

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

Agenda

Thursday, April 16, 2026
Regular Meeting: 2:00 P.M.

Location: NCTD Administrative Offices,
810 Mission Avenue, Oceanside, CA 92054

View Live Stream at:
<https://www.youtube.com/GoNCTD>

MISSION

The mission of North County Transit District, which operates as North County Transit – San Diego Railroad and referred to herein as NCTD, is to operate an environmentally sustainable and fiscally responsible transit network that provides seamless mobility for all while achieving organizational and operational excellence.

VISION

NCTD envisions a comprehensive transit and mobility system that connects all North County San Diego residents and visitors to a healthy, economically vibrant, and thriving region.

ASSISTIVE SERVICES

For individuals with disabilities, NCTD will provide assistive services. To obtain such services or copies of documents in an alternate format, please call or write, a minimum of 72 hours prior to the event, to request these needed reasonable modifications. NCTD will make every attempt to accommodate requests that do not give 72-hour notice. Please contact the Clerk of the Board at (760) 966-6696 or clerk@nctd.org.

For individuals with sensory disabilities, this document is available in alternate formats. For information, please contact the Clerk of the Board at 760/966-6696 or clerk@nctd.org. Persons with hearing impairment, please use the California Relay Service (CRS): 800/735-2929 TTY; 800/735-2922 voice; 800/855-3000 Spanish. CRS Customer Service: 877/632-9095 English or 877/419-8440 Spanish.

Agenda materials can be made available in alternative languages upon request. To make a request, please call (760) 966-6696 or email clerk@nctd.org at least 72 hours in advance of the meeting.

Los materiales de la agenda de NCTD están disponibles en otros idiomas. Para hacer una solicitud, llame al (760) 966-6696 o por correo electrónico a clerk@nctd.org al menos 72 horas antes de la reunión.

Any writings or documents provided to a majority of the members of the NCTD Board of Directors regarding any item on this agenda will be made available for public inspection at the office of the

Clerk of the Board located at 810 Mission Avenue, Oceanside, CA 92054, during normal business hours and on the website at GoNCTD.com.

PUBLIC COMMENT

IN-PERSON PARTICIPATION AT THE BOARD MEETINGS: All persons wishing to address the Board of Directors during the meeting can do so in-person. Speakers must complete a “Request to Speak” form provided at the meeting. The completed form must be submitted to the Clerk of the Board prior to the call of the specific agenda item on which the individual wishes to speak.

WRITTEN COMMENT PRIOR TO BOARD MEETINGS: Members of the public may also submit their comments via email at publiccomment@nctd.org. All comments received prior to the start of the Board or Committee meeting will be provided to the Board/Committee and made available for public inspection on the NCTD website at: <https://gonctd.com/about-nctd/board-information/> prior to the meeting and included in the record of the Board/Committee Meeting.

VIRTUAL PARTICIPATION AT THE BOARD MEETINGS: Pursuant to Government Code section 54953, NCTD is providing alternatives to in-person attendance for viewing and participating in NCTD Board and/or Committee meetings.

Zoom Participation:

Members of the public may view or participate in the meeting through Zoom from a PC, MAC, iPad, iPhone, or Android device, at the following URL: <https://nctd.zoom.us/j/85126534550?pwd=jMafaxqtq6d11kUjqQoBCeGlkL561j.1>
Passcode: 084154

Phone Participation:

To join the meeting by phone, dial 669-900-6833
Webinar ID: 851 2653 4550
Passcode: 084154

If you would like to speak on an agenda item via Zoom during the meeting, you must email the Clerk of the Board at clerk@nctd.org. Please provide the Clerk your name and item number you wish to comment on. *If you plan on calling into the Zoom meeting rather than videoconferencing, you must also provide the telephone number you will be using.* You must be logged on to the Zoom meeting by phone or online to speak. When it is your turn to comment, the Clerk of the Board will call you by name or phone number. Members of the public may register with the Clerk of the Board to speak on an agenda item until the public comment period for that item is closed.

The public may also provide oral comments on agenda items by calling (760) 966-6560. When prompted, the caller should identify the agenda item they wish to speak about and leave a message not to exceed three minutes. All telephonic comments received prior to the start of the Board or Committee meeting will be provided to the Board/Committee prior to the meeting and made available for public inspection on the NCTD website at: <https://GoNCTD.com/about-nctd/board-information/>.

All written and/or telephonic comments received by 5:00 p.m. the day before the meeting will be shared with the Board of Directors and made available for public inspection prior to the meeting. Written and/or telephonic comments may not be read aloud or played for the Board of Directors during the meeting. All telephonic and written comments will be made part of the record.

REGULAR MEETING BEGINNING AT 2:00 PM

- **CALL TO ORDER**
- **ROLL CALL OF BOARD MEMBERS**
- **PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG**
- **SAFETY BRIEF & EVACUATION PROCEDURES – Suheil Rodriguez, Director of Administration/Clerk of the Board**
- **CHANGES TO THE AGENDA**
- **PUBLIC COMMUNICATIONS**

There is a time limit of 15 minutes for this section of Public Communications and each speaker is limited to three minutes for their presentation.

A. MINUTES

Approve Minutes for NCTD's Regular Board Meeting of March 19, 2026
(Suheil Rodriguez, Director of Administration/Clerk of the Board)

B. CONSENT ITEMS 1 – 14

Items reviewed and recommended for approval by the Executive Committee (EXEC), Marketing, Service Planning and Business Development Committee (MSPBD), Performance, Administration and Finance Committee (PAF), Staff (S), or Board (B)

All matters listed under CONSENT are considered by the Board to be routine and will be enacted by one motion. There will be no separate discussion on these items prior to the time the Board votes on the motion, unless members of the Board, the Chief Executive Officer, or the public, request specific items to be discussed and/or removed from the Consent Calendar for separate action. A request from the public to discuss an item must be filed with the Clerk of the Board on the "Request to Speak" form before that agenda item is called.

