

County Connection

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

BOARD OF DIRECTORS

MEETING AGENDA

Thursday, October 15, 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 September 17, 2026*
 - b) Contract Amendment for Fare-Free Paratransit Service on Routes 4 and 5*
Resolution No. 2027-09*
 - c) Low Carbon Transportation Operations Program (LCTOP) Allocation Request - FY 25/26*
Resolution No. 2027-08*
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) Authority Reorganization
 - b) Report on APTA Transform & Expo
 - c) Thanksgiving Feast on November 19, 2026
 - d) Holiday Party on December 19, 2026
7. Marketing, Planning & Legislative Committee
 - a) Year-round Youth Ride Free Funding Request to TRANSPAC*
(Staff will share information on a proposal to secure funding for year-round Youth Ride Free.)
8. Closed Session:
Liability Claim (Government Code Section 54954.5)
Claimant: Crume
9. Open Session:
Report from Closed Session
10. 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.)
11. Next Meeting Date: November 19, 2026
12. 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, November 19 at 9 a.m., County Connection Board Room
Administration & Finance:	Wednesday, November 4 at 9 a.m., County Connection Offices, 2477 Arnold Industrial Way, Concord, CA
Advisory Committee:	TBD
Marketing, Planning & Legislative:	Thursday, November 5 at 8:30 a.m., Supervisor Andersen's Office, 3338 Mt. Diablo Blvd. Lafayette, CA.
Operations & Scheduling:	Friday, November 6 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

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

September 17, 2026

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

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

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

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 August 20, 2026; (b) Investment Report as of June 30, 2026. Director Noack seconded the motion, and it received the following roll call vote of approval:

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

REPORT OF CHAIR:

Election of CCCTA Officers

MOTION: Director Storer moved approval of the Election of CCCTA Officers:

Chair: Laura Hoffmeister

Vice Chair: Tim Farley

Secretary: Sue Noack

Director Rubio seconded the motion, and it received the following vote of approval:

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

Seating of New CCCTA Officers and Announcement of 2026-2027 Committee Assignments

Administration & Finance Committee
Tim Farley, Kerry Hillis and Sue Noack

Marketing, Planning & Legislation Committee
Candace Andersen, Marisol Rubio, Kevin Wilk and Amy Worth

Operations & Scheduling Committee
Jim Diaz, Robert Storer and Don Tatzin

REPORT OF GENERAL MANAGER:

State Legislative Update

General Manager Bill Churchill informed the Board that the final budget agreement was reached Monday, August 31st. The most positive outcome was the State will honor its SB 125 commitment to funding transit at the full amount of \$230 million. This does not directly impact County Connection as we have not claimed any funds under this program. Our larger transit partners such as BART, Muni, Caltrain and AC Transit do rely on this revenue to offset their immediate fiscal cliff. Without this revenue, these agencies would be looking at service reductions right now, which would impact County Connection.

Unfortunately, the Tier III programs in the Cap and Invest Regulation did not fare as well. This means staff will have to begin working on eliminating the free fare routes running through the Monument Corridor and Downtown Martinez beginning next fiscal year. Staff is currently working on understanding the full financial ramifications and will be bringing staff reports to the Board as soon as we have a complete picture.

There is one other important nuance in the trailer bill AB/SB 193, which will direct interest earned on the Green House Gas Reduction Fund (GGRF) back into the GGRF for future years beginning in FY28. This is important to County Connection, as it is anticipated the GGRF will generate over \$500 million annually making it easier to fund Tier III programs in the future. While we expect a negotiation on how this interest revenue will be spread through the Cap and Invest program, we anticipate it can be used to enhance the Tier III programs in FY 29 such that we may begin to see real revenues again.

Director Wilk arrived at 9:20 a.m.

REPORT OF STANDING COMMITTEES

Marketing, Planning & Legislative Committee

On Call Planning Contract Award Resolution No. 2027-04

Andy Smith, Director of Planning, explained that as agencies reimagine post-pandemic services, seek new opportunities for grants, and transition to zero-emission fleets, staff anticipates several projects over the next few years that will likely require assistance from a consultant. This includes a comprehensive onboard passenger survey to provide statistically valid demographic data that is required by Federal Transit Administration (FTA) every five years, as well as updating the agency's Title VI program.

Staff worked with legal counsel to develop a Request for Proposals (RFP) and sample agreement to ensure compliance with state and federal requirements. Following the authorization from this Committee, the RFP was released on June 8, 2026, and a pre-proposal conference was held via teleconference on June 17, 2026. The

following two firms -- Kimley-Horn and Associates and Fehr & Peers -- submitted responsive proposals prior to the July 24, 2026 deadline.

Both firms were invited for an interview and given the opportunity to present more detail on their proposed approaches for the types of projects that staff anticipates undertaking in the next few years.

