sfty & Train	2,076	912	4,724	974
Holiday _Svc Work	13,411	16,086	16,963	17,184
Holiday _Transp	34,409	36,532	45,280	39,027
Holiday _Veh Maint Adm	10,205	10,921	11,281	11,667
Floating Holiday _Admin	19,429	705	39,089	753
Floating Holiday _Bldg Maint	18,565	8,557	33,176	9,141
Floating Holiday _Cust Svc	15,348	7,641	24,677	8,163
Floating Holiday _Finance	16,918	4,811	39,467	5,140
Floating Holiday _Hum Res	9,640	2,146	21,482	2,293
Floating Holiday _Info Tech	14,587	12,314	15,904	13,155
Floating Holiday _Mech	32,422	33,087	84,874	35,346
Floating Holiday _OP-FT	344,850	168,979	546,587	180,518
Floating Holiday _Plan/Mktg	18,345	3,849	34,005	4,112
Floating Holiday _Proc/Inv	9,268	5,848	8,067	6,247
Floating Holiday _Sched	4,666	1,863	0	1,990
Floating Holiday _Sfty & Train	3,322	0	3,703	0
Floating Holiday _Svc Work	12,303	13,424	39,157	14,341

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Floating Holiday _Transp	54,602	32,913	91,617	35,161
Floating Holiday _Veh Maint Adm	11,717	2,803	19,184	2,994
Other Paid Absence _OP-FT	9,075	9,887	390	10,562
Other Paid Absence _Transp	81,791	84,703	68,170	90,487
Medicare Expense _Admin	9,709	10,339	9,487	11,045
Medicare Expense _Bldg Maint	8,365	8,551	7,938	9,135
Medicare Expense _Board	1,400	1,428	1,391	1,526
Medicare Expense _Cust Svc	7,057	7,395	7,003	7,900
Medicare Expense _Finance	9,378	9,972	9,502	10,653
Medicare Expense _Hum Res	4,664	4,499	5,581	4,806
Medicare Expense _Info Tech	5,622	5,875	5,655	6,276
Medicare Expense _Mech	19,393	19,483	19,299	20,813
Medicare Expense _OP-FT	144,331	151,697	147,541	162,056
Medicare Expense _Plan/Mktg	9,638	9,640	10,403	10,298
Medicare Expense _Proc/Inv	4,065	4,146	3,773	4,429
Medicare Expense _Sched	2,145	1,626	0	1,737
Medicare Expense _Sfty & Train	1,289	635	2,189	678
Medicare Expense _Svc Work	9,443	9,933	9,066	10,611
Medicare Expense _Transp	21,810	21,689	22,875	23,170
Medicare Expense _Veh Maint Adm	6,294	5,774	5,013	6,168
SUI Expense _Admin	448	877	485	937
SUI Expense _Bldg Maint	784	692	970	739
SUI Expense _Board	85	53	136	57
SUI Expense _Cust Svc	672	637	948	680
SUI Expense _Finance	560	787	808	841
SUI Expense _Hum Res	551	442	821	472
SUI Expense _Info Tech	336	518	485	553
SUI Expense _Mech	1,821	2,059	2,502	2,200
SUI Expense _OP-FT	17,628	15,613	25,739	16,679
SUI Expense _Plan/Mktg	817	1,158	1,084	1,237
SUI Expense _Proc/Inv	336	393	343	420
SUI Expense _Sched	112	143	0	153
SUI Expense _Sfty & Train	112	138	257	147
SUI Expense _Svc Work	1,319	688	1,675	735
SUI Expense _Transp	1,792	2,399	2,586	2,563
SUI Expense _Veh Maint Adm	470	582	547	622
PERS _Admin	183,661	185,345	187,411	198,002
PERS _Bldg Maint	102,546	103,411	98,392	110,473
PERS _Board	0	0	3,441	0
PERS _Cust Svc	76,808	77,498	72,586	82,790
PERS _Finance	104,471	105,035	105,929	112,208
PERS _Hum Res	47,964	48,353	55,502	51,655
PERS _Info Tech	54,897	54,987	63,463	58,742
PERS _Mech	223,279	225,369	219,278	240,759
PERS _OP-FT	1,504,264	1,597,184	1,475,873	1,706,252

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
PERS _Plan/Mktg	145,371	147,021	127,992	157,061
PERS _Proc/Inv	40,301	40,574	45,881	43,345
PERS _Sched	26,887	27,387	21,031	29,257
PERS _Sfty & Train	11,611	11,148	12,540	11,909
PERS _Svc Work	108,175	109,019	107,830	116,464
PERS _Transp	282,538	289,022	285,891	308,759
PERS _Veh Maint Adm	88,713	89,489	68,370	95,600
GM Retirement _Admin	5,325	0	30,275	0
GM Retirement _Gen Admin	13,846	19,570	0	20,906
Exec Retirement _Admin	10,054	0	15,109	0
Exec Retirement _Finance	4,825	0	7,975	0
Medical Insurance _Admin	327,661	536,677	40,514	573,325
Medical Insurance _Bldg Maint	45,524	61,881	69,253	66,107
Medical Insurance _Cust Svc	35,978	47,555	46,448	50,802
Medical Insurance _Finance	21,266	25,519	38,105	27,262
Medical Insurance _Gen Admin	0	0	4,151	0
Medical Insurance _Hum Res	3,293	26,248	8,264	28,040
Medical Insurance _Info Tech	20,890	26,248	32,977	28,040
Medical Insurance _Mech	353,068	419,684	401,159	448,343
Medical Insurance _OP-FT	539,869	880,757	1,063,127	940,902
Medical Insurance _Plan/Mktg	34,654	42,618	55,176	45,528
Medical Insurance _Proc/Inv	21,708	29,153	27,413	31,144
Medical Insurance _Retirees	0	0	374,453	0
Medical Insurance _Sched	6,767	8,498	876	9,078
Medical Insurance _Sfty & Train	18,459	21,970	19,611	23,470
Medical Insurance _Svc Work	326,070	419,018	308,681	447,632
Medical Insurance _Transp	85,172	120,312	125,220	128,528
Medical Insurance _Veh Maint Adm	26,218	35,212	53,561	37,617
Cafeteria Plan _Admin	53,632	79,246	31,684	84,658
Cafeteria Plan _Bldg Maint	76,942	96,865	55,753	103,480
Cafeteria Plan _Cust Svc	76,031	94,282	45,611	100,720
Cafeteria Plan _Finance	48,044	57,194	34,728	61,100
Cafeteria Plan _Hum Res	3,647	0	5,855	0
Cafeteria Plan _Info Tech	35,682	41,304	26,384	44,125
Cafeteria Plan _OP-FT	1,542,600	1,875,156	1,108,475	2,003,206
Cafeteria Plan _Plan/Mktg	68,614	80,564	49,097	86,066
Cafeteria Plan _Proc/Inv	37,156	44,187	26,880	47,204
Cafeteria Plan _Sched	13,791	15,611	0	16,677
Cafeteria Plan _Sfty & Train	15,846	10,172	17,794	10,867
Cafeteria Plan _Transp	188,274	218,193	143,826	233,093
Cafeteria Plan _Veh Maint	0	0	476	0
Cafeteria Plan _Veh Maint Adm	46,557	49,859	34,075	53,264
OPEB _Admin	0	0	0	0
OPEB _Gen Admin	291,494	375,000	541,097	400,608
Dental _Admin	5,786	7,594	5,285	8,113

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Dental _Bldg Maint	16,148	21,801	14,246	23,290
Dental _Cust Svc	8,800	11,550	6,427	12,339
Dental _Disp & Sup	24,401	33,012	26,759	35,266
Dental _Finance	7,358	9,584	7,222	10,238
Dental _Hum Res	3,961	4,544	4,443	4,854
Dental _Info Tech	4,400	5,775	4,285	6,169
Dental _OP-FT	165,983	193,864	181,863	207,102
Dental _OP-PT	483	635	1,117	678
Dental _Para Adm	2,215	0	4,316	0
Dental _Plan/Mktg	7,010	8,949	7,355	9,560
Dental _Proc/Inv	4,613	6,053	3,910	6,466
Dental _Sched	22,254	56,598	0	60,463
Dental _Sfty & Train	2,306	3,027	2,247	3,234
Dental _Transp	7,399	8,802	6,865	9,403
Dental _Veh Maint Adm	5,108	6,704	6,011	7,162
Life _Admin	5,279	6,930	4,933	7,403
Life _Bldg Maint	4,943	6,489	5,034	6,932
Life _Cust Svc	3,700	4,856	3,857	5,188
Life _Finance	4,800	6,300	5,144	6,730
Life _Hum Res	2,531	3,213	3,071	3,432
Life _Info Tech	2,922	3,835	3,332	4,097
Life _OP-FT	73,748	80,840	69,357	86,360
Life _Plan/Mktg	5,248	6,723	6,245	7,182
Life _Proc/Inv	1,658	2,176	1,586	2,325
Life _Sched	835	1,095	0	1,170
Life _Sfty & Train	840	1,103	906	1,178
Life _Svc Work	-35	2,008	0	2,145
Life _Transp	10,870	14,270	10,023	15,244
Life _Veh Maint Adm	3,561	2,727	2,984	2,913
Workers Compensation _Admin	68,228	79,200	114,280	84,608
Workers Compensation _Bldg Maint	40,894	47,470	68,496	50,712
Workers Compensation _Cust Svc	35,137	40,788	58,854	43,573
Workers Compensation _Finance	46,893	54,434	78,544	58,151
Workers Compensation _Hum Res	31,243	36,268	52,332	38,745
Workers Compensation _Info Tech	27,832	32,308	46,618	34,514
Workers Compensation _Mech	119,128	138,286	199,536	147,729
Workers Compensation _OP-FT	1,065,420	1,236,758	1,784,549	1,321,213
Workers Compensation _Plan/Mktg	49,266	57,189	82,519	61,094
Workers Compensation _Proc/Inv	25,613	29,733	42,902	31,763
Workers Compensation _Sched	7,932	9,208	13,286	9,837
Workers Compensation _Sfty & Train	7,988	9,273	13,380	9,906
Workers Compensation _Svc Work	51,569	59,863	86,378	63,951
Workers Compensation _Transp	119,612	138,848	200,347	148,330
Workers Compensation _Veh Maint Adm	32,778	38,049	54,902	40,647
Uniforms _OP-FT	18,367	55,000	0	0