ITEMS PULLED FROM CONSENT WILL BE MOVED TO THE END OF THE AGENDA

1. Receive the Monthly Intergovernmental Affairs Report (S) (Attachments 1A – 1C)
(Mary Dover, Chief of Staff)
2. Receive the Monthly Transit Operations Performance Report for February 2026 (S)
(Attachment 2A)
(Ioni Tcholakova, Director of Service Planning)
3. Receive the Marketing, Service Planning and Business Development Committee Chair Report for the Meeting on March 12, 2026 (S) (Attachments 3A and 3B)
(Mary Dover, Chief of Staff)
4. Receive the Executive Committee Chair Report for the Meeting on April 7, 2026 (S)
(Attachments 4A and 4B)
(Mary Dover, Chief of Staff)
5. Receive the Quarterly Safety and Risk Management Report for the Second Quarter of FY2026 (S) (Attachment 5A)
(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)
6. Receive the Quarterly Security Report for the Second Quarter of FY2026 (S) (Attachment 6A)
(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)

7. Receive the Unaudited Quarterly Investment Report for the Second Quarter of FY2026 (S)
(Eun Park-Lynch, Chief Financial Officer)
8. Receive the Unaudited Quarterly Financial Report for the Second Quarter of FY2026 (S)
(Attachment 8A)
(Eun Park-Lynch, Chief Financial Officer)
9. Receive the Quarterly Customer Experience Report for the Second Quarter of FY2026 (S)
(Attachment 9A)
(Alicia Peat-Watson, Director of Customer Experience)
10. Receive the Quarterly Report of Contract Actions Issued Under the Chief Executive Officer's Authority for the Second Quarter of FY2026 (S) (Attachment 10A)
(Alex Denis, Chief Operating Officer – General Services)
11. Adopt Resolution No. 26-07 Authorizing the Execution of the Certifications, Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Del Mar Fairgrounds Platform (S) (Attachment 11A)
(Eun Park-Lynch, Chief Financial Officer)
12. Adopt Resolution No. 26-08 Authorizing Participation in the California Disaster and Civil Defense Master Mutual Aid Agreement (S) (Attachment 12A)
(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)
13. Approve Task Order Agreement No. 01 to Agreement No. 26000 with Moffatt and Nichol for Preliminary Engineering and Environmental Clearance (S)
(Tracey Foster, Chief Development Officer)
14. Authorize the Chief Executive Officer to Execute an Agreement to Lease 398 Via El Centro, Oceanside, CA (S)
(Tracey Foster, Chief Development Officer)

C. INFORMATION ITEMS 15 AND 16

15. Receive Presentation on Grade Separation Prioritization (Attachment 15A)
(Tracey Foster, Chief Development Officer)
16. Review and Consider Fare Change Proposal Recommendation (Attachments 16A and 16B)
(Mary Dover, Chief of Staff)

D. CLOSED SESSION ITEM 17

17. Closed Session Pursuant to Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation – Washington v. North County Transit District, et al., San Diego County Superior Court Case No. 26CU002169C.
(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)

- **CHIEF EXECUTIVE OFFICER'S REPORT**

- **BOARD MEMBER REPORTS, COMMENTS, AND CORRESPONDENCE**

- **REMAINING PUBLIC COMMUNICATIONS**

- For any remaining speakers who have completed a "Request to Speak" form.

- **ADJOURNMENT**

- **CERTIFICATIONS AND RULES (FOR BOARD AND PUBLIC INFORMATION)**

- Posting of Board Agenda (Page 7)
- Rules for Public Speakers at meetings of North County Transit – San Diego Railroad (Page 8)
- Quorum and Voting Information (Page 9)

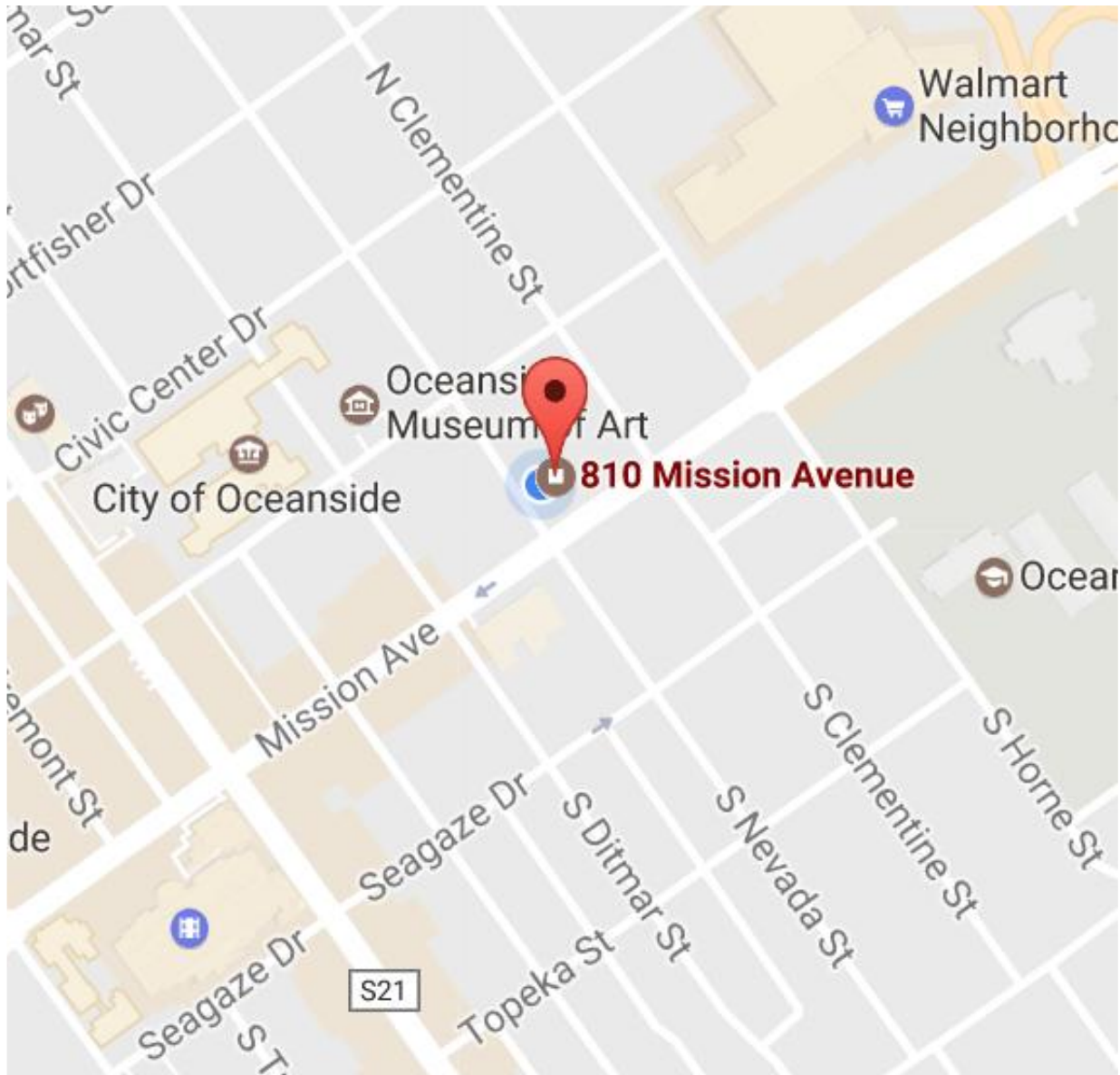
Upcoming Meetings:

- ***Performance, Administration and Finance (PAF) Committee Meeting: Thursday, May 21, 2026 at 11:00 a.m.***
- ***Regular Board Meeting: Thursday, May 21, 2026 at 2:00 p.m.***

All Regular Board and Committee Meetings will be held at NCTD Administrative Offices, 810 Mission Ave., Oceanside CA, unless otherwise provided on public notice.