While both firms brought well-qualified teams and strong proposals, Kimley-Horn was selected based on technical capabilities that align directly with the agency's immediate priorities, which include conducting on-board passenger surveys and updating our Title VI Program and Short Range Transit Plan. They also bring an extensive track record of delivering complex projects for regional partners like the Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority (CCTA), and several Bay Area transit agencies.

The contract will include a not-to-exceed amount of \$1,000,000, but there is no obligation for County Connection to spend that amount, since the services will be provided on an as-needed basis. As projects are identified, staff will notify the appropriate Committee, and all work orders will comply with the adopted budget for that year (currently \$150,000 for service planning and development expenses) and grant funding when available.

MOTION: Director Worth moved Board approval to adopt Resolution No. 2027-04 authorizing the General Manager to enter into an agreement with Kimley-Horn and Associates for on-call planning services: Director Andersen seconded the motion, and it received the following vote of approval:

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

No: None

Abstain: None

Absent: Director Tatzin

Director Hillis left at 9:24 a.m.

LINK Paratransit Rider Satisfaction Survey Results* – Information Only

John Sanderson, Director of ADA & Specialized Services, explained that of LINK's 1,655 registered riders, trip records indicated that 771 had used LINK or One Seat Ride (OSR) service within the previous 12 months and were included in the sampling frame for the survey. Potential respondents were notified by postcard, reminded midway through data collection by an interactive voice response (IVR) message, and offered entry into a raffle as an incentive to participate.

QMR completed 266 interviews of which 228 were administered by telephone interviewers and 38 completed online. 178 (67%) of survey respondents were riders and 88 (33%) were caregivers answering on behalf of riders. The survey was offered in English and Spanish, though only one interview was completed in Spanish. About 30% of survey respondents reported using wheelchairs or scooters at least some of the time, and of the 183 respondents who answered the question "What is your annual household income bracket?" 58% reported annual household incomes under \$30,000.

Respondents' answers to individual questions were ranked on a five-point scale, with the most positive responses assigned five points, and the most negative responses assigned one point. Individual responses were then aggregated to produce an overall or average score for each question. The final margin of error for the survey scores is $\pm 4.9\%$ at the 95% confidence level.

Awareness of some available programs is low: 41% of respondents were not aware of the My Transit Manager smartphone application, and 59% were unaware of the OSR program. Second, longer-term riders view the service's trajectory positively—of the 47% who have used LINK for five years or more, 54% said the service has improved over that period, 28% said it has stayed about the same, and 11% said it has worsened.

It should also be noted that 80% of those who use the My Transit Manager application reported that it works well for them. Additionally, although any Bay Area paratransit rider is eligible to use the OSR program, only those traveling between the County Connection, Tri Delta Transit, LAVTA, and WestCAT service areas actually do so, and because OSR is integrated seamlessly with LINK service, users may not be aware of OSR as a distinct program. Based on these findings, staff is focusing on strategies to improve service reliability by strengthening customer communication regarding service delays and other disruptions and expanding outreach about the My Transit Manager application and the OSR program.

The 2026 findings provide an important snapshot of current rider experience and will serve as a baseline for future surveys. Staff will continue to review on-time performance with Transdev and expand outreach to riders about the My Transit Manager app and the OSR program. Simultaneously, staff intend to thoroughly investigate the apparent mismatch between customer-perceived on-time pickup rate of 78%, and the 93% rate calculated from trip records.

While there is no current recommendation for Board action, staff expect to bring future recommendations for paratransit rider surveys before the Board on a regular basis.

Operating & Scheduling Committee

Battery Electric Bus Update – For Information Only

Marcel Longmire, Director of Maintenance, explained that in late 2025, Freudenberg e-Power Systems, the parent company of Xalt, ceased operations and closed Xalt. Prior to the closure, County Connection was able to purchase forty (40) XMP 76P battery sub-packs and related components through Gillig at a substantial discount. This purchase was made with the understanding that it would allow the Authority to build an inventory of replacement battery components and help support the existing fleet, given that the original battery upgrade project was no longer feasible.

After receiving the battery sub-packs, staff learned that the units require software programming before they can be installed and utilized on County Connection's coaches. With Xalt no longer available to provide technical support, staff was directed to Renewance, a company that has been managing battery-related support and recall work involving former Xalt products.

Renewance has completed an initial on-site evaluation of County Connection's fleet and is scheduled to return for additional diagnostic work. During their evaluation, it was discovered that Xalt had previously upgraded the battery software on County Connection's coaches. At this time, neither County Connection nor Renewance has access to the proprietary software necessary to communicate with and program the replacement battery sub-packs.

Renewance is currently working to develop a workaround that would allow communication with the coaches and enable the programming of the replacement batteries. Until a solution is identified, the Authority's ability to utilize the newly acquired battery inventory remains limited.