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Uniforms _Veh Maint	34,497	42,000	34,000	38,000
Uniforms _Veh Ops	19,864	0	55,000	55,000
DOT Exams _Gen Admin	0	0	0	1,000
DOT Exams _OP-FT	7,955	15,000	10,000	7,000
DOT Exams _Svc Work	250	0	0	7,000
DOT Exams _Veh Ops	-1,789	0	0	0
EAP _Gen Admin	5,621	15,000	6,000	7,500
Mechanics Tool Allowance _Veh Maint	9,094	20,000	10,000	15,000
Mechanics Tool Allowance_Mech	774	0	0	0
Employee Wellness Program _Admin	-314	968	0	0
Employee Wellness Program _Bldg Maint	-664	1,751	0	0
Employee Wellness Program _Cust Svc	-594	1,802	0	0
Employee Wellness Program _Finance	-270	722	0	0
Employee Wellness Program _Gen Admin	42,024	0	25,000	25,000
Employee Wellness Program _Hum Res	-96	297	0	0
Employee Wellness Program _Mech	-965	2,708	0	0
Employee Wellness Program _OP-FT	-7,131	18,223	0	0
Employee Wellness Program _Svc Work	-811	2,171	0	0
Employee Wellness Program _Transp	-846	2,093	0	0
Employee Wellness Program _Veh Maint Adm	-342	1,265	0	0
Substance Abuse Program _Gen Admin	17,363	19,000	19,000	19,000
Fringe Benefits Total	12,987,371	14,255,077	14,793,146	15,191,500
Services				
Agency Fees/Public Info _Gen Admin	50	50	100	100
Auditor Fees _Gen Admin	57,612	63,000	63,000	67,000
Bank Service Charge _Gen Admin	877	3,000	2,000	2,000
Bid/Hearing Notices _Gen Admin	5,821	5,000	5,000	5,000
Clipper Fees _Finance	63,099	0	0	0
Clipper Fees _Gen Admin	0	120,000	100,000	130,000
Commuter Ck Processing Fee _Gen Admin	65	100	0	0
Financial Services _Gen Admin	23,005	38,000	20,000	30,000
Legal Fees _Gen Admin	314,364	500,000	510,000	400,000
Lobbyist _Gen Admin	44,000	72,000	72,000	72,000
Management Services _Gen Admin	25,283	100,000	25,000	100,000
Payroll Services _Gen Admin	115,034	110,000	111,000	115,000
PERS File Upload Expense _Gen Admin	8,863	12,000	9,000	10,000
HR Background Checks _Gen Admin	11,425	10,000	25,000	10,000
Recruitment _Gen Admin	2,136	10,000	5,000	10,000
Temporary Help _Fac Maint	6,292	0	2,500	3,000
Temporary Help _Gen Admin	0	25,000	5,000	25,000
UI Cost Control Services _Gen Admin	3,062	5,000	5,000	5,000
IT Contracts _Bldg Maint	0	0	1,000	1,000
IT Contracts _Gen Admin	472,501	500,000	520,000	582,000
IT Contracts_Info Tech	1,484	0	0	0
IT Supplies/Replacement _Gen Admin	6,843	30,000	30,000	40,000

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Radio Maintenance Service _Veh Ops	0	12,000	12,000	12,000
Bldg Maint Services _Fac Maint	91,201	120,000	89,000	120,000
CleverDevice-MaintenanceService_Veh Ops	136,559	313,950	266,000	300,000
CleverDevice-MaintenanceService_Veh Ops _SB1	149,693	0	0	0
Contract Service Cleaning_Gen Admin	0	3,600	2,000	4,000
Emission Control Expense_Veh Maint	38,457	85,000	5,000	85,000
Fire Monitoring_Gen Admin	13,848	10,000	5,000	10,000
Freight In/Out_Gen Admin	5,971	0	11,000	11,000
Freight In/Out_Veh Maint	3,029	12,650	2,000	2,000
Hazardous Waste Handling_Veh Maint	76,954	115,000	90,000	95,000
Landscape Services_Fac Maint	67,606	95,000	71,000	80,000
Office Equip Maint Service_Fac Maint	7,250	25,000	12,000	20,000
Office Equip Maint Service_Gen Admin	13,089	0	1,000	1,000
Security Services_Gen Admin	128,832	135,000	145,000	150,000
Support Veh Maintenance Exp_Veh Maint	14,569	18,000	24,000	25,000
SVR, Body_Veh Maint	193,894	140,000	200,000	200,000
SVR, Diffs/Radiators_Veh Maint	0	27,000	13,000	27,000
SVR, Engine_Veh Maint	436	150,000	40,000	90,000
SVR, Mach/Hydr/Tow_Veh Maint	7,931	15,000	9,000	15,000
SVR, Trans_Veh Maint	9,897	50,600	24,000	51,000
SVR, Upholstry/Glass_Veh Maint	0	14,000	7,000	14,000
SVR-Electric Bus Repair_Veh Maint	25,815	90,000	45,000	90,000
Waste Removal_Fac Maint	29,155	26,000	32,000	35,000
Other Services _Gen Admin	14,404	30,000	15,000	30,000
Mobility Services _Gen Admin	17,354	25,000	10,000	15,000
Planning Studies _Gen Admin _OBAG2 TPI	166,604	0	159,000	0
Planning Studies _Gen Admin_TRANSIT CORRIDOR	21,586	359,484	15,000	0
Promotions_Gen Admin	268	0	0	0
Promotions_Bus	94,496	155,000	155,000	155,000
Schedules/Graphics	67,755	60,000	60,000	60,000
Schedules/Graphics_Veh Ops (delete)	0	6,000	0	0
Service Development_Gen Admin	0	150,000	100,000	150,000
In-Service Monitoring_Gen Admin	0	5,000	5,000	5,000
Other Services_Gen Admin	471	0	0	0
Telematics Expense_Veh Maint	0	65,000	30,000	70,000
Services Total	2,558,940	3,916,434	3,164,600	3,529,100
Materials and Supplies				
Diesel Fuel_Veh Ops	1,632,960	1,950,000	2,200,000	2,500,000
Gasoline_Veh Maint	17,624	30,000	30,000	40,000
Oil & Lubricants_Veh Ops	152,529	116,000	127,000	130,000
Electric Trolley PG&E Utility_Veh Ops	47,377	90,000	55,000	90,000
Tires - NONRevenue Vehicles_Veh Maint	0	0	2,000	2,000
Tires - Revenue Vehicles_Veh Ops	214,696	231,000	195,000	210,000
Office Supplies _Disp & Sup	181	3,000	0	0
Office Supplies _Fac Maint	9,532	4,500	10,000	10,000