NORTH COUNTY TRANSIT
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MAP OF NCTD OFFICES



The NCTD Board Chambers is located at NCTD Administrative Offices, 810 Mission Avenue, Oceanside, CA 92054 and is accessible by the COASTER (NCTD Commuter Rail), SPRINTER (NCTD Hybrid Rail), and the BREEZE (NCTD Bus).

Please log onto www.goNCTD.com to check our current routes and schedules, or call 1-800-COMMUTE.

NORTH COUNTY TRANSIT
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April 9, 2026

To: North County Transit – San Diego Railroad Board Members
From: Suheil Rodriguez, Clerk of the Board
Subject: POSTING OF REGULAR BOARD AGENDA

In Compliance with the Ralph M. Brown Act, as Amended, the following information is provided.

The Agenda for this Regular meeting of the Board was posted as follows:

Regular Meeting: April 16, 2026 at 2:00 p.m.

Posted At: 810 Mission Avenue, Oceanside, CA

Posted Online At: www.goNCTD.com

Date & Time of Posting: April 9, 2025 by 5:00 p.m.

Posted By: Suheil Rodriguez, Clerk of the Board

NORTH COUNTY TRANSIT

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Rules for Public Speakers at Meetings of the North County Transit – San Diego Railroad

Per Board policy, all public communications at meetings of the North County Transit – San Diego Railroad shall be made and received in accordance with the following procedures:

1. COMMENTS FOR MATTERS NOT ON AGENDA

- A. Total time limit for telephonic comments:
 - Beginning of meeting: 15 minutes
 - End of meeting: No time limit.
- B. Time limit per speaker per meeting: Three minutes, with no donation of time allowed.
- C. Priority: First come, first served. Speakers who registered to speak with the Clerk will be called to address the Board of Directors in the order they are received.
- D. Order on agenda: Comments for matters not on the agenda will be heard at the beginning of the meeting and if the time limit stated in Paragraph A is exhausted, comments that were unable to be heard due to time limit stated above, will be heard at the end of the meeting under “*Remaining Public Communications.*”

2. TIME LIMITS FOR ADDRESSING MATTERS ON THE AGENDA

- A. Total time limit: None.
- B. Time limit per speaker: Three minutes, with one donation of three minutes, for a maximum of six minutes.
- C. These rules apply to both public hearing and non-public hearing items listed on the agenda.
- D. Comments made not germane to the subject matter of the agenda item being considered will be considered out of order.

3. CUTOFF FOR TURNING IN SPEAKER SLIPS

- A. Members of the public may register with the Clerk to speak on an agenda item up until the public comment period is closed on a particular item.

4. MODIFICATION OF RULES BY CHAIR

- A. The Board Chair may, in their absolute discretion, modify these rules. However, a decision of the Chair to do so in one instance shall not be deemed a waiver of the rules as to any other instance or matter.

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Quorum and Voting

Pursuant to Public Utilities Code § 125102, a majority of the Board members eligible to vote shall constitute a quorum for the transaction of business and all official acts of the Board shall require the affirmative vote of a majority of the members of the Board eligible to vote; however, after a vote of the members is taken, a weighted vote may be called by any two members eligible to vote.

In the case of a weighted vote, the County of San Diego and each city (with exception of the City of San Diego), shall, in total, exercise 100 votes to be apportioned annually based on population. Approval under the weighted vote procedure requires the vote of the representatives of not less than three jurisdictions representing not less than 51 percent of the total weighted vote to supersede the original action of the Board. When a weighted vote is taken on any item that requires more than a majority vote of the Board members eligible to vote, it shall also require the supermajority percentage of the weighted vote. County population: The population of the County of San Diego shall be the population in the unincorporated area of the county within the area of jurisdiction of the Board pursuant to Public Utilities Code § 125052.

Jurisdiction	2023 Estimate	Percentage	Vote
Carlsbad	115,045	12.1%	12
Del Mar	3,918	0.4%	1
Encinitas	61,254	6.4%	6
Escondido	150,571	15.8%	16
Oceanside	172,186	18.1%	18
San Marcos	94,823	10.0%	10
San Diego County	240,653	25.3%	25
Solana Beach	12,831	1.3%	1
Vista	100,113	10.5%	11
Total	951,394	100.0%	100
<i>Source: 2023 Estimate via SANDAG Open Data Portal – Updated November 2024</i>			

NORTH COUNTY TRANSIT

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MINUTES OF THE REGULAR MEETING OF THE NORTH COUNTY TRANSIT – SAN DIEGO RAILROAD BOARD OF DIRECTORS HELD ON MARCH 19, 2026

CALL TO ORDER

Board Chair Bhat-Patel called the Regular Meeting to order at 2:01 p.m. After a brief recess due to technical issues, the Board resumed the meeting at 2:13 p.m.

ROLL CALL OF BOARD MEMBERS

1. Priya Bhat-Patel (City of Carlsbad)
2. Mike Sannella (City of San Marcos)
3. Tracy Martinez (City of Del Mar) – departed at 3:29 p.m.
4. Jim O'Hara (City of Encinitas)
5. Joe Garcia (City of Escondido) – departed at 3:29 p.m.
6. Eric Joyce (City of Oceanside)
7. Jim Desmond (County of San Diego) – departed at 3:29 p.m.
8. Jewel Edson (City of Solana Beach) – participated remotely per AB 2449
9. Corinna Contreras (City of Vista) – participated remotely per AB 2449
10. Kent Lee (City of San Diego) – absent

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Board Member Martinez led the Pledge of Allegiance to the American Flag.

SAFETY BRIEF AND EVACUATION PROCEDURES

Suheil Rodriguez, Clerk of the Board, reviewed emergency evacuation procedures.

CHANGES TO THE AGENDA

Per the direction of the Board Chair and later approved by the full Board, Information Item No. 16 was moved to be presented after Consent Item No. 13. The rest of the agenda remained unchanged. There were no objections by the Board.

PUBLIC COMMUNICATIONS

There were five general public comments received prior to the Board meeting. They were sent via email to the Board and posted on the NCTD website for public inspection.

APPROVAL OF THE MINUTES OF THE JANUARY 15, 2026 REGULAR BOARD MEETING

ON THE MOTION OF BOARD MEMBER DESMOND TO APPROVE THE MINUTES OF THE JANUARY 15, 2026 REGULAR BOARD MEETING, SECONDED BY BOARD MEMBER O'HARA.