In addition to battery-related issues, the Authority continues to experience intermittent communication failures between the fleet and the WAVE inductive charging system. Coaches may successfully charge for several route cycles and then unexpectedly lose communication with the charger, preventing charging operations from occurring.

Staff has been coordinating with WAVE to schedule an on-site diagnostic visit. However, the ongoing battery issues have complicated troubleshooting efforts, as both systems are closely interconnected.

Staff continues to work closely with Gillig, BAE Systems, Renewance, WAVE, and other partners to identify solutions and restore fleet reliability. While progress has been made in understanding the root causes of the issues, the closure of Xalt has created substantial technical and logistical challenges that continue to impact the Authority's ability to maintain reliable BEB service. Until these core foundational issues can be addressed, staff is reluctant to invest additional funds in the current battery electric bus fleet. Staff will continue to update the committee and Board as developments are made.

Director Hillis returned to the meeting at 9:46 a.m.

Farebox Retrofit Project*
Resolution No. 2027-05

Marcel Longmire, Director of Maintenance, gave a brief background stating that County Connection has utilized the current Genfare Transview farebox system for more than 20 years. Staff has done an excellent job maintaining the fareboxes and keeping them operational; however, obtaining replacement parts has become increasingly difficult as the equipment continues to age.

A new Genfare farebox starts at approximately \$20,000 per unit and includes features that are not necessary to County Connection bus operations. Due to the high cost of replacement fareboxes and mismatch in technology, staff began evaluating alternative fare collection solutions. One of the primary challenges in identifying a replacement system is the Authority's requirement that any solution be compatible with, or include, a secure vault collection system.

During the evaluation process, staff connected with Diamond Manufacturing, a company that manufactures manual fareboxes that operate using a simple dump-lever mechanism. While Diamond Manufacturing does not currently offer a vault collection system to accompany its fareboxes, the company presented a potential solution specifically designed to address County Connection's needs.

The proposed modification would utilize the Authority's existing Genfare Transview fareboxes by removing the electronic upper portion of the unit and replacing it with a manual Diamond Manufacturing attachment. This modification would allow fares to be deposited directly into the Authority's existing vault system, preserving infrastructure that remains fully operational.

Diamond Manufacturing currently serves transit agencies throughout all 50 U.S. States, as well as customers in Canada, Mexico, Bermuda, and Guam. The company has demonstrated a long-term commitment to supporting its products and customers, providing confidence in the availability of future parts and technical support. Staff believes this solution provides a cost-effective and sustainable approach to addressing the Authority's fare collection needs while maximizing the value of existing assets and avoiding the substantial expense associated with procuring an entirely new farebox and vault system.

MOTION: Director Farley moved Board approval to adopt Resolution No. 2027-05, authorizing the General Manager or designee to execute procurement documents with Diamond Manufacturing to purchase 150 DMOO Retrofit Kits in an amount not to exceed \$367,375. Director Hillis seconded the motion, and it received the following vote of approval:

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

No: None

Abstain: None

Absent: Director Tatzin

Andy Smith, Director of Planning, informed the Board that the annual performance report for fixed routes provides a summary of key performance indicators and recent trends from July 2025 through June 2026. Overall, the total number of fixed-route passengers decreased slightly by 0.5% from FY 2025 to FY 2026. Total weekday ridership was down 0.4% and weekend ridership was up 0.5% over FY 2025. Farebox revenue increased substantially by 14.1% to \$4.01M, lifting the farebox recovery ratio to 9.9%. Additionally, safety metrics improved with less than one accident per 100,000 miles.

Strong recruitment efforts stabilized operator staffing, driving a 13.6% reduction in missed trips from 1,879 in FY 2025 to 1,624 in FY 2026 which represents 0.62% of the total scheduled trips. Simultaneously, on-time performance rose to 80.6%, supported by schedule adjustments and active Transit Signal Priority (TSP) projects in Walnut Creek and Concord.

From August 2025 through June 2026, County Connection implemented service changes across four bid periods to improve reliability, regional connectivity, and operational efficiency. The Fall Bid starting in August 2025 focused on enhancing connections at the Dublin/Pleasanton BART station under the Metropolitan Transportation Commission's (MTC) TRANSFER Plan, adjusting departure and running times on local and express routes to improve on-time performance and operator breaks, and updating several school route schedules to align with new bell times. In November 2025, the Winter Bid introduced schedule adjustments on Route 99X to improve train connections at the Martinez Amtrak station alongside minor school route bell adjustments.

The Spring Bid in March 2026 featured a major realignment and frequency increase on Route 4 funded by an Affordable Housing and Sustainable Communities (AHSC) grant, schedule modifications to weekend routes to combat traffic congestion and improve BART transfers, bus reallocations to relieve school overcrowding, and bus stop consolidations in Martinez. Finally, the Summer Bid in June 2026 addressed severe afternoon congestion by modifying local and express route schedules, consolidating select express trips, interlining operator assignments across eleven routes to maximize driver recovery time, and adding new bus stops in Concord and Martinez.