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Office Supplies _Veh Maint	17	25,000	3,000	3,000
Office Supplies_Admin	146	0	0	0
Office Supplies_General Admin	19,628	35,000	31,000	35,000
Office Supplies_Veh Maint Adm	36	0	0	0
Postage _Gen Admin	8,089	10,000	9,000	10,000
Safety Supply _Admin	191	0	0	0
Safety Supply _Gen Admin	562	0	0	0
Safety Supply _Sfty & Train	0	0	0	0
Safety Supply _Veh Ops	3,794	5,000	0	0
Tix, Pass, Transfers	60	1,500	1,500	2,000
Training Supplies _Veh Ops	473	5,000	0	0
Transport Supplies _Veh Ops	21,102	6,000	30,000	30,000
Office & IT Equipment _Gen Admin	10,827	50,000	25,000	50,000
Bldg Repair Supply _Bldg Maint	355	0	0	0
Bldg Repair Supply _Fac Maint	69,842	95,000	64,000	95,000
Coach Repair Parts _Veh Maint	743,217	718,750	890,000	900,000
CSS Antifreeze _Veh Maint	5,254	8,500	9,000	9,000
CSS Cleaning supplies _Veh Maint	26,565	16,000	29,000	30,000
CSS Gases _Veh Maint	14,562	10,000	8,000	10,000
CSS Safety supplies _Safety	737	0	0	0
CSS Safety supplies _Veh Maint	19,629	48,000	27,000	35,000
CSS Soaps _Veh Maint	5,390	8,000	4,000	5,000
Equipment/Garage Supply _Fac Maint	31	0	5,000	5,000
Equipment/Garage Supply _Veh Maint	102,122	39,000	46,000	40,000
Janitorial Supplies _Fac Maint	24,637	45,000	45,000	45,000
Janitorial Supplies _Gen Admin	16,921	0	0	0
Landscape Supply _Fac Maint	104	3,000	25,000	3,000
Obsolete Parts Write-Off _Veh Maint	10,489	50,000	50,000	50,000
Oil Analysis _Veh Maint	9,900	9,900	9,900	9,900
Shelter/Stop Supply _Fac Maint	1,346	8,000	4,000	8,000
Materials and Supplies Total	3,190,925	3,621,150	3,934,400	4,356,900
Utilities				
Cellular Phone _Gen Admin	65,355	72,000	72,000	72,000
Gas and Electric _Gen Admin	295,963	293,750	296,000	300,000
Phone_Gen Adm	38,024	40,000	40,000	40,000
Water_Gen Adm	42,531	44,400	41,000	44,000
Utilities Total	441,873	450,150	449,000	456,000
Casualty and Liability				
Liability Premiums _Gen Admin	850,311	1,047,831	1,050,000	1,260,000
Liability Premiums _Veh Maint	138,444	129,364	150,000	180,000
Property Premiums _Gen Admin	38,973	51,000	50,000	60,000
Other Premiums _Gen Admin	47,315	55,000	50,000	60,000
Liability Losses _Veh Maint	331,964	250,000	300,000	360,000
Casualty and Liability Total	1,407,007	1,533,195	1,600,000	1,920,000
Taxes and Fees				

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Fuel Storage Tank Fee _Veh Ops	11,620	15,600	12,000	12,000
License/Registration _OP-FT	10	0	0	0
License/Registration _Veh Maint	891	0	0	0
License/Registration _Veh Ops	803	3,400	2,000	2,000
Property Tax _Gen Admin	11,977	14,372	18,000	18,000
Property Tax _Veh Maint	0	0	0	0
Sales Tax _Gen Admin	0	0	1,000	1,000
Sales Tax _Veh Maint	276,142	350,000	350,000	362,000
Sales Tax _Veh Ops	57,611	0	0	0
Use and Other Taxes _Fac Maint	0	0	0	0
Use and Other Taxes _Veh Ops	5,877	7,000	6,000	6,000
Taxes and Fees Total	364,931	390,372	389,000	401,000
Leases and Rentals				
Operating Lease - Radio Site	50,500	60,000	60,000	60,000
Capital Leases - Equipment Leases	8,967	15,000	40,000	15,000
Leases and Rentals Total	59,467	75,000	100,000	75,000
Reconciling Items				
Loss on sale or disposal of asset _Discr	24,728	0	0	0
Reconciling Items Total	24,728	0	0	0
Other Operating				
Business Expense _Gen Admin	10,711	11,000	11,000	12,000
Business Expense _Plan/Mktg	0	0	0	0
Business Expense _Veh Maint	0	2,000	1,000	2,000
Business Expense _Veh Ops	0	8,000	1,000	8,000
Business Expense_Admin	0	0	0	0
Business Expense_Finance	0	0	0	0
Employee Functions	51,726	45,000	50,000	85,000
Employee Recognition _Gen Admin	7,061	3,000	2,000	3,000
Employee Recognition _Plan/Mktg	419	1,000	1,000	1,000
Membership Dues-APTA _Gen Admin	35,500	40,000	40,000	40,000
Membership Dues-CTA _Gen Admin	7,998	17,000	17,000	17,000
Membership Dues-Other _Gen Admin	7,280	8,000	8,000	8,000
Training & Subscriptions _Disp & Sup	0	0	0	0
Training & Subscriptions _Finance	52	0	0	0
Training & Subscriptions _Gen Admin	14,591	25,000	25,000	25,000
Training & Subscriptions _Veh Maint	6,190	50,000	25,000	25,000
Training & Subscriptions _Veh Ops	0	25,000	25,000	25,000
Travel Expenses - Board _Gen Admin	14,774	25,000	25,000	25,000
Travel Expenses - Staff _Admin	8,864	0	0	0
Travel Expenses - Staff _Gen Admin	92,446	120,000	115,000	125,000
Travel Expenses - Staff _Veh Ops	505	0	0	0
Other Miscellaneous Expenses _Gen Admin	0	1,500	1,000	1,500
Other Operating Total	258,117	381,500	347,000	402,500
Purchased Transportation				
PT Contract _Veh Ops - AVO	219,599	400,000	180,000	0

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Purchased Transportation Total	219,599	400,000	180,000	0
Contingency Expense				
Contingency Expense (budget only) _Admin	0	500,000	0	500,000
Contingency Expense Total	0	500,000	0	500,000
FIXED ROUTE Total	38,159,521	43,479,292	41,890,766	45,460,000
PARATRANSIT				
Wages				
Wages - Regular _Para Adm	315,758	319,126	354,604	372,000
Wages Total	315,758	319,126	354,604	372,000
Fringe Benefits				
Vacation _Para Adm	26,438	19,592	25,748	21,358
Sick _Para Adm	14,907	16,005	6,158	17,448
Holiday _Para Adm	8,503	10,521	11,094	11,470
Floating Holiday _Para Adm	12,984	6,157	21,028	6,712
Medicare Expense _Para Adm	5,098	5,253	5,459	5,727
SUI Expense _Para Adm	448	498	635	543
PERS _Para Adm	61,935	65,241	62,257	71,123
Medical Insurance _Para Adm	22,825	39,253	28,559	42,792
Cafeteria Plan _Para Adm	31,483	37,414	23,021	40,787
Dental _Para Adm	2,215	5,814	0	6,338
Life _Para Adm	3,266	4,287	3,039	4,674
Workers Compensation _Para Adm	30,490	49,560	70,289	54,028
Fringe Benefits Total	220,592	259,595	257,287	283,000
Services				
Agency Fees/Public Info _Gen Admin	730	1,000	1,000	1,000
Legal Fees _Gen Admin (Para)	41,073	40,000	36,000	45,000
IT Contracts _Gen Admin	1,428	0	11,000	7,000
IT Supplies/Replacement _Gen Admin	77	0	5,000	5,000
Radio Maintenance Service _Veh Maint	14,957	16,000	16,000	17,000
Software Maint Services _Gen Admin	61,429	71,000	73,000	73,000
Software Maint Services _Gen Admin _Other Arrang	16,046	20,000	0	0
Bldg Maint Services _Fac Maint	945	5,000	1,000	5,000
Waste Removal _Fac Maint	60	1,000	1,000	1,000
Promotions _Paratransit	1,749	15,000	10,000	15,000
Travel Training Services _Gen Admin _Meas J	21,631	59,000	10,000	20,000
Paratransit Services Other _Gen Admin	0	10,000	10,000	10,000
Services Total	160,125	238,000	174,000	199,000
Materials and Supplies				
Office Supplies _Gen Admin	66	2,000	2,000	2,000
Safety Supply _Veh Ops-PARA	0	0	1,000	1,000
Tix, Pass, Transfers _Veh Ops	423	2,000	1,500	1,500
Office & IT Equipment _Para Adm	5,348	0	0	0
Bldg Repair Supply _Fac Maint	378	0	0	0
Materials and Supplies Total	6,215	4,000	4,500	4,500
Utilities				