AYES: BHAT-PATEL, SANNELLA, MARTINEZ, O'HARA, GARCIA, JOYCE, DESMOND, EDSON, CONTRERAS

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

APPROVAL OF CONSENT ITEMS 1 – 13

1. Receive the Monthly Intergovernmental Affairs Report
2. Receive the Monthly Transit Operations Performance Report for November 2025 through January 2026
3. Receive the Annual Transit Operations Performance Report for Fiscal Year 2025
4. Receive the Performance, Administration and Finance Committee Chair Report for the Meeting on February 12, 2026
5. Award Agreement No. 26018 to A.B. Hashmi, Inc. for Bus Stop Bench and Trash Can Replacements at Oceanside Transit Center and throughout North County
6. Approve Amendment to Agreement No. 24051 with Inter-Con Security Systems, Inc. to Increase the Contract Amount for the Base Term and Authorize the Chief Executive Officer to Exercise One Three-Year Optional Extension
7. Approve the Public Transportation Agency Safety Plan for Bus Services and the Combined Public Transportation Plan/System Safety Plan for COASTER and SPRINTER Services
8. Adopt Resolution No. 26-02 Approve Updates to Board Policy No. 24 – Drug and Alcohol Program
9. Adopt Resolution No. 26-03 Approving Amendments for the 457(b) Deferred Compensation Plan and the 401(a) Retirement Plan Documents, and for the 457 Deferred Compensation Trust Agreement and the 401(a) Trust Agreement
10. Adopt Resolution No. 26-04 Approving Modifications to Board Policy No. 8 – *Conflict of Interest Code*
11. Adopt Resolution No. 26-05 Approving Modifications to Board Policy No. 10 – *Cash Reserve Funds*
12. Adopt Resolution No. 26-06 Authorizing the Execution of the Certifications and Assurances and Authorized Agent Forms for the State Rail Assistance Program
13. Approve Revised FY2026 Non-Represented and Represented Classification and Compensation Schedules

ON THE MOTION OF BOARD VICE-CHAIR SANNELLA TO APPROVE CONSENT ITEMS 1-13, SECONDED BY BOARD MEMBER O'HARA.

AYES: BHAT-PATEL, SANNELLA, MARTINEZ, O'HARA, GARCIA, JOYCE, DESMOND, EDSON, CONTRERAS

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

INFORMATION ITEM 16

16. Update on Proposed State Legislation Related to Senate Bill 79

Mary Dover, Chief of Staff, and Tyler Mosher, Grants Coordinator/Government Affairs Analyst, presented an overview of Senate Bill (SB) 79 (Wiener, Chapter 512, Statutes of 2025) that enacted significant changes to state housing law intended to increase housing density near major transit stops in transit-dense counties. New legislation introduced by Senator Wiener, SB 677, would allow multiple rail services to be added together to meet the 48-train threshold for high frequency commuter rail, potentially expanding SB 79's applicability to additional rail stations.

Board Member Edson commented on the objection to SB 677 and proposed the following motion: OPPOSE SB 677 and SB 908 ("SB 79 Bills") UNLESS AMENDED as follows:

1. Limit the applicability of the SB 79 Bills to the Bay Area rather than a uniform statewide mandate.
2. Delay the effective dates for implementation and enforcement of the SB 79 Bills to next Regional Housing Needs Assessment (RHNA).
3. Exclude state-sponsored intercity passenger rail service from commuter rail frequency calculations.
4. Exclude cities with populations of less than 35,000.
5. In any form that impacts NCTD's transit services.

Board Member Desmond seconded the motion on the floor but only if SB 79 can be opposed. He also added that he wishes for NCTD to craft an opposition letter to SB 79. Mary Dover responded that SB 79 has already been written into law. Board Member O'Hara seconded Board Member Edson's motion.

All Board Members were in agreement that SB 79 strips away local control and changes the dynamic of their represented cities. All were in favor of opposing SB 79.

Board Member Desmond asked if the motion is inclusive enough to include SPRINTER. Mary Dover agreed there is some ambiguity in the way SB 79 is written.

Both Board Chair Bhat-Patel and Vice-Chair Sannella recommended having NCTD staff draft an opposition letter based on impacts to NCTD instead of deciding what to oppose at the moment.

Mary Dover responded that there are multiple opportunities to provide feedback regarding amendment requests to SB 79 Bills. NCTD staff can put together a letter of opposition. She also would not recommend opposing as amended without listing the amendments that the Board has agreed on.

Board Member Joyce recommended amending the original motion as follows:

SUBSTITUTE MOTION:

OPPOSE expansion of SB 79, including opposition to SB 677 and SB 908 (“SB 79 Bills”) in their entirety with direction to staff to include the following in the opposition letter as reasons for the opposition, including:

1. Because it imposes a uniform statewide mandate.
2. Delay the effective dates for implementation and enforcement of the SB 79 Bills to next Regional Housing Needs Assessment (RHNA).
3. Exclude state-sponsored intercity passenger rail service from commuter rail frequency calculations.
4. Exclude cities with populations of less than 35,000.
5. Where there are impacts to NCTD’s transit services.

Board Member Joyce further recommended amending the substitute motion as follows:

SECOND SUBSTITUTE MOTION AS AMENDED: OPPOSE any legislation that expands existing SB 79 and SUPPORT for the delay of the effective dates for implementation and enforcement of SB 79 to next Regional Housing Needs Assessment (RHNA).

ON THE SECOND SUBSTITUTION MOTION AS AMENDED OF BOARD MEMBER JOYCE TO APPROVE AGENDA ITEM NO. 16, SECONDED BY BOARD MEMBER DESMOND.

AYES: BHAT-PATEL, SANNELLA, MARTINEZ, O’HARA, GARCIA, JOYCE, DESMOND, EDSON, CONTRERAS

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

OTHER BUSINESS ITEM 14

14. Review and Approve Final Climate Adaptation and Infrastructure Resiliency Plan

Ioni Tcholakova, Director of Service Planning and Isabel Sitcov, Senior Consultant at WSP, presented an update on the Final Climate Adaptation and Infrastructure Resiliency Plan (CAIRP) for consideration of approval of the Plan. The CAIRP assesses the NCTD service area and facilities to identify and assess climate risks to NCTD rail and bus infrastructure, facilities, and

surrounding populations. It also evaluates specific climate impacts and identifies remedies aimed at improving NCTD's resiliency for convenience, access, and reliability of its multimodal transit system. NCTD and WSP USA, Inc. conducted robust public and stakeholder outreach to solicit feedback on community-specific risks and potential recommended improvements. Outreach included on-board surveys, in-person pop-ups at local events, and online surveys. NCTD received 589 survey responses and utilized feedback from respondents to inform the CAIRP's recommendations.

ON THE MOTION AS AMENDED OF BOARD MEMBER MARTINEZ TO APPROVE AGENDA ITEM NO. 14, SECONDED BY BOARD VICE-CHAIR SANNELLA.