Clipper usage among fare-paying passengers continued to grow, driven by the rollout of Clipper 2.0, which enables riders to pay with a credit or debit card while benefiting from interagency transfer discounts. Enhanced discounts through the Clipper START and Clipper Youth programs, alongside broader adoption of the Clipper mobile app, also drove increased usage. Overall, Clipper adoption among fare-paying riders averaged 82.6%, surpassing the pre-COVID baseline of 76.4%.

Year End Paratransit Performance Report for Fiscal Year 2026 – Information Only

Rosa Noya, Manager of Accessible Services, explained that in FY26, LINK continued to provide reliable ADA paratransit service while operating fewer revenue miles and hours than in FY25. Vehicle Revenue Miles decreased 5.3% and Vehicle Revenue Hours decreased 6.9%. LINK Deadhead Miles increased by 16.7%, while Deadhead Hours decreased by 2.9%, from FY25 to FY26.

LINK Ridership declined modestly during FY26. Unlinked Passenger Trips decreased 4.6%, while Passenger Miles Traveled remained nearly unchanged, declining just 0.3%. At the same time, average passenger trip length increased 5.1%, from 12.14 to 12.76 miles. ADA eligibility activity also increased, with 680 determinations completed compared with 618 in FY25, while denials remained low.

LINK Paratransit total program costs decreased by approximately 3.2%, from \$8.51 million in FY25 to \$8.24 million in FY26. This reduction was largely driven by a 4.8% decrease in direct contract costs, which more than offset an increase in other non-contract program costs. Although total costs declined, the cost per revenue hour increased from \$139.26 to \$144.80, or approximately 4.0%. Total cost per passenger trip increased from \$81.86 to \$83.06. Fare revenue increased by 11.7%, from approximately \$558,000 in FY25 to \$623,000 in FY26.

Overall service quality remained strong across several key performance areas. On-time performance was 93.3%, exceeding the 92% contractual standard, while productivity improved from 1.5 to 1.7 passengers per revenue hour. Capacity denials remained at zero, and lift availability was maintained at 100%. Employee turnover also improved, declining from 36% to 24%. Safety performance slightly decreased, with the preventable accident rate at 0.8 accidents per 100,000 miles, above the contractual standard of no more than 0.5.

Customer complaints increased from 1.3 to 2.6 per 1,000 trips, exceeding the standard of fewer than 2.0. Although FY26 complaints exceeded the contractual standard overall, performance improved considerably following elevated complaint levels early in the fiscal year. Complaint rates declined during the second half of the year, including two consecutive months (January and February 2026) below the 2.0 per 1,000-trip standard, indicating improved service consistency compared with the earlier months of FY26.

For FY26, staff budgeted approximately \$9.5 million for LINK operations, \$2.0 million for LAVTA Dial-a-Ride, and \$896,309 for other associated costs. Based on preliminary, unaudited year-end figures, actual LINK costs were approximately 13% below budget, while LAVTA costs were approximately 9% below budget. Lower LAVTA ridership and service levels, however, contributed to increases in costs per trip and cost per revenue hour.

The OSR program, including partner costs, was budgeted at approximately \$1.2 million. Preliminary, unaudited FY26 costs totaled approximately \$1.6 million, exceeding the budgeted amount. These variances have been incorporated into the FY27 financial outlook.

Closed Session:

The Board went into Closed Session at 10:02 a.m.

Public Employee Performance Evaluation; Conference with Labor Negotiator
(pursuant to Government Code Sections 54957 and 54957.6)

Designated Representative: General Manager

Position: Legal Counsel

Public Employee Performance Evaluation: Conference with Labor Negotiator
(pursuant to Government Code Sections 54957, 54957.6)

Agency Designated Representative: Board Chair

Position: General Manager

Following the Closed Session, the Board may consider potential actions to amend the Employment Agreement of the General Manager

Open Session:

The Board came back into Open Session at 10:47 a.m.

Report of Action(s) taken during the Closed Session – the Board completed the evaluations of Legal Counsel and General Manager

Consideration of Proposed Legal Services Rate Adjustment
Resolution No. 2027-06

MOTION: Director Noack moved Board approval to adopt Resolution No. 2027-06 authorizing the following rate adjustments:

	Remainder of FY 2027	FY 2028	FY 2029
	<i>Effective October 1, 2026</i>	<i>Effective July 1, 2027</i>	<i>Effective July 1, 2028</i>

Partner	\$525	\$540	\$556
Senior Counsel	\$504	\$519	\$534
Associate	\$453	\$466	\$480
Paralegal	\$272	\$280	\$288
Law Clerk	\$334	\$344	\$354

Director Rubio seconded the motion, and it received the following vote of approval:

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

The Chair summarized the proposed terms of the amendment to the Employment Agreement of the General Manager.