Account Description	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated Actual	FY 2027 Proposed Budget
Cellular Phone _Gen Admin	28,636	30,000	30,000	30,000
Gas and Electric _Gen Admin	32,830	36,000	35,000	36,000
Utilities Total	61,466	66,000	65,000	66,000
Casualty and Liability				
Liability Premiums _Gen Admin	9,704	11,998	12,000	14,000
Property Premiums _Gen Admin	6,878	9,000	10,000	12,000
Casualty and Liability Total	16,582	20,998	22,000	26,000
Other Operating				
Training & Subscriptions _Gen Admin	0	10,000	1,000	5,000
Travel Expenses - Staff _Gen Admin (Para)	3,216	0	5,000	5,000
Other Operating Total	3,216	10,000	6,000	10,000
Purchased Transportation				
PT Contract _Alamo Creek	144,438	155,000	152,000	155,000
PT Contract _BART ADA	3,373	250,088	10,000	20,000
PT Contract _Choice in Aging	363,182	315,000	420,000	450,000
PT Contract _Go San Ramon	5,732	5,000	10,000	10,000
PT Contract _LAVTA ADA	1,750,709	1,992,151	1,810,000	2,000,000
PT Contract _LINK ADA	5,568,252	7,724,633	6,805,000	7,500,000
PT Contract _LINK ADA 5307 share	1,590,376	0	0	0
PT Contract _One Seat-LAVTA	48,309	61,346	113,000	120,000
PT Contract _One Seat-LINK	467,084	493,025	750,000	750,000
PT Contract _One Seat-TBA	0	0	0	0
PT Contract _One Seat-Tri Delta	498,382	576,264	910,000	920,000
PT Contract _One Seat-West Cat	34,722	43,354	47,000	50,000
PT Contract_LAVTA ADA IT Services	0	0	21,000	21,000
PT Fuel _BART ADA	285	415	100	200
PT Fuel _LAVTA ADA	6,557	0	10,000	0
PT Fuel _LINK ADA	579,382	611,440	792,000	800,000
PT Fuel _One Seat-LAVTA	3,528	3,010	9,000	10,000
PT Fuel _One Seat-LINK	31,819	26,117	48,000	50,000
PT Fuel _One Seat-Tri Delta	22,662	16,611	63,000	65,000
PT Fuel _One Seat-West Cat	2,478	2,304	4,000	6,000
PT Fuel_One Seat-TBA	0	0	0	0
Purchased Transportation Total	11,121,270	12,275,758	11,974,100	12,927,200
PARATRANSIT Total	11,905,224	13,193,477	12,857,491	13,887,700
Grand Total	50,064,745	56,672,769	54,748,257	59,347,700

RESOLUTION NO. 2026-023

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY
BOARD OF DIRECTORS**

* * *

**AUTHORIZING FILING APPLICATIONS AND SUPPORTING DOCUMENTS
WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION
OF TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE,
REGIONAL MEASURE 2, AND REGIONAL MEASURE 3 FUNDS FOR FISCAL YEAR 2027**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (Member Jurisdictions) have formed the Central Contra Costa Transit Authority (CCCTA), 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 certain unincorporated portions of Contra Costa County (Service Area);

WHEREAS, the Transportation Development Act (TDA) (Public Utilities Code Section 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 public transit;

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

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

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

WHEREAS, TDA funds from the LTF of Contra Costa County and STA funds will be required by CCCTA in Fiscal Year 2027 for public transit capital and operating assistance;

WHEREAS, CCCTA is an eligible applicant for TDA and STA funds pursuant to Public Utilities Code Sections 99260(a), 99262, 99275, 99313 and 99314 as attested by the opinion of CCCTA's Counsel;

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan;

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d);

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred to as Regional Measure 3 (RM3), identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan;

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

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and RM3 funding;

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures and RM3 Policies and Procedures (MTC Resolution No. 4404);

WHEREAS, CCCTA is an eligible sponsor of transportation project(s) in RM2, Regional Traffic Relief Plan funds, and in the Regional Measure 3 Expenditure Plan;

WHEREAS, the Express Bus Routes are eligible for consideration in the Regional Traffic Relief Plan of RM2, pursuant to Streets and Highways Code Section 30914(c) or (d);

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

WHEREAS, the RM2 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 CCCTA is requesting that MTC allocate RM2 funds;

WHEREAS, the RM3 allocation request, attached hereto in the Operating Agreement and incorporated herein as though set forth at length, enumerates the project details for which CCCTA is requesting that MTC allocate RM3 funds;

WHEREAS, the certification by CCCTA of assurances is required for the allocation of funds by MTC; and

WHEREAS, CCCTA requires an allocation of these funds for capital and operating assistance to support CCCTA's provision of public transit services in the Central Contra Costa County area for Fiscal Year 2027.

NOW, THEREFORE, BE IT Resolved, by the Central Contra Costa Transit Authority Board of Directors that CCCTA, 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 (MTC Resolution No. 4404); and be it further

RESOLVED, that CCCTA certifies that the projects are consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that CCCTA approves the Express Bus Routes operating proposals; and be it further

RESOLVED, that CCCTA approves the updated RM3 Operating Agreement, attached to this resolution; and be it further

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

RESOLVED, that CCCTA 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 be it further

RESOLVED, that CCCTA is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(c); and be it further

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

RESOLVED, that CCCTA 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 CCCTA 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 that might in any way adversely affect the proposed projects, or the ability of CCCTA to deliver such projects; and be it further

RESOLVED, that CCCTA 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 CCCTA 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 CCCTA, 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. CCCTA 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 CCCTA 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

RESOLVED that the General Manager, or his designee, is authorized to execute and submit appropriate applications and allocation requests, together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA, STA, RM2, and RM3 funds for Fiscal Year 2027 for the projects, purposes and amounts included in the project application(s) attached to this resolution; and be it further

RESOLVED that the General Manager, or his designee, is delegated the authority to make non-substantive changes and minor amendments to the Initial Project Report and/or Operating Agreement as he deems appropriate; and be it further

RESOLVED that a copy of this resolution shall be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claims and/or applications referenced herein, and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Regularly passed and adopted this 16th day of April 2026 by the following vote.

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert Storer, Chair, CCCTA Board of Directors

ATTEST:

Lathina Hill, Clerk of the Board

To: Board of Directors

Date: April 07, 2026

From: Yvette Glenn, Director of Transportation

Reviewed by: *Ref*

SUBJECT: Update on Issuance of Non-Domiciled Commercial Drivers' Licenses (CDL)

Background:

In early October 2025, County Connection was notified of the Department of Transportation's (DOT) emergency interim final rule, issued September 29, 2025, regarding the issuance of non-domiciled commercial driver's licenses (CDL), including commercial learner's permits (CLP). This rule came in response to an audit conducted by the Federal Motor Carrier Safety Administration (FMCSA) of state drivers' licensing agencies and the issuance of such licenses. As such, the Department of Motor Vehicles (DMV) implemented a suspension of its processing of any new CDLs, CLPs, or the renewal of CDLs.

Non-Domiciled Commercial Driver's Licenses at County Connection:

Staff have been closely monitoring the changes surrounding the issuance of non-domiciled CDL's. Initially, individuals with non-domiciled CDL's which were current, or not due for renewal, were not required to take any action at the time. In November 2025, the DMV issued a notice to some non-domiciled commercial drivers that their license would be canceled in sixty (60) days, or on January 5, 2026, unless they met the new federal guidelines. In late January 2026, the DMV issued a secondary notice, informing these drivers that the cancellation was postponed for an additional 60 days, or on March 6, 2026.

As of March 6, 2026, (6) of County Connection's workforce has been affected by the new federal rule issued by the DOT. This has included employees with existing CLPs, those that were due for a CDL renewal, or whose CDL was canceled following notification from the DMV. Upon cancellation or expiration, drivers have had the ability to immediately reapply for a commercial license and have been issued a temporary, non-commercial driver's license for a period of ninety (90) days.

Employee accommodations:

Staff recognizes that this rule presents challenges both internally and externally and is working to support employees to the extent possible during this transition. Efforts have included exploring internal recruitment opportunities and/or offering the option of a temporary leave of absence. It is County Connection's understanding that a compliance plan in response to the new federal guidelines must be reviewed and approved by the FMCSA before state licensing agencies have the ability to resume the

issuance of non-domiciled commercial licenses and permits. Unfortunately, there is no clear timeline on when this may occur for the California DMV.

Financial Implications:

None.

Recommendation:

None. Informational only.

Action Requested:

None at this time. Staff will keep the Board of Directors informed of any updates as they become available.

Attachments:

None.

To: Board of Directors

Date: April 08, 2026

From: Ruby Horta, Assistant General Manager

Reviewed by: *W.C.*

SUBJECT: Summer Outreach Calendar and Youth Ride Free

Background:

County Connection staff is committed to engaging with young riders, both in educating them in transit systems and helping them plug into cost-saving payment programs. Staff is now preparing its spring/summer school outreach plan for youth/student programs scheduled for the summer and fall.

Additional Information:

County Connection staff has identified a few areas of messaging and engagement in Spring 2026 that are a mix of amplified messaging shared from our transit programs for Bay Area-wide campaigns, such as Youth Clipper, as well as education and regional programs tailored to youth and families within central Contra Costa County. The suggested engagement strategy is as follows:

MONTH	MESSAGE	PLATFORM
Jan-Mar	Youth Clipper	Social Media
April-May	Youth program	Social Media, Spring School Town Halls (via Zoom)
June-July	Summer activities via County Connection, Pass2Class (July)	Social media, print ads, newsletter

Youth Ride Free

The two Regional Transportation Planning Committees (RTPCs) represented in County Connection’s service area, Transportation Partnership and Cooperation (TRANSPAC) and the Southwest Area Transportation Committee (SWAT) have both approved funding for a summer youth program allowing youth ages 6-18 to ride free without passes. The TRANSPAC Board allocated \$41,000 in November 2025 and SWAT approved their allocation of close to \$6,000 in December 2025.

According to the recent TRANSPAC agenda, the Contra Costa Transportation Authority (CCTA) is coordinating a countywide youth transit program that combines two components: a two-month summer program (June-July 2026) where youth ages 6-18 can ride free without passes, and the existing Pass2Class school-year program (August-September 2026) providing free passes to enrolled students. CCTA staff have been invited to the Board meeting to provide additional information.