AYES: BHAT-PATEL, SANNELLA, MARTINEZ, O'HARA, JOYCE, EDSON,
CONTRERAS

NOES: NONE

ABSENT: GARCIA, DESMOND

ABSTAIN: NONE

MOTION PASSES.

INFORMATION ITEM 15

15. Receive an Update Regarding NCTD Bus and Maintenance Operations Insourcing

Shawn Donaghy, Chief Executive Officer (CEO), provided an update regarding the insourcing of bus and maintenance operations that took place in June 2025. NCTD staff collaborated with MV Transportation to complete the full transition, which included issuing over 55 purchase orders for essential services and specialty equipment; onboarding approximately 450 employees from MV Transportation; developing a custom Bus Operations dispatch system; and aligning Standard Operating Procedures to support direct operations. NCTD has also completed negotiations with Teamsters Local 542 and Amalgamated Transit Union (ATU) Local 1309 and has implemented five new collective bargaining agreements associated with Bus Operations and Maintenance. NCTD has also focused on managing and acquiring parts and materials contracts, integrating NCTD's Safety Teams directly with frontline staff and streamlining processes for administrative and front-line employees.

Several Board Members thanked the CEO and NCTD staff for the excellent work with the transition. It is clear that the transition was beneficial for the agency. They were also impressed with the number of employees and contracts that were acquired and how the transition was accomplished in such a short time.

CLOSED SESSION ITEMS 17 AND 18

Due to a lack of an in-person quorum, Closed Session items were deferred to the next Board meeting.

CHIEF EXECUTIVE OFFICER'S REPORT

Shawn Donaghy reported the following:

- This week is Transit Employee Appreciation Week. He thanked and recognized the NCTD employees that work hard each day.

BOARD MEMBER REPORTS, COMMENTS, AND CORRESPONDENCE

Board Member Contreras took public transportation to Jamul for the SANDAG Board Retreat. She thanks NCTD front-line employees for the excellent customer service during her trip.

Board Chair Bhat-Patel also thanked all of the employees for their hard work every day.

REMAINING PUBLIC COMMUNICATIONS

None

ADJOURNMENT

Board Chair Bhat-Patel adjourned the meeting at 4:03 p.m. Submitted by Suheil Rodriguez, Clerk of the Board, for the North County Transit – San Diego Railroad (NCTD).

BOARD CHAIR
North County Transit – San Diego Railroad

CERTIFICATION

I, Suheil Rodriguez, duly appointed and qualified, Clerk of the Board of NCTD, do hereby certify that the above is a true and correct copy of the Minutes of the Regular Board Meeting held on March 19, 2026, approved by the Board of Directors of NCTD adopted at a legally convened meeting of the Board of Directors of NCTD held on April 16, 2026.

CLERK OF THE BOARD
North County Transit – San Diego Railroad

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STAFF REPORT

RECEIVE THE MONTHLY INTERGOVERNMENTAL AFFAIRS REPORT

Time Sensitive: Consent:

**STAFF
RECOMMENDATION:**

Receive the Monthly Intergovernmental Affairs Report for March 2026.

**BACKGROUND
INFORMATION:**

Attached are the Monthly Intergovernmental Affairs Reports as well as the Status of Tracked Legislation Report for March 2026 (Attachments A, B, and C) submitted by Manatt and Townsend Public Affairs. The monthly reports provide updates on federal and state legislative activity impacting North County Transit – San Diego Railroad (NCTD). Highlights of the March reports include:

Legislative Activity and Updates – Federal:

Fiscal Year 2027 Earmarks – In March, members of Congress solicited proposals for fiscal year (FY) 2027 Community Project Funding (CPF) and Congressionally Directed Spending (CDS) requests. Previously referred to as “earmarks,” these one-time funding requests allow members of Congress to direct funding to specific projects within their states and communities. In FY 2027, NCTD submitted three CPF and CDS requests for signal modernization at various locations along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. As detailed below, the CDS requests to Senators Alex Padilla and Adam Schiff are identical, while the CPF request to Representative Scott Peters would only support signal modernization within California’s 50th Congressional District:

- Senator Alex Padilla – LOSSAN Signal Modernization – \$2,834,096
- Senator Adam Schiff – LOSSAN Signal Modernization – \$2,834,096
- Representative Scott Peters – LOSSAN Signal Modernization (50th Congressional District only) – \$1,450,644

Surface Transportation Board Notice of Proposed Rulemaking – On March 25, the Surface Transportation Board (Board) issued a unanimous decision proposing a comprehensive rule to modernize and reform its permitting process and accelerate the approval of rail infrastructure projects. The proposed rulemaking seeks to clarify, update, and streamline the Board’s existing environmental regulations implementing the National Environmental Policy Act (NEPA). This action would conform the Board’s regulations to current practices in the law and support government-wide consistency in the NEPA process.

General Services Administration Proposed Rule – The federal General Services Administration issued proposed revisions to the System for Award Management (SAM) registration requirements for financial assistance. The proposal would update the GSA’s Financial Assistance General Representations and Certifications to align with updated executive branch guidance, including Department of Justice “Guidance for Recipients of Federal Funding Regarding Unlawful Discrimination” (July 29, 2025) and Executive Order 14173 of January 21, 2025, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*. This re-registration process would require all recipients of federal financial assistance to certify and pledge that the entity will not undertake certain activities, including Diversity, Equity, and Inclusion (DEI) and pro-immigration policies.

Legislative Activity and Updates – State:

Legislature Advances Proposed Measures – In March, the California Legislature held policy committee meetings to consider proposed bills ahead of legislative deadlines. Bills with fiscal impacts must pass policy committees and move to fiscal committees by April 24, while non-fiscal bills have until May 1 to advance from policy committees and proceed to the floor. NCTD is tracking several notable bills this legislative session, including:

- **AB 1237 (McKinnor):** Requires ticket sellers for venues with a capacity of 1,000 or more to include an option during the transaction for a customer to also purchase a transit ticket from a public transit provider which offers service to the venue.
- **AB 1599 (Ahrens):** Requires Caltrans to create a centralized, statewide dataset of standardized information regarding transit stops that includes each stop's name, location, available amenities, and unique identifier. Also requires transit agencies to ensure the name and location of each of its transit stops conforms with the statewide dataset.
- **SB 667 (Archuleta):** Requires railroad corporations to install wayside detector systems at specified intervals on California railroads that provide freight rail service. This bill establishes penalties for violations and requires the California Public Utilities Commission (CPUC) to enforce those penalties.
- **SB 1136 (Blakespear):** Requires a regional rail operator within an intercity rail corridor to ensure that its fare systems are fully integrated with the intercity rail operator and any other regional rail operator in the intercity rail corridor on or before July 1, 2027. Requires state-supported intercity rail operators to provide service planning for certain special events.