MOTION: Director Noack moved Board approval to adopt Resolution No. 2027-07 authorizing an increase in the compensation of the General Manager from \$271,090 to \$281,934, effective July 1, 2026, and a twelve-month extension to the term of the General Manager's Employment Agreement. Director Wilk seconded the motion, and it received the following vote of approval:

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

BOARD COMMUNICATION:

ADJOURNMENT: Chair Storer adjourned the regular Board meeting at 10:49 a.m.

Minutes prepared by:

Lathina Hill

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

Date: October 5, 2026

To: Board of Directors

Date: October 8, 2026

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

Reviewed by: *Ref*

SUBJECT: Contract Amendment for Fare-Free Paratransit Service on Routes 4 and 5

Background:

County Connection currently operates seven fare-free routes on weekdays and four fare-free routes on weekends. Revenue to offset the loss of fares on these routes comes from a variety of sources, with the revenues for Routes 4 and 5 paid for by the City of Walnut Creek.

County Connection's Link paratransit is a shared-ride service for people who are unable to use regular public transit due to a disability. Federal regulations require the provision of paratransit service within three-quarter miles of all fixed route bus service and permits transit agencies to charge paratransit fares of up to twice the regular adult cash fixed route fares. County Connection generally follows this regulation by charging a \$5.00 fare for Link paratransit service, which is exactly two times the regular adult cash fare for fixed-route rides.

As a recipient of federal funding, every three years County Connection is reviewed by the Federal Transit Administration (FTA). As part of County Connection's Fiscal Year (FY) 2023-2025 Triennial Review, the FTA issued a finding requiring County Connection to establish "a fare comparability zone for paratransit, where trips that are comparable to those taken on the fixed route system in the Monument Corridor are not charged a fare". While the Triennial Review specifically called out the LCTOP-funded routes on Monument Boulevard, the FTA's interpretation of the applicable federal regulations applies to all of County Connection's "fare-free" sponsored or grant-funded routes.

Contract Amendment:

The City of Walnut Creek and County Connection first entered into a fare reimbursement agreement for Route 4 in 1985, and for Route 5 in 2014, and both agreements have been amended many times since, typically in response to raising fares or changes in ridership. The agreements must now both be further amended to include fare-free paratransit service within three-quarter miles of either route.

County Connection and City staff are currently negotiating new agreements for both routes that will move from the current annual fixed-fee reimbursement structure to one where the City reimburses County Connection on a per-passenger basis, while also increasing the contracted amounts to reflect the post-COVID ridership recovery. However, as these new agreements will take several more months to finalize, staff is proposing to amend the existing agreements by adding fare-free paratransit, without increasing the contracted reimbursement amounts, as an interim step to accommodate timely compliance with the FTA finding. Under this amendment, fares will not be charged for paratransit trips

which start within three-quarter miles of Routes 4 or 5, and which end within three-quarter miles of any fare-free County Connection route. Reimbursement by the City will be covered by the annual fixed-fee rates specified by the existing agreements for these two routes (\$182,070 per year for Route 4 and \$66,000 per year for Route 5).

Financial Implications:

The anticipated increase in lost fare revenue resulting from the fare-free paratransit service is less than \$3,000 per year across both routes, and, at current ridership levels, the annual fixed-fee reimbursements specified by the existing agreements will be sufficient to cover these costs until the City and County Connection enter into new agreements with a per-passenger fare reimbursement structure.

Recommendation:

The Operations & Scheduling Committee and staff recommend amending the fare reimbursement agreements with the City of Walnut Creek to include fare-free paratransit service within three-quarter miles of Routes 4 and 5.

Action Requested:

The Operations & Scheduling Committee and staff request that the Board adopt Resolution No. 2027-09 authorizing the General Manager to enter into amended agreements with the City of Walnut Creek to include fare-free paratransit service within three-quarter miles of Routes 4 and 5.

Attachments:

Attachment 1: Resolution No. 2027-09

RESOLUTION NO. 2027-09
BOARD OF DIRECTORS
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
STATE OF CALIFORNIA
* * *

**AUTHORIZING AMENDMENT OF THE PUBLIC TRANSPORTATION SERVICE AGREEMENTS
WITH THE CITY OF WALNUT CREEK FOR ROUTE 4 AND ROUTE 5 SERVICE TO PROVIDE FARE-
FREE COMPLEMENTARY PARATRANSIT SERVICE**

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, CCCTA and the City of Walnut Creek (City) have entered into a fare reimbursement agreement for Route 4 service since 1985 and a fare reimbursement agreement for Route 5 service since 2014, each of which has been amended from time to time to reflect changes in ridership and fares, and under which City currently provides CCCTA an annual fare subsidy of \$182,070 for Route 4 and \$66,000 for Route 5 (collectively, the "Agreements");