Given the limited timeline to effectively market a summer program before the end of the year, both TriDelta and WestCAT are moving forward with the Youth Ride Free (YRF) program that was piloted last

year. County Connection staff is prepared to deploy a joint marketing effort in partnership with the other two Contra Costa transit agencies and CCTA. Given the YRF program's success from last year, staff can reuse the marketing materials allowing immediate distribution of information.

Financial Implications:

Any costs associated with events are included in the Promotions Budget.

Recommendation:

The Marketing, Planning and Legislative Committee and staff recommend developing a cohesive approach to the marketing efforts to maximize the impact of the Youth Ride Free program.

Action Requested:

The Marketing, Planning and Legislative Committee and staff request Board direction on how to proceed with the marketing of the Youth Ride Free program.

Attachments:

None.

To: Board of Directors

Date: April 9, 2026

From: Andrew M. Smith, Director of Planning & Marketing

Reviewed by: *Ref*

SUBJECT: Revised Draft Alternative Service Plan

Background:

At the March 2026 Board of Directors and Operations & Scheduling Committee meetings, staff presented two scenarios for an Alternative Service Plan to address the budget reductions necessary should Bay Area voters not approve the Connect Bay Area Transit Initiative in November. The two scenarios varied in that Scenario 1 relied on cutting County Connection's lower productivity routes (as measured by passengers per revenue hour), while Scenario 2 took a more balanced approach of cutting only the very least productive routes and reducing frequency on the remaining routes in ascending order of productivity. Both the Board and the Committee expressed a preference for the approach taken in Scenario 2, as well as keeping all of County Connection's 600-series school routes.

Alternative Service Plan Scenarios:

Based on input provided by the Board and Committee, staff has created a new Scenario 3, which is a variant of the previously reviewed Scenario 2. This new scenario includes all of the service cuts and frequency reductions included in Scenario 2, except that it also proposes to end service on the weekday Route 18 (a lower-ridership route that runs between the Pleasant Hill BART and Martinez Amtrak stations), in order to preserve the existing frequency/headways on the weekday Route 10 (County Connection's second-highest ridership route, travelling east on Clayton Road from the Concord BART station), the weekend Route 4 (the downtown Walnut Creek "trolley", County Connection's second-most productive weekend route), and the afternoon portion of the weekday Route 20 (County Connection's third-highest ridership route, connecting the Concord BART station with DVC). Both scenarios preserve all of County Connection's 600-series school routes, and both propose to discontinue paratransit service for trips beginning or ending more than the federally mandated three-quarter-mile buffer from any fixed route.

In addition to the service reductions included in the two scenarios described above, staff would also recommend the Board's adoption of austerity measures should the Connect Bay Area initiative fail at the ballot box. These measures include reductions of approximately \$170,000 in marketing expenses and \$130,000 in conferences and travel, as well as an estimated \$300,000 in savings from temporarily suspending MERIT and step increases and cost-of-living adjustments for administrative staff, for a combined total of approximately \$600,000 annually. While these actions provide meaningful near-term savings and help to limit the depth of service reductions, staff notes that the suspension of salary increases is not a sustainable long-term strategy and should be viewed as a temporary measure rather than a recurring source of ongoing savings.

Fare Increase Option:

Staff also evaluated the possibility of filling the anticipated budget gap by raising fares. Using data from several studies on price elasticity for transit fares, staff found that this is not a viable option because the resulting reduction in ridership outpaces the increase in fare revenue. Simply stated, there would be fewer people riding the bus to pay the higher fare. Using the most conservative estimates (i.e. assuming the lowest levels of price sensitivity), County Connection could fill approximately 22% of the anticipated budget gap through a 120% fare increase (\$5.50 adult cash fare, \$11.00 paratransit fare) that would result in a one-third reduction in fixed-route ridership and a two-thirds reduction in paratransit ridership. Any further fare increases would result in lower overall fare revenues due to reduced ridership.

Financial Implications:

Either of the two scenarios presented above are expected to close anticipated budget gap should the Connect Bay Area Transit Initiative fail at the ballot box in November.

Recommendation:

Between the two scenarios, the Operations & Scheduling Committee and staff recommend Scenario 3, as it preserves existing levels of service on more of County Connection's highest-ridership routes, while still maintaining regional connectivity (most notably to the Dublin/Pleasanton BART station – also a regional bus hub) and preserving all of County Connection's 600-series school routes.

Action Requested:

Staff and the O&S Committee request that the Board approve a preferred scenario and adopt the Alternative Service Plan.

Attachments:

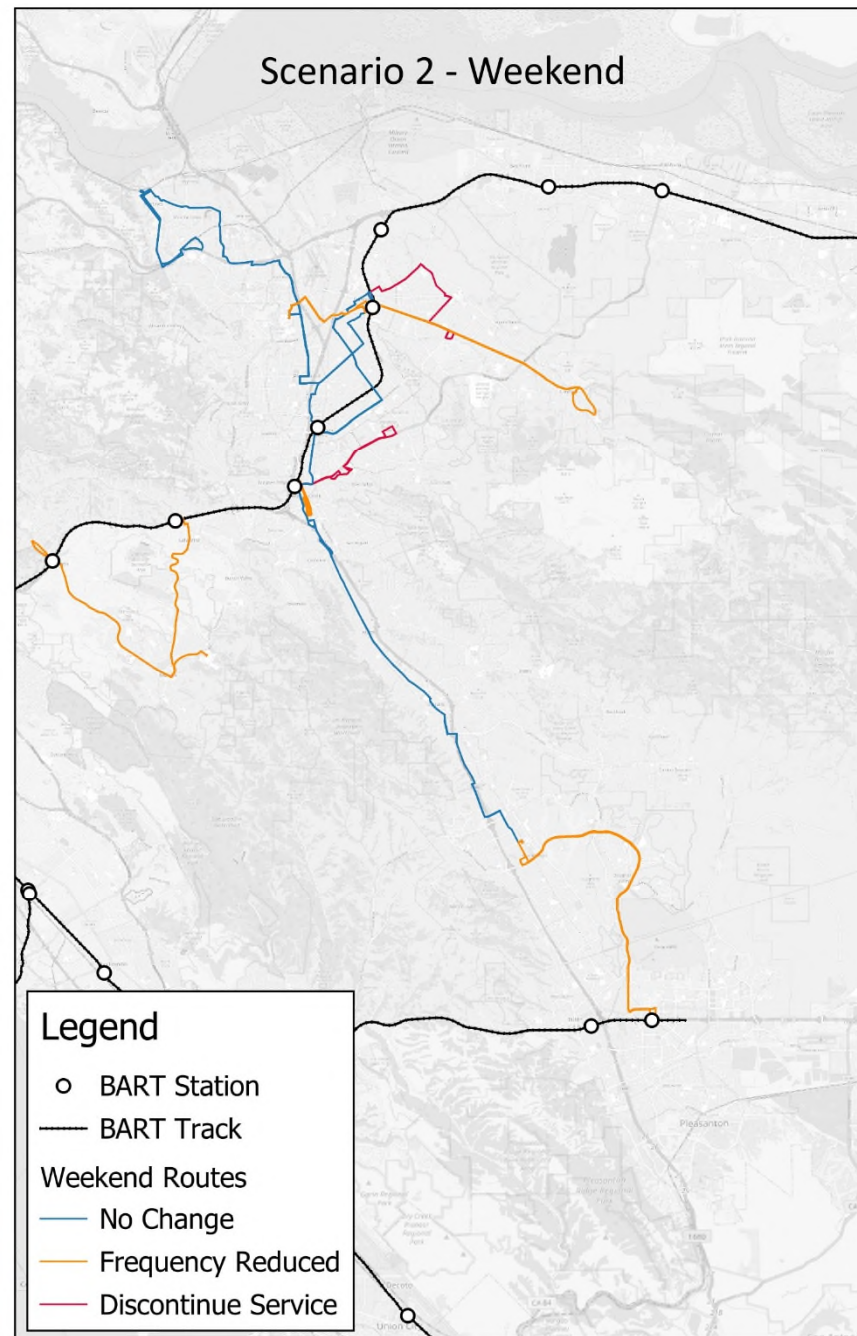
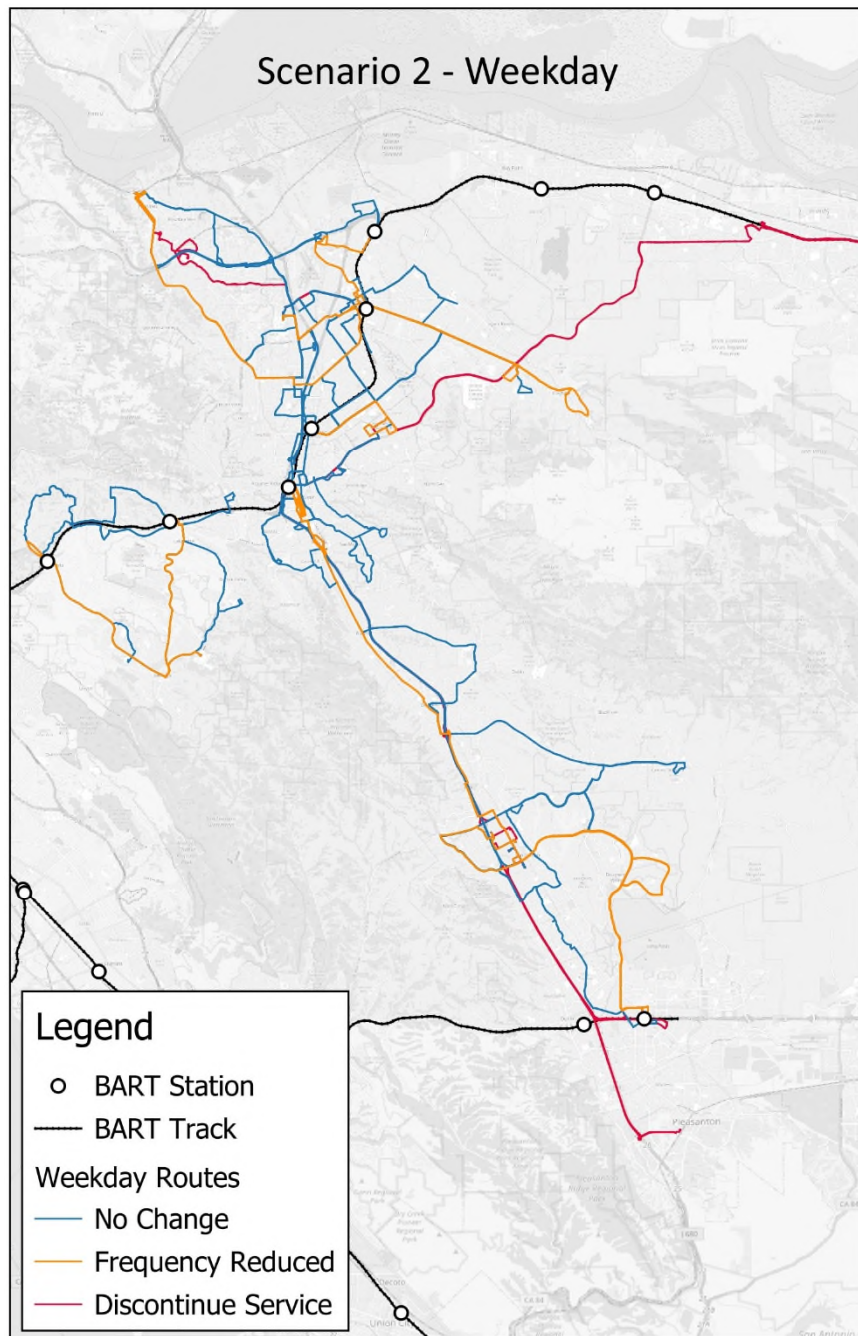
Attachment 1: Scenarios 2 & 3 by route (listed in descending order of productivity)