HCD Releases Guidance on SB 79 – On March 20, the California Department of Housing and Community Development (HCD) released guidance on the implementation of Senate Bill 79 (Wiener, 2025). SB 79, signed into law in October of 2025, makes qualified transit-oriented developments (TOD) an allowed use on sites zoned for residential, mixed-use, or commercial development that are located near specified transit stops in counties with more than 15 passenger rail stations. In addition, SB 79 requires that Metropolitan Planning Organizations (MPO) create a map of eligible TOD stops for impacted regions. HCD's guidance is intended to clarify definitions and assist MPOs with consistent implementation of SB 79 TOD maps throughout the state. Notably, HCD's guidance asserts that commuter rail service frequency should be based on the total number of trains serving a station, including trains operated by multiple rail services. The San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, is responsible for the development of a SB 79 map. NCTD anticipates SANDAG will release its map in the coming months. Lastly, because of the guidance published by HCD, Senator Scott Wiener has indicated that he will not move forward with planned cleanup legislation to address questions and concerns from local jurisdictions regarding the implementation of SB 79.

CTC Allocates Nearly \$900 million for Transportation – On March 25, the California Transportation Commission (CTC) allocated nearly \$900 million for public transportation investments throughout the state. Notably, the allocation included \$3 million for the Del Mar Bluffs Stabilization effort. The funding for this \$900 million allocation is from two sources: the federal *Infrastructure Investment and Jobs Act of 2021* (IIJA), and from California Senate Bill 1, also known as the *Road Repair and Accountability Act of 2017*.

Grant Activity:

Below is an overview of successful grant awards in Calendar Year (CY) 2025, as well as successful and pending awards year-to-date in CY 2026. NCTD was the lead applicant for these grant applications, except where otherwise noted.

CY 2025	CY 2026	
Successful Awards	Pending Awards	Successful Awards
Bus Replacement Project (Low or No Emission Grant Program) \$16,774,170	Bus Stop Assessment (Caltrans Planning Grant) \$393,820	SPRINTER Improvements (Congressionally Directed Spending) \$1,200,000
	Buena Creek Grade Separation (Caltrans Planning Grant) \$309,856	San Diego Subdivision PTC (Community Project Funding) \$600,000
	SPRINTER Infrastructure Investment Program (BUILD) \$2,328,000	Bus Stop Improvements (Community Project Funding) \$250,000
	Eastbrook to Shell Double Track Project (SANDAG – Federal/State Partnership) \$124,429,778	
	LOSSAN Signal Modernization (Congressionally Directed Spending) \$2,834,096	
	LOSSAN Signal Modernization (Community Project Funding) \$1,450,644	
Total Successful: \$18,824,170	Total Pending: \$131,746,194	

ATTACHMENTS: 1A – Federal Monthly Legislative Report (Manatt) – March 2026
1B – State Monthly Legislative Report (Townsend) – March 2026
1C – Status of Tracked Legislation Report (Townsend) – March 2026

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Mary Dover, Chief of Staff**
E-mail: mdover@nctd.org Phone: 760-967-2895

To: North County Transit District
From: Manatt, Phelps & Phillips LLP
Re: Federal Update – March 2026

The following memorandum summarizes recent federal developments of importance to the North County Transit District:

- President Trump Releases FY27 Budget Request
- FY27 Appropriations Update
- Surface Transportation Reauthorization Markup Scheduled for April 15
- DOT Announces Apportionment of FY 2026 Funding
- FEMA Announces \$1B for BRIC Funding
- Senate Signals Potential Restart of Permitting Reform Negotiations
- GSA Proposes Adding New Language to SAM

President Trump Releases FY27 Budget Request

- On April 3, 2026, the Trump Administration [released](#) its FY27 Presidential Budget Request. The Department of Transportation (DOT) request proposes \$26.6 billion in new discretionary budget authority and \$87.3 billion in mandatory funding, a \$1.6 billion increase in DOT discretionary funding compared to the FY26 enacted level.
- Several programs face elimination or funding cuts. The President’s budget does not request to continue any advance appropriations under the Infrastructure Investment and Jobs Act (IIJA), which results in substantial cuts to key public transit and passenger rail investments, including:
 - Capital Investment Grants (-\$1.6 billion)
 - Low or No Emission Competitive Grants (-\$1.05 billion)
 - State of Good Repair grants (-\$950 million)
 - All Station Accessibility Program (-\$350 million)
 - Federal-State Partnership for Intercity Passenger Rail Grants (-\$7.2 billion)
 - Railroad Crossing Elimination Grants (-\$500 million)
- The request also rescinds \$4.2 billion in unobligated funds from the 2021 infrastructure law for the National Electric Vehicle Formula (NEVI) and Charging and Fueling Infrastructure (CFI) grant programs.
- Last year, Congress rejected many of the administration’s similar proposed cuts and funded most transportation programs at the same level as the previous year.

FY27 Appropriations Update

- House and Senate lawmakers continue to finalize their community project funding/Congressionally directed spending (earmark) submissions to the respective appropriations committees.
- Per House Appropriations Committee guidance, Rep. Scott Peters (D-CA) is required to post his Transportation-HUD community project funding submissions to the committee on his website by April 17. Submission to the committee is one of the first steps, but a key milestone in the appropriations process. NCTD submitted a \$1,450,644 request to Rep. Peters for the LOSSAN Signal Modernization Project.
- The House Appropriations Transportation-HUD Subcommittee is expected to mark-up its bill in late May/early June, where the accepted list of community projects will be revealed.

Surface Transportation Reauthorization Markup Scheduled for April 15

- The House Transportation & Infrastructure Committee is planning to mark-up the long-awaited surface transportation reauthorization bill on April 15, 2026. While not officially announced yet, Chairman Graves has given strong indication that the Committee will be ready to mark-up that day. Despite progress on the bill, it is likely Congress will require an extension past the September 30 deadline.

DOT Announces Apportionment of FY 2026 Funding

- On March 31, the Federal Transportation Administration (FTA) announced \$20.6 billion in funding to support public transportation throughout the country.
- The [apportionment tables](#) list funding totals for grant programs, including Metropolitan Transportation Planning, Statewide Transportation Planning, Transit-Oriented Development Planning, Urbanized Area Formula, Passenger Ferry Grant, State Safety Oversight, Rural Area Formula, and Public Transportation Innovation Transit Research programs. These formula grant programs allocate funding to states, urbanized areas, and transit agencies based on formulas set by Congress.
- Tables also list the total funding amounts that each [state](#) and [urbanized area](#) (UZA) will receive from FTA in formula funding made available under the Full-Year Consolidated Appropriations Act, 2026.