WHEREAS, CCCTA operates Route 4 and Route 5 fare-free, the lost fare revenue for which is offset by the Agreements;

WHEREAS, CCCTA's Link paratransit service is a shared-ride service for persons who are unable to use regular fixed route transit service due to a disability;

WHEREAS, CCCTA provides Link service within three-fourths of a mile of all of its fixed routes, including Route 4 and Route 5;

WHEREAS, as part of CCCTA's Fiscal Year 2023-2025 Triennial Review, the Federal Transit Administration (FTA) issued a review finding requiring CCCTA to establish a fare comparability zone for paratransit on all of its fare-free sponsored or grant-funded routes, including Route 4 and Route 5, such that paratransit trips comparable to trips on those routes are not charged a fare;

WHEREAS, CCCTA and City staff are currently negotiating new agreements for Route 4 and Route 5 that will move from the current annual fixed-fee reimbursement structure to a per-passenger reimbursement structure, increase the contracted amounts to reflect post-COVID-19 ridership recovery, and address the FTA finding described above, but these new agreements will take several additional months to finalize;

WHEREAS, in order to timely comply with the FTA's finding, CCCTA staff recommend amending the existing Agreements, as an interim step, to provide that no fare will be charged for Link paratransit trips that begin within three-fourths of a mile of Route 4 or Route 5 and end within three-fourths of a mile of any of CCCTA's fare-free fixed routes, without increasing the annual fixed-fee reimbursement amounts currently specified in the Agreements; and

WHEREAS, the Operations & Scheduling Committee and the General Manager recommend Board approval of the amendments to the Agreements with the City of Walnut Creek.

NOW, THEREFORE, BE IT RESOLVED that the Central Contra Costa Transit Authority Board of Directors authorizes amendments to the Public Transportation Service Agreement for Route 4 and the Public Transportation Service Agreement for Route 5 with the City of Walnut Creek, to provide that no fare will be charged for Link paratransit trips that begin within three-fourths of a mile of Route 4 or Route 5 and end within three-fourths of a mile of any fare-free CCCTA fixed route, without increasing the annual fixed-fee reimbursement amounts currently provided under those Agreements; and

BE IT FURTHER RESOLVED that the General Manager or his designee is authorized to execute the amendments, in a form approved by Legal Counsel.

Regularly passed and adopted this 15th day of October, 2026, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

ATTEST:

Lathina Hill, Clerk to the Board

Laura Hoffmeister, Chair, Board of Directors

To: Board of Directors

Date: October 7, 2026

From: Kyle Boehm, Manager of Grants and Procurement

Reviewed by: 

SUBJECT: Low Carbon Transit Operations Program (LCTOP) – FY 2025-26

Background:

The Low Carbon Transit Operations Program (LCTOP) provides cap-and-invest funding for transit to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Over time, the guidelines for eligible projects have been revised, allowing for increased flexibility in the use of these funds. In the last few years, County Connection has utilized these funds to operate Route 99X, connecting the Martinez Amtrak station to the North Concord BART station via Pacheco Blvd. and Morello Ave.; and to implement free fares on routes in the Monument Corridor, including Routes 11, 14, 16, 311, 314 and 316, offering fare free service 7 days a week.

This year, due to the timing and reauthorization of the Cap and Invest program in the 2025 legislative session, the LCTOP program was split into two separate cycles, an A and B.

Proposed Projects:

On August 31, 2026, the State Controllers' Office (SCO) released final apportionments for the LCTOP program, with County Connection set to receive a total of \$1,672,564. This is higher than the SCO's initial estimate of \$1,527,425. Staff proposes using these funds to maintain the existing level of service between Amtrak and BART, serving DACs in Martinez and North Concord; and subsidizing fares on Routes 11, 14, 16, 311, 314, and 316, which serve AB 1550 low-income communities and communities of concern in Downtown Concord and the Monument Corridor, as defined by the Metropolitan Transportation Commission (MTC). The funds will also be used to cover the eligible associated paratransit fares for both the 99x, and the routes detailed above serving the Monument Corridor.

Revenues			
	FY 2025-26 Cycle A	FY 2025-26 Cycle B	FY 2025-26 Total
Population-Based (99313)	\$871,564	\$558,405	1,429,969
Revenue Based (99314)	\$147,861	\$94,734	\$239,734
Total Revenues	\$1,019,425	\$653,139	\$1,672,564

Expenses			
	FY 2025-26 Cycle A	FY 2025-26 Cycle B	FY 2025-26 Total
Monument Free	\$810,555	\$388,406	\$1,198,961
Martinez Amtrak to BART	\$208,870	\$264,733	\$473,603
Total Expenses	1,019,425	\$653,139	\$1,672,564

Financial Implications:

Based on final apportionment amount for FY 2025-26, County Connection will receive a total of \$1,672,564 in LCTOP funds. Staff plans to use \$473,603 to operate service between Amtrak and North Concord BART within the DAC, and \$1,198,961 to subsidize fares on routes serving the Monument Corridor, and the eligible associated paratransit fares for both projects.