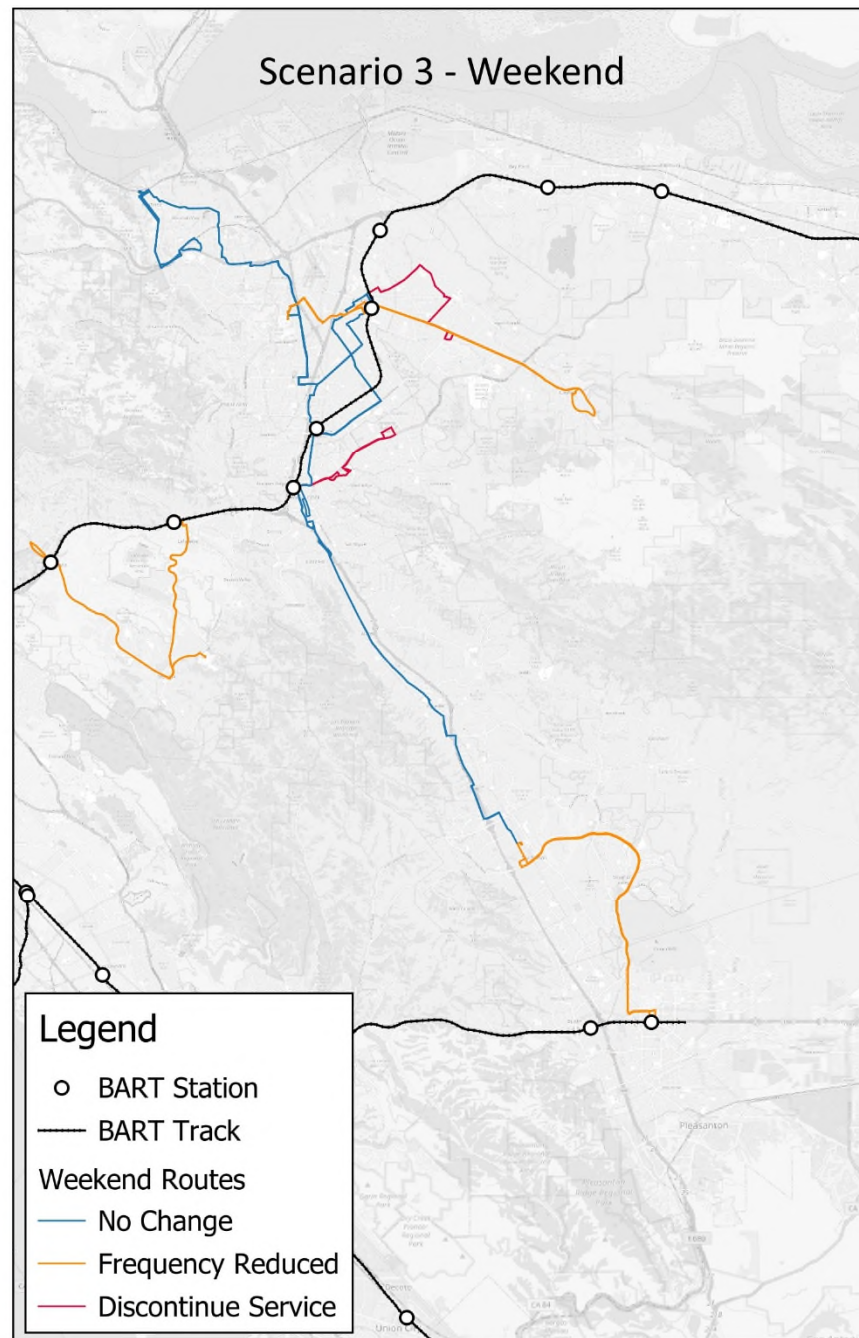
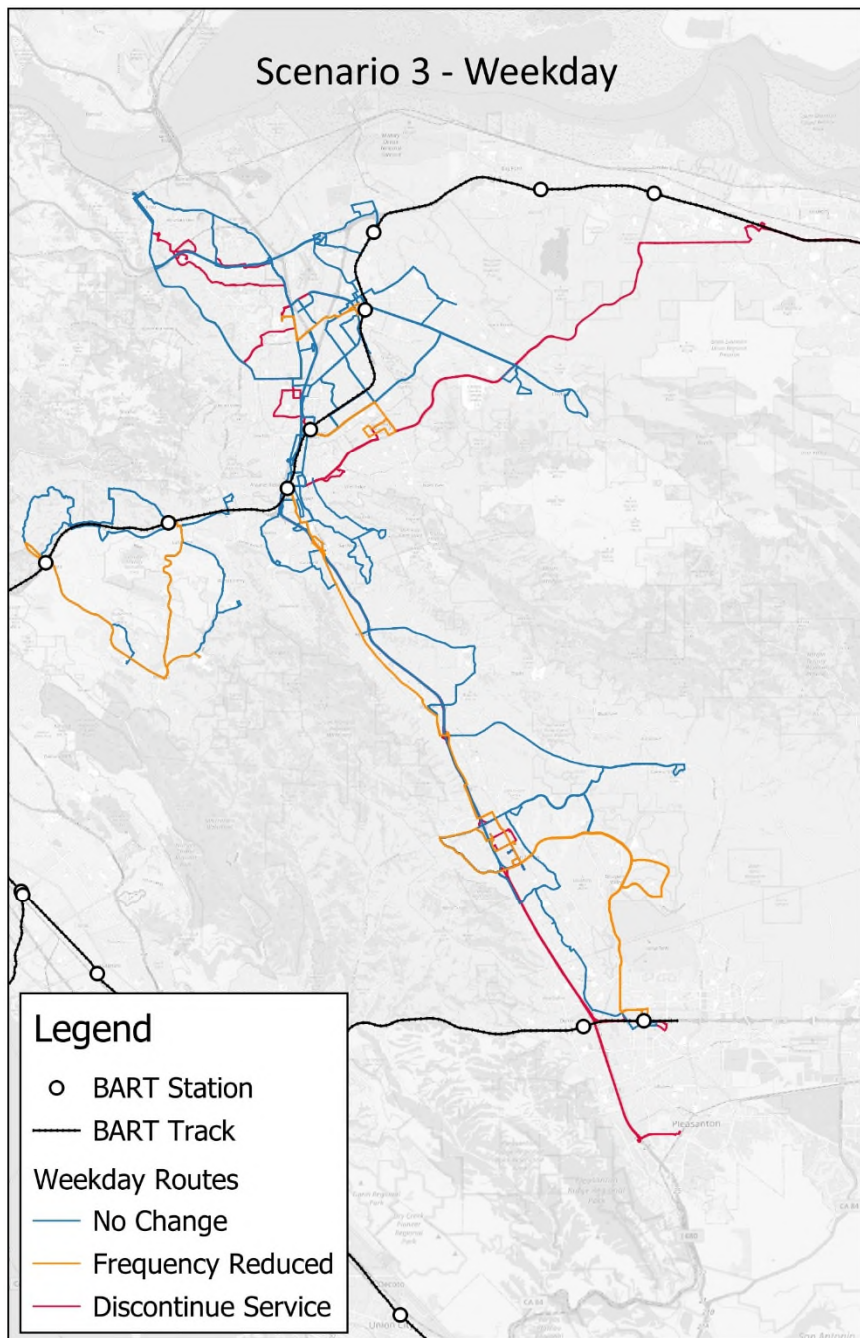
Attachment 2: Map of Scenario 2