FEMA Announces \$1B for BRIC Funding

- The Federal Emergency Management Agency (FEMA) published the funding opportunity for the Fiscal Years 2024 and 2025 Building Resilient Infrastructure and Communities (BRIC) program. The new funding opportunity is specifically designed to fund infrastructure projects that are ready to implement and incentivize the adoption of the latest hazard-resistant building codes.
- It eliminates phased projects, simplifying the National Competition scoring system and removing sub-application scoring by the National Review panel. The funding opportunity also removes funding for hazard mitigation planning and non-financial direct technical assistance provisions.
- For the Fiscal Years 2024-25 funding cycle, the funding opportunity makes available: \$112 million for states and territories; \$50 million Tribal set-aside; \$56 million for State or Territory Building Code Plus-Up; \$25 million for Tribal nation Building Code Plus-Up; and \$757 million for National Competition.
- Applications are [due](#) by July 23, 2026.

Senate Signals Potential Restart of Permitting Reform Negotiations

- Sen. Sheldon Whitehouse (D-RI), Ranking Member of the Senate Environment and Public Works (EPW) Committee, indicated that formal Senate negotiations on permitting reform are likely to resume, though he did not provide a specific timeline. Permitting negotiations have been paused since December, following the Trump administration's issuance of stop-work orders for several offshore wind projects.
- Whitehouse stated that he and other Democratic negotiators have been in discussions with Sen. Shelley Moore Capito (R-WV), Chair of the EPW Committee, regarding conditions for restarting formal talks, while cautioning that further executive actions affecting previously approved renewable projects could again halt negotiations.
- If negotiations resume, lawmakers will face a compressed legislative timeline, as attention later this year is expected to shift toward midterm elections. In addition, the EPW Committee is responsible for the highways and infrastructure title of the surface transportation reauthorization, which is set to expire at the end of September.

GSA Proposes Adding New Language to SAM

- The General Services Administration (GSA) [proposed](#) adding new legal attestations to the System for Award Management (SAM), a required registration for entities to receive federal grants, contracts, loans, and other assistance. Every organization receiving federal funding, including local governments, state agencies, and universities, must affirm they will not:
 - “Grant preferential treatment based on race or color, such as race-based scholarships or programs or preferential hiring or promotion practices, including the use of cultural competency requirements or diversity statements.
 - Hold training programs that stereotype, exclude, or single out individuals based on protected characteristics or create a hostile environment.
 - Bring or attempt to bring an illegal immigrant to the United States.
 - Fund, subsidize, or facilitate violence, terrorism, or other illegal activities that threaten public safety or national security.”

- The proposed SAM rule could override agency regulations and guidance, program-specific eligibility standards, and the conditions outlined in notices of funding opportunity (NOFOs). Entities with active federal awards must maintain continuous SAM registration, and entities renewing their SAM registration might be required to accept the new requirements.

MONTHLY LEGISLATIVE UPDATE

To: North County Transit – San Diego Railroad
From: Townsend Public Affairs
Date: April 6, 2026
Subject: March 2026 Legislative Monthly Report

STATE UPDATES

MARCH 2026 RECAP:

In March, the Legislature transitioned into the initial policy committee phase of the legislative session, as newly introduced legislation was assigned to policy committees. By mid- to late-month, policy committees were hearing a high volume of bills, many for the first time, as lawmakers worked to advance priority legislation.

At the same time, budget committees and subcommittees in both houses continued their review of the Governor's proposed budget, holding hearings focused on departmental proposals, program funding, and implementation. Informational and oversight hearings also remained a central component of legislative activity, providing additional context on key policy issues and emerging priorities.

Looking ahead, bills with fiscal impacts must advance out of policy committees and move to fiscal committees by April 24, while measures without fiscal implications must clear policy committees by May 1 in order to proceed to their respective house floors.

The Legislature adjourned for its spring recess on March 26, temporarily pausing committee and floor activity. Lawmakers are scheduled to reconvene on April 6, at which time policy committee hearings and budget deliberations are expected to resume at an accelerated pace as deadlines approach.

STATE BUDGET UPDATE:

LAO Reviews Governor's Proposal to Streamline Affordable Housing Financing

In March, the Legislative Analyst's Office [released](#) an analysis of the Governor's 2026–27 budget proposals aimed at simplifying affordable housing financing and improving coordination across state programs. The proposals build on recent efforts to reduce administrative complexity and accelerate housing production by creating a more centralized and predictable funding structure.

Affordable housing developments in California typically rely on multiple public funding sources, including federal tax credits and state subsidy programs, which are administered by different

agencies with varying timelines and requirements. The LAO notes that this fragmented system has historically contributed to project delays and increased development costs. In response, the state has begun restructuring its housing finance programs, including the creation of the Housing Development and Finance Committee (HDFC) within the California Housing and Homelessness Agency as part of the 2025–26 budget. The HDFC is intended to serve as a centralized entry point for affordable housing funding beginning in 2026.

The Governor’s 2026–27 proposal would expand the role of HDFC by consolidating staff and resources to support a unified application and funding process, while also restructuring key programs and financing tools. Proposed changes include modifying the Affordable Housing and Sustainable Communities (AHSC) program by shifting its housing component to HDFC while maintaining the transportation component at the Strategic Growth Council, as well as prioritizing the use of private activity bonds and tax credits for affordable housing projects.

The LAO describes the Administration’s proposals as part of a broader effort to streamline affordable housing financing and centralize program administration, while also identifying areas where additional flexibility and legislative direction may be warranted. The report outlines several recommendations, including advancing the consolidation of housing programs under HDFC, allowing for a single application process for projects that combine housing and transportation funding, and requiring additional reporting to improve transparency around funding demand, project outcomes, and system performance. The LAO also suggests modifications to certain proposed funding set-asides to better align with annual demand and emphasizes prioritization of resources for projects serving the lowest-income households.

As the budget process continues, the Legislature is expected to further evaluate the structure of the AHSC program, the allocation of financing tools such as bonds and tax credits, and how the HDFC will coordinate with existing housing entities. Lawmakers are also likely to focus on how to measure whether these changes meaningfully reduce financing timelines and improve the efficiency of the state’s affordable housing delivery system.

LAO Report Reviews State Efficiency Contract and Projected Savings

The Legislative Analyst’s Office released a [report](#) evaluating the state’s effort to reduce government costs through a consulting contract aimed at identifying operational efficiencies across state agencies. The 2025–26 budget allocated up to \$20 million to the California Department of Finance to retain a consulting firm, with the Administration projecting significant savings—approximately \$500 million in 2025–26, increasing to roughly \$2 billion annually by 2028–29.

According to the report, the contract remains in the early stages of implementation, and initial updates from the Administration provide limited detail on specific actions or measurable outcomes. The consultant’s early review of contracts within the California Department of Corrections and Rehabilitation identified potential opportunities to renegotiate or eliminate contracts, reduce procurement, and automate certain administrative processes. However, it remains unclear whether these actions have been implemented or whether the projected savings are achievable.