Recommendation:

Staff recommends using LCTOP funds to operate service between Martinez Amtrak and North Concord BART and to subsidize fares on routes serving the Monument Corridor, and the eligible associated paratransit fares for both projects.

Action Requested:

Staff and the Administration and Finance Committee recommend Board approval for the projects listed above and that they pass and adopt Resolution No. 2027-08.

Attachment:

Resolution No. 2027-08 – Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Projects: Free Fares for Routes Serving the Monument Corridor, \$1,198,961 and Martinez Amtrak to BART, \$473,603.

RESOLUTION NO. 2027-08

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

*** * ***

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECTS:
FREE FARES FOR ROUTES SERVING THE MONUMENT CORRIDOR, \$1,198,961 AND
MARTINEZ AMTRAK TO BART, \$473,603.**

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, CCCTA is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects;

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations;

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP;

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including CCCTA;

WHEREAS, CCCTA wishes to delegate authorization to execute these documents and any amendments thereto to Bill Churchill, General Manager and Ruby Horta, Assistant General Manager; and

WHEREAS, CCCTA wishes to implement the following LCTOP projects listed above.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of CCCTA that CCCTA agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects;

BE IT FURTHER RESOLVED that Bill Churchill, General Manager and Ruby Horta, Assistant General Manager or their designee, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and

BE IT FURTHER RESOLVED by the Board of Directors of CCCTA that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY2025-2026 LCTOP funds:

1. Free Fares for Routes Serving the Monument Corridor

Amount of LCTOP funds requested: \$1,198,961

Short Description: Continue free fares for an additional year on Routes 11, 14, 16, 311, 314, and 316 in the Monument Corridor, and eligible associated paratransit fares. These routes serve AB 1550 communities in Concord and disadvantaged communities in Martinez. \$1,198,961 will benefit priority populations.

2. Martinez Amtrak to BART

Amount of LCTOP funds requested: \$473,603

Short Description: Transit bus service from Amtrak - Martinez Station to BART - North Concord/Martinez Station connecting regional rail and job centers within disadvantaged communities in Martinez and Concord, and eligible associated paratransit trips. \$473,603 will benefit priority populations.

Regularly passed and adopted this 15th day of October, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Laura Hoffmeister, Chair, Board of Directors

ATTEST:

Lathina Hill, Clerk to the Board

To: Board of Directors

Date: October 8, 2026

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

Reviewed by: *Ref*

SUBJECT: Year-Round Youth Ride Free (YRF) Program Proposal

Background:

County Connection funded and operated a two-month summer Youth Ride Free (YRF) pilot in June and July 2025, offering fare-free rides to riders aged 5 to 18 systemwide, with Tri Delta Transit and WestCAT participating using their own funding. This program was repeated in June and July 2026, with County Connection's portion funded by Transportation Partnership and Cooperation (TRANSPAC) and the Southwest Area Transportation Committee (SWAT). The success of the pilots demonstrated how a no-pass, no-signup, "get on and go" program like YRF was a very cost-effective method of increasing youth ridership on transit and normalizing transit use for our younger generation.

Program Proposal:

Building on the success of the two YRF pilots, staff recently submitted a request to the TRANSPAC to fund a year-round YRF program. This program would operate in the same manner as the two YRF pilots, with the sole exception of being year-round rather than summer-only. This request will be considered by the TRANSPAC Technical Advisory Committee (TAC) and the Board at their October meetings.

Financial Implications:

None. The requested funds would fully offset the costs of not charging a fare for youth passengers, and the resulting increase in ridership can be accommodated within County Connection's existing service and schedules.

Recommendation:

None. Information only.

Action Requested:

None. Information only.

Attachments:

Attachment 1: Proposal for year-round Youth Ride Free program (TRANSPAC funding request)

September 17, 2026

TRANSPAC Committee
c/o Matthew Todd, Managing Director
1320 Mt. Diablo Boulevard, Suite 206
Walnut Creek, CA 94596

Re: Proposal for year-round Youth Ride Free program

Chair Carlson and committee members:

Building on the success of two consecutive summer Youth Ride Free (YRF) programs, County Connection respectfully requests the TRANSPAC Committee's consideration of a proposal to institute a year-round Youth Ride Free program that would serve youth and students ages five to 18 in the TRANSPAC and SWAT regions.

Background:

For young people, freedom of movement is an important part of gaining their independence and a steppingstone to adulthood, and public transit is an ideal way for youth to achieve this freedom without driving or being driven by automobile, and as an added benefit, transit provides freedom to parents who don't need to drive their children to school or their activities. Additionally, people who start riding transit in their youth are more likely to continue riding transit as adults.

