

WE'RE COMMITTED TO SERVING OUR COMMUNITY

(There's more than passengers riding on our buses!)



LOCAL ECONOMY

Many of our riders are essential workers. Without them and an ability to travel to work, our economy suffers.



LOCAL JOBS

Our buses are built locally by GILLIG, LLC and their 1,100+ team of American workers include over 600 unionized production workers.



QUALITY OF LIFE

We give seniors and our disabled community freedom to safely travel throughout the region through affordable, accessible transit programs.



SEAMLESS SUPPORT

When BART and our other Bay Area transit partners have service interruptions, we provide a bus bridge connection to ensure riders can safely reach their destinations.



EDUCATION

We offer the only public bus service for middle and high schools in central Contra Costa, as well as provide service to two area colleges. Through youth pilot programs, we increased ridership by 1000% during the summer.



REDUCED TRAFFIC

We keep roughly 3K vehicles off the road each week day, which helps reduce daily traffic congestion in the region.



COUNTY CONNECTION BUSES ARE AMERICAN-MADE, ALWAYS HAVE BEEN.

Since 1890, GILLIG, LLC has been at the forefront of innovation in the bus manufacturing industry and is one of only two American factories left that build buses. County Connection proudly operates a fleet of GILLIG buses that exemplify our commitment to American craftsmanship.

\$1	50K	430K	\$10K
Every \$1 invested in public transit generates \$5 in economic return.	For every \$1 billion invested in transit, 50,000 American jobs are supported.	Nationally, 430,000 people work for public transportation agencies.	Households save an average of \$10,000 annually taking public transit.

LEARN MORE ABOUT WHAT MAKES COUNTY CONNECTION STAND OUT!

- Most Recent Fixed Route Survey
- Operating and Capital Budget Report
- One Seat Regional Ride promo video
- Title VI Program Report



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County Connection




2026 FEDERAL ADVOCACY PROGRAM

CONTRA COSTA COUNTY ★ CA

Serving Contra Costa County communities of
 Clayton - Concord - Danville - Lafayette - Martinez - Moraga
 Orinda - Pleasant Hill - San Ramon - Walnut Creek
 and unincorporated communities in Central Contra Costa County

OUR BUS SERVICE AT A GLANCE

County Connection provides vital local transit service for communities in Central Contra Costa County.

<p>CENTRAL CONTRA COSTA COUNTY</p> <p> RIDERSHIP 2.84 M in 2025</p> <p> POPULATION 540,000</p> <p> SERVICE AREA 200 Sq Miles</p>	OUR RIDERSHIP BASED ON RECENT SURVEY DATA		
	BY CATEGORY	COUNTY CONNECTION RIDERS	COUNTY RESIDENTS
	No car	28%	5%
	Minority Population	63%	39%
Household Income <\$50k/yr	59%	17%	
Ages 19-34	37%	16%	


LOCAL AND REGIONAL TRIPS

Local Trips: 76%

Regional Trips: 24%

BART Transfers: 35%

San Francisco Bay Area



Contra Costa County

2025 CAPITAL FUNDING

Federal funding accounts for an estimated 67% on an annualized basis.

Local 33%

\$13.5M Annually

Federal 67%

PRIORITIES OF THE FEDERAL ADVOCACY PROGRAM

1. RESTORE THE FEDERAL HIGHWAY & MASS TRANSIT FUND

County Connection supports restoring the Highway Trust Fund (HTF), so that it can continue to fully fund federal transit programs at baseline spending levels. Revenue sources for the fund should be indexed to keep up with inflation and ensure long term solvency.

2. ENACT APTA'S RECOMMENDATIONS ON MOBILITY & INNOVATION

County Connection supports innovative mobility solutions to increase public transportation use. Innovations should prepare the next generation of public transportation employees through workforce development.

3. INFRASTRUCTURE INVESTMENT AND JOBS ACT REAUTHORIZATION

Federal support for public transportation is primarily administered by the Federal Transit Administration through the Infrastructure Investment and Jobs Act (IIJA) and is set to expire in September 2026.

- County Connection relies on vital federal funding to sustain essential programs such as vehicle replacement, ADA paratransit, and lifeline services.
- As Congress is working on the reauthorization, County Connection strongly supports renewing the IIJA at funding levels currently proposed by APTA and advocates for a new surface transportation authorization that closely mirrors the IIJA's formula and discretionary programs.
- Maintaining these funding levels is critical to preserving a state of good repair, addressing inflationary pressures, and supporting future ridership growth.