Attachment 3: Map of Scenario 3

Scenarios 2 & 3 by route (listed in descending order of productivity)

Route	Location	Productivity (pass/rev hr)	Existing Service	Scenario #2	Scenario #3	Service Period	Subarea
314	Concord BART / Downtown Pleasant Hill / DVC	20+	30	30	30	Weekends	Central
14	Concord BART / Pleasant Hill BART / Walnut Creek BART	20+	30	30	30	Weekdays	Central
11	Concord BART / Pleasant Hill BART	20+	45-90	45-90	45-90	Weekdays	Central
10	Concord BART / Clayton	10-20	15-30	30	15-30	Weekdays	Central
4 (wkdy)	Walnut Creek BART / Broadway Plaza	10-20	15	15	15	Weekdays	Central
4 (wknd)	Walnut Creek BART / Broadway Plaza	10-20	20	30	20	Weekends	Central
20	Concord BART / DVC	10-20	15	30	15-30	Weekdays	Central
311	Concord BART / Pleasant Hill BART / Walnut Creek BART	10-20	60	60	60	Weekends	Central
16	Concord BART / Pleasant Hill / Martinez Amtrak	10-20	40	60	60	Weekdays	Central
310	Concord BART / Clayton	10-20	40	60	60	Weekends	Central
5	Walnut Creek BART / Creekside	10-20	45	60	60	Weekdays	Central
7	Pleasant Hill BART / Mitchell Park 'n Ride	10-20	20	30	30	Peak only	Central
316	Pleasant Hill BART / Martinez Amtrak	10-20	80	80	80	Weekends	Central
17	Concord BART / North Concord/Martinez BART	10-20	50	60	60	Weekdays	Central
91X	Concord Commuter Express	10-20	30	30	30	Peak only	Central
9	Walnut Creek BART / DVC	10-20	60	60	60	Weekdays	Central
320	Concord BART / DVC	10-20	40	60	60	Weekends	Central
35	San Ramon Transit Center / Dublin/Pleasanton BART	10-20	30-60	60	60	Weekdays	SRV
6 (wknd)	Orinda BART / Moraga / Lafayette BART	10-20	80	80	80	Weekends	Lamorinda
15	Concord BART / Pleasant Hill BART	10-20	60	60	60	Weekdays	Central
98X	Walnut Creek BART / Martinez Amtrak	0-10	40-60	40-60	40-60	Weekdays	Central
1	Rossmoor Shopping Center / Mitchell Park 'n Ride	0-10	60	60	60	Weekdays	Central
21	BART Walnut Creek / San Ramon Transit Center	0-10	30-60	60	60	Weekdays	SRV
6 (wkdy)	Orinda BART / Moraga / Lafayette BART	0-10	30-60	60	60	Weekdays	Lamorinda
19	Concord BART / Martinez Amtrak	0-10	90	90	90	Weekdays	Central
321	BART Walnut Creek / San Ramon Transit Center	0-10	60	60	60	Weekends	SRV
99X	North Concord/Martinez BART / Martinez Amtrak	0-10	30	30	30	Peak only	Central
335	San Ramon Transit Center / Dublin/Pleasanton BART	0-10	40	60	60	Weekends	SRV
18	Pleasant Hill BART / DVC / Martinez Amtrak	0-10	80	80	X	Weekdays	Central
28	Martinez Amtrak / DVC / Concord BART	0-10	50	X	X	Weekdays	Central
96X	Walnut Creek BART / San Ramon Transit Center	0-10	30	30	30	Peak only	SRV
93X	Antioch BART / Walnut Creek BART	0-10	20-60	X	X	Peak only	Central
95X	Walnut Creek BART / San Ramon Transit Center	0-10	30	X	X	Peak only	SRV
97X	Dublin/Pleasanton BART / San Ramon Transit Center	0-10	60	X	X	Peak only	SRV
315	Concord BART / Bel Air Drive	0-10	60	X	X	Weekends	Central
301	Walnut Creek BART / Shadelands	0-10	60	X	X	Weekends	Central
92X	Pleasanton ACE / Mitchell Park 'n Ride	0-10	60	X	X	Peak only	SRV
600s	School Service	n/a	1-2/day	1-2/day	1-2/day	School Days	All
			Time (in minutes) between buses:		30		
			Frequency partially reduced:		15-30		
			Frequency reduced:		60		
			Service discontinued:		X		





To: Board of Directors

Date: April 7, 2026

From: John Sanderson, Director of ADA and Specialized Services

Reviewed by: *Ref*

SUBJECT: New Memorandum of Understanding with Choice in Aging

Background:

Choice in Aging (CiA), an adult social service agency accounted for about 20% of County Connection’s daily paratransit trip volume, before the COVID-19 pandemic. In January 2022, following a nearly two-year hiatus due to the pandemic, the Board approved a demonstration pilot project through which County Connection reimbursed CiA for door-through-door trips provided by a third-party Transportation Network Company (TNC) operator, SilverRide, for CiA attendees who are County Connection LINK-eligible, but whose needs exceed the standard of care available through shared-ride paratransit service, or who need rides to and from CiA on very short notice. Within a short time, the pilot program proved highly beneficial to CiA and its clients and cost effective for County Connection. As a result, the Board authorized extensions of the pilot program through 2023 and 2024. For 2025, the Board approved transitioning the pilot to a permanent program.

Program Update:

The CiA-SilverRide program continues to provide a comfortable and flexible alternative for qualifying CiA riders and remains very affordable for County Connection. To support the program long term, a new Memorandum of Understanding (MOU) between County Connection and CiA is needed. The new MOU will document the roles and responsibilities of both County Connection and CiA related to the program, clarify and streamline the enrollment process for new program riders, and include necessary “pass-through” provisions to ensure that the service CiA contracts for with SilverRide meets County Connection’s regulatory compliance and reporting needs. The new MOU will include a base term of three (3) years, with two (2) one-year extension options, for a potential term of up to five (5) years. This will allow both CiA and County Connection to effectively incorporate the program into long range plans.

Financial Implications:

In fiscal year 2025 (FY25), County Connection LINK transported 99,677 registered riders at a total contract cost of approximately \$7.7 million, or roughly \$77.24 each. During the same time period the CiA-SilverRide program transported 9,829 registered riders at a cost of \$36.95 each – an average savings of about \$40.30 per trip, or about \$396,000 overall. \$400,000 was budgeted to support the program through FY26. Actual trip counts have come in slightly higher than expected, and as a result \$450,000 has been included in the preliminary budget for FY27.

Recommendation:

The Operations and Scheduling Committee and staff recommend that the Board adopt Resolution 2026-24, included as Attachment A.

Action Requested:

The Operations and Scheduling Committee and staff respectfully requests that the Board adopt Resolution No. 2026-24.

Attachments:

Attachment A: Resolution No. 2026-24

RESOLUTION NO. 2026-024

BOARD OF DIRECTORS, CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA

* * *

AUTHORIZING NEW MEMORANDUM OF UNDERSTANDING WITH CHOICE IN AGING

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (Member Jurisdictions) have formed the Central Contra Costa Transit Authority (CCCTA), 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 certain unincorporated portions of Contra Costa County;

WHEREAS, in 2019, CCCTA retained Douglas Cross Transportation Consulting to investigate, summarize and recommend best practices to improve CCCTA's Americans with Disabilities Act (ADA) paratransit services;

WHEREAS, as a result of this investigation, CCCTA's Director of ADA and Specialized Services worked in conjunction with Choice in Aging to launch a six-month pilot program in June 2019 to passengers most affected by the constraints of CCCTA's ADA paratransit services, using SilverRide to provide round-trip door-through-door service for eligible Choice in Aging participants;

WHEREAS, in March 2020, the program was temporarily suspended as a result of the COVID-19 pandemic;

WHEREAS, on January 1, 2022, CCCTA and Choice in Aging entered into a Memorandum of Understanding (MOU) to resume the program by extending it for one year, during which SilverRide continued to deliver the aforementioned round-trip services;

WHEREAS, on January 1, 2023, January 1, 2024, and January 1, 2025, the parties entered into new MOUs to continue the program;

WHEREAS, given the success of the program, the parties wish to continue the program on an ongoing basis;

WHEREAS, the program will continue to be managed by Choice in Aging (utilizing a contractor to provide round-trip services) and CCCTA will provide guidance and periodic audits to ensure the program is meeting its intended goals; and

WHEREAS, staff recommends, and the Operations and Scheduling Committee concurs that the Board authorize the General Manager to enter into a new MOU with Choice in Aging to continue the program until June 30, 2029, with up to two optional one-year extensions.