The need to pay a fare can be a greater barrier for youths than adults for various reasons including lack of financial resources and/or lost fare products such as Clipper cards and discounted passes. Having to pay a fare can also present a barrier to receiving an education, as described by Vanessa Castillo, LCSW, PPSC, a Social Worker Specialist with the Mt. Diablo Unified School District:

"As a School Social Worker, I work daily with students who are eager to learn but face significant obstacles in simply getting to school. One of the biggest barriers is the rising cost of public transportation, which forces many families to make impossible choices between necessities like food, rent, and bus fare.

The consequences of this are devastating. Chronic absenteeism—defined as missing 10% or more of the school year—is a leading predictor of academic failure and school dropout. According to the California Department of Education, students who are chronically absent are significantly less likely to achieve proficiency in reading and math, graduate on time, or pursue higher education. In our district, we see firsthand how transportation insecurity disproportionately affects our most vulnerable students, including low-income families, newcomers, and unaccompanied youth.

Every day a student misses school, they lose access not only to education but also to critical resources such as free meals, mental health support, and safe learning environments. Absences don't just impact the students themselves—our schools and community suffer as well. When students aren't in class, school funding is reduced, learning gaps widen, and future opportunities diminish."

Summer Youth Ride Free Pilot:

The summer Youth Ride Free (YRF) pilot program was designed to boost ridership over the summer months while helping young people build familiarity and confidence in riding transit. In June and July 2025, County Connection launched and funded the YRF program, a two-month pilot that allowed riders 18 and under to travel fare-free on all routes. Tri Delta Transit and WestCAT also participated in the regional effort, paid for with their own funding. Designed to remove barriers to access, the program required no application, special passes, or ID.

The 2025 summer YRF pilot was a huge success, with approximately 25,400 recorded youth trips across County Connection over the two-month period – a 1,600% increase in participation compared to the previous summer's youth program. Building on this success, County Connection, Tri Delta Transit, and WestCAT brought back Youth Ride Free for summer 2026. Funding for County Connection's 2026 Youth Ride Free program was provided by Measure J contributions from TRANSPAC and SWAT, with CCTA providing help with countywide promotional support, including engagement with school districts, city and county offices, and libraries.

The combination of free fares and the removal of barriers to entry (i.e. no need to sign up for a program to obtain a special pass) saw continued success in 2026 with the summer YRF program resulting in a further increase in ridership of approximately 4.5% over the previous summer. The following is a summary of County Connection's YRF ridership for the summer 2026 program:

- Total YRF Ridership: Approximately 26,500 (up from approximately 25,400 in 2025)
- YRF ridership as a percentage of all rides: 6.7% (up from 6.4% in Summer 2025)
- YRF ridership as a percentage of all rides, when excluding free routes: 15.3% (up from 14.8% in Summer 2025)

Proposed Year-Round YRF Program:

As requested, County Connection is submitting a proposal to requesting funding for a continuous year-round YRF program to provide free fares on all County Connection buses to youths aged six to 18. This year-round YRF program would operate in the same manner as the two previous summer YRF programs by allowing all passengers 18 and under to just get on the bus and. County Connection would invoice the cost for reimbursement of YRF fares (\$1.00 per trip) on a quarterly basis, using passenger data collected by bus operators for each boarding.

As shown in the tables below, County Connection estimates the cost of a year-round YRF program to be approximately \$423,000 to \$545,000 per year, depending on whether or not existing free routes continue to be funded. LCTOP funding that currently pays for all fares on Routes 11, 14,

16, 99X, 311, 314, and 316, as is anticipated to be discontinued beginning in July 2027. These estimates also assume a 15% long-term increase in youth ridership systemwide over fiscal year (FY) 2026 resulting from induced demand, though youth ridership levels will need to be closely monitored as the growth rate during the school year may be different than during the summer, and a year-round program may be more effective in attracting new riders than a time-limited program. Below are the calculations, in 6-month increments and annually. The start/end time period is flexible and can be adjusted based on the Committee's implementation preference.

January - June (6 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	118,000	\$118,000	\$152,000
SWAT	84,000	\$84,000	\$108,000
Total	202,000	\$202,000	\$260,000

July - December (6 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	129,000	\$129,000	\$166,000
SWAT	92,000	\$92,000	\$119,000
Total	221,000	\$221,000	\$285,000

Annual (12 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	247,000	\$247,000	\$318,000
SWAT	176,000	\$176,000	\$227,000
Total	423,000	\$423,000	\$545,000

The proposed year-round YRF program will effectively and efficiently provide mobility to all youth throughout the County Connection service area at low cost, and with no overhead or administrative expenses. It builds upon a proven formula with strong local support, and with TRANSPAC funding can begin as soon as January 2027.

Sincerely,



Bill Churchill
General Manager