The LAO raised concerns regarding transparency and legislative oversight, noting that the Administration’s status update offered little new information, making it difficult to assess progress or validate anticipated savings. Additionally, the next required report is scheduled after the

consulting contract concludes, limiting the Legislature’s ability to monitor implementation in real time.

Looking ahead, the LAO indicates that the Administration may revise its savings assumptions as part of the May Revision as additional information becomes available. The office recommends that the Legislature request more detailed reporting on the consultant’s findings, including specific proposals, implementation timelines, and revised savings estimates.

STATE LEGISLATIVE UPDATES:

Assembly Housing Innovation Legislative Package

On March 24, Assembly Member Buffy Wicks, alongside a coalition of legislative partners, introduced a coordinated “Housing Innovation” legislative package aimed at increasing housing production, improving affordability, and streamlining development processes across California. The six-bill package builds on recent state efforts to address the ongoing housing shortage by targeting regulatory constraints, project timelines, and barriers to scaling new construction methods.

The package reflects a comprehensive approach to housing policy, with a particular emphasis on expanding multifamily and “missing-middle” housing, promoting infill and adaptive reuse development, and modernizing permitting frameworks. Several measures are also intended to improve coordination between state and local governments, clarify the application of existing housing laws, and create more predictable approval pathways—an ongoing concern for developers navigating complex and often inconsistent local requirements.

A notable component of the package is its focus on advancing factory-built and modular housing as a strategy to accelerate production and reduce costs. By streamlining inspections, limiting local deviations from state standards, and improving financing mechanisms, the proposals aim to facilitate broader adoption of these construction methods while maintaining safety and quality standards.

Collectively, lawmakers have framed the package as an effort to align local planning practices with statewide housing goals, encourage more efficient use of underutilized land, and support transit-oriented and sustainable development. The proposals also signal continued legislative interest in fostering innovation in housing delivery, particularly as the state seeks scalable solutions to meet long-term housing demand.

The package includes six measures focused on standardizing building requirements, streamlining permitting, and expanding the use of factory-built housing. [AB 306 \(Schultz and Hadwick\)](#) is expected to establish a process for binding statewide interpretations of building standards, while [AB 1815 \(Wicks\)](#) would limit local governments’ ability to impose requirements exceeding state standards on certain factory-built projects. Additional proposals aim to reduce logistical and regulatory barriers, including [AB 2012 \(Hoover\)](#), which updates transportation and permitting rules for manufactured housing, and [AB 2058 \(Harabedian\)](#), which revises inspection processes and caps certain fees under the state’s factory-built housing framework. On the financing side, [AB 2166 \(Carrillo\)](#) proposes a new state-backed credit program to support offsite construction, and [AB 2185 \(Quirk-Silva\)](#) would direct state housing agencies to update program guidelines to better accommodate factory-built housing across key affordable housing programs.

Potential Impacts of H.R. 1 on California’s Health Coverage System

The Senate and Assembly Health Committees convened a joint informational hearing to assess the potential impacts of recent federal health policy changes on coverage access and affordability in California. The hearing marked the second phase of a more robust legislative review, following a January 2026 discussion focused on federal disinvestment in health programs and potential state-level responses.

Panelists highlighted the significant role federal policies, particularly the Affordable Care Act, have played in expanding coverage through Medi-Cal and the Covered California marketplace. However, witnesses cautioned that recent federal actions, including provisions in H.R. 1 (the “One Big Beautiful Bill Act”) and the expiration of enhanced premium tax credits, could increase costs and create new barriers for Californians seeking to obtain or maintain health insurance.

A central focus of the hearing was the potential impact of H.R. 1’s Medicaid work and eligibility requirements. Beginning in 2027, certain enrollees would be required to document at least 80 hours per month of work, education, or community service to maintain coverage, unless exempt. Analysis presented to the Legislature, including input from the Legislative Analyst’s Office, indicated that these requirements could result in significant coverage losses driven primarily by administrative burdens and eligibility changes rather than increased employment. Estimates suggest that between one and two million Californians could lose Medi-Cal coverage under these policies.

Panelists also discussed anticipated impacts on Covered California, including the expiration of enhanced premium subsidies and the introduction of new enrollment and verification requirements. These changes are expected to increase premiums and make it more difficult for some individuals to maintain coverage. Stakeholders further noted that resulting coverage losses could place additional strain on counties and safety-net providers as more residents become uninsured.

As the year progresses, the Legislature is expected to continue evaluating potential state-level responses to mitigate coverage losses, including policy, budget, and programmatic options. These discussions will likely intersect with the ongoing budget process, as lawmakers assess the state’s capacity to offset federal changes and maintain access to affordable coverage for vulnerable populations.

EXECUTIVE BRANCH ACTIVITY:

CPUC Proposes Changes to Climate Credit Timing to Enhance Affordability

The California Public Utilities Commission (CPUC) released a [Proposed Decision](#) on March 26 that would revise how and when residential Climate Credits are distributed, with the goal of improving the effectiveness of utility bill relief for customers.

The proposal would shift the timing of these credits away from lower-cost months and instead concentrate them during periods when energy bills are typically highest. For most electric customers, credits would be applied in late summer, while natural gas customers would receive credits during the winter season. This adjustment is intended to better align financial assistance with seasonal spikes in energy demand and costs.

Beyond timing changes, the proposal includes provisions aimed at increasing transparency and customer awareness, requiring utilities to enhance how credits are communicated and displayed on bills. It also directs a portion of program funds toward transmission infrastructure, reflecting a broader effort to support grid reliability and manage long-term energy costs.

The action implements recent statutory direction under [AB 1207 \(Irwin, 2025\)](#), which extended the state's Cap-and-Invest Program and called for improved alignment between climate credit distribution and customer energy burdens.

Public comments on the Proposed Decision are due April 15, with a vote scheduled at the CPUC's April 30 voting meeting. The proposal represents an initial phase of implementation for 2026, with additional reforms expected to be considered in a subsequent phase of the proceeding.

Proposition 1 Behavioral Health Infrastructure Funding and Capacity Expansion

On March 11, Governor Newsom [announced](#) that early investments under Proposition 1 (2024) are exceeding initial statewide targets to expand behavioral health treatment capacity. The Administration released an additional \$1.18 billion through the Bond Behavioral Health Continuum Infrastructure Program (BHCIP), supporting 66 new projects across 130 facilities to expand residential and crisis treatment services for individuals experiencing mental illness or substance use disorders.

According to the Administration, these investments have already surpassed the bond's original goal of creating 6,800 treatment beds, with funded projects now expected to deliver 6,919 residential beds and more than 27,000 outpatient treatment slots statewide. The latest funding round is projected to add 2,554 residential or inpatient beds and 4,273 outpatient treatment slots, further expanding access to care across California.

State officials also highlighted