NOW, THEREFORE, BE IT RESOLVED that the Central Contra Costa Transit Authority Board of Directors hereby authorizes the General Manager to execute a new MOU with Choice in Aging until June 30, 2029, with up to two optional one-year extension terms, in a form approved by legal counsel, and to take all other actions necessary to give effect to this Resolution.

Regularly passed and adopted this 16th day of April 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Robert Storer, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: April 9, 2026

From: Amber Johnson, Chief Financial Officer

Reviewed by: WC.

SUBJECT: Above-Ground Tank Installation Contract Award

Background:

County Connection has been implementing a phased plan to modernize its fuel storage infrastructure to ensure regulatory compliance, maintain uninterrupted fueling operations, and reduce long-term environmental and operational risk.

In September 2025, the Board authorized the closure in place of two (2) 25,000-gallon single-wall underground diesel fuel tanks that were originally installed in 1981. This action was required to comply with State Water Resources Control Board regulations mandating that all single-wall underground storage tanks be permanently closed, removed, or replaced by December 31, 2025. The underground tank closure was completed following a competitive Invitation for Bids (IFB) process and brought County Connection's fuel system into regulatory compliance while preserving its ability to supply diesel fuel for transit operations. One (1) 20,000-gallon double-wall underground fuel tank remains in service at the facility and is fully compliant with current state regulations.

Phase Two:

With the underground tanks now permanently closed, the next phase of the project is installation of new above-ground fuel storage tanks. Above-ground tanks provide a compliant and modern fueling solution, improve accessibility for inspection and maintenance, and reduce long-term regulatory exposure associated with underground systems.

Evaluation Process:

To complete this phase, staff issued a competitive IFB for the Above-Ground Tank Installation project. The solicitation was publicly advertised, bids were received and evaluated, and the procurement was conducted in accordance with applicable requirements. At the bid opening on March 26, 2026, at 2:00 p.m., three (3) responsible and responsive bids were received from interested contractors. The bids received were:

- | | |
|-------------------------------|-------------|
| 1) Alex Kushner General, Inc. | \$550,000 |
| 2) Saboo, Inc. | \$1,200,000 |
| 3) Carone and Company | \$1,549,000 |

Following evaluation, staff recommends award of a construction contract to Alex Kushner General, Inc., the lowest responsive and responsible bidder, for installation and commissioning of the above-ground fuel storage system.

Financial Implications:

The total bid amount submitted by the recommended contractor, Alex Kushner General, Inc., is \$550,000, which includes all required subcontractor work. Staff recommends establishing a project contingency of \$200,000 to address potential unforeseen conditions or cost overruns that may arise during construction.

The total recommended not-to-exceed authorization amount for the Above-Ground Tank Installation project is therefore \$750,000. TDA Capital funds have previously been encumbered for this project and the recommended authorization is within the approved capital budget.

Recommendation:

The O&S Committee and staff recommend that the Board of Directors authorize the General Manager to enter a contract with Alex Kushner General, Inc. for the Above Ground Installation of Diesel Tanks Project.

Action Requested:

The O&S Committee and staff request that the Board of Directors adopt Resolution 2026-025 authorizing the General Manager to enter a Contract with Alex Kushner General, Inc. for the Above Ground Installation of Diesel Tanks Project. The project cost is not to exceed \$750,000.

Attachments:

Resolution No. 2026-25

RESOLUTION NO. 2026-025

**BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA**

* * *

**AUTHORIZING AWARD OF CONTRACT TO ALEX KUSHNER GENERAL, INC.
FOR INSTALLATION OF ABOVE GROUND FUEL STORAGE TANKS**

WHEREAS, the County of Contra Costa and the Cities of Clayton, Concord, the Town of Danville, Lafayette, Martinez, the Town of Moraga, Orinda, Pleasant Hill, San Ramon and Walnut Creek (hereinafter "Member Jurisdictions") have formed the Central Contra Costa Transit Authority ("CCCTA"), 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 certain unincorporated portions of Contra Costa County;

WHEREAS, CCCTA has been implementing a phased plan to modernize its fuel storage infrastructure to ensure regulatory compliance, maintain uninterrupted fueling operations, and reduce long-term environmental and operational risk;

WHEREAS, in 2025, CCCTA closed in place two existing single-wall underground diesel fuel tanks that were originally installed in 1981 to comply with State Water Resources Control Board regulations;

WHEREAS, CCCTA purchased two new above ground fuel storage tanks and all related materials and parts as the next stage in the phased plan;

WHEREAS, on March 26, 2026, CCCTA issued an Invitation for Bids ("IFB") for the Installation of Above Ground Fuel Storage Tanks project;

WHEREAS, CCCTA received three bids in response to the IFB;

WHEREAS, staff and Legal Counsel determined that the bid from Alex Kushner General, Inc. was the lowest responsive and responsible bid in the amount of five hundred fifty thousand dollars (\$550,000);

WHEREAS, staff recommends establishing a project contingency amount of two hundred thousand dollars (\$200,000) to address potential unforeseen conditions or cost overruns that may arise during the installation of the above ground fuel storage tanks; and

WHEREAS, staff recommends and the Operations and Scheduling Committee concurs that the Board of Directors authorize the General Manager or designee to execute a contract with Alex Kushner General, Inc. for the installation of above ground fuel storage tanks for an amount not to exceed five hundred fifty thousand dollars (\$550,000) and a project contingency amount of two hundred thousand dollars (\$200,000).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Central Contra Costa Transit Authority authorizes the General Manager or designee to execute a contract with Alex Kushner General, Inc., in a form approved by Legal Counsel, to install above ground fuel storage tanks, in an amount not to exceed five hundred fifty thousand dollars (\$550,000) and a project contingency amount of two hundred thousand dollars (\$200,000) for potential unforeseen conditions or cost overruns; and

BE IT FURTHER RESOLVED that the General Manager or designee is authorized to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 16th day of April, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert Storer, Chair, Board of Directors

ATTEST: _____
Lathina Hill, Clerk to the Board

To: Board of Directors

Date: 4/1/2026

From: Rosa Noya, Manager of Accessible Services

Reviewed by: JS

SUBJECT: Appointment to Advisory Committee Representing City of Concord

Background:

On March 10, 2026, the City of Concord appointed Jeanette Green to serve on County Connection's Advisory Committee (Ad-Comm) as the primary member representing the City of Concord. This appointment will expire June 30, 2028.

Financial Implications:

None

Recommendation:

Staff recommends Board approval of the appointment of Jeanette Green as the primary representative for the City of Concord on County Connection's Ad-Comm.

Action Requested:

Staff requests the appointment of Jeanette Green be approved by the Board, effective April 16, 2026, through June 30, 2028.

Attachments:

Attachment 1: City of Concord Appointment Letter



City of Concord 1950 Parkside Drive, Concord, California 94519
cityofconcord.org • cityclerk@cityofconcord.org • 925-671-3495

OFFICE OF THE CITY CLERK
JOELLE FOCKLER, MMC, CITY CLERK

City Council

Laura M. Nakamura, Mayor
Dominic Aliano, Vice Mayor
Pablo Benavente
Laura M. Hoffmeister
Carlyn S. Obringer
Patti Barsotti, City Treasurer
Valerie J. Barone, City Manager

March 13, 2026

Sent via US Mail and email

Ms. Rosa Noya
Central Contra Costa Transit Authority
2477 Arnold Industrial Way
Concord, CA 94520

RE: City of Concord Appointment to Serve on the Central Contra Costa Transit Authority

Dear Ms. Noya:

This letter is to advise that on March 10, 2026, the Concord City Council unanimously voted to approve the appointment of Jeanette Green to serve as the City's representative on the Central Contra Costa Transit Authority's Advisory Committee for the remainder of a three-year term ending June 30, 2028.

Mayor Nakamura recommended Ms. Green's appointment after a recruitment process and interviews with candidates. Please find Ms. Green's contact information below:

Jeanette Green

[REDACTED]
Concord, CA 94519
[REDACTED]

Should you have any questions or concerns, please contact me at (925) 671-3390 or joelle.fockler@cityofconcord.org.

Sincerely,


Joelle Fockler, MMC
City Clerk

cc: Jeanette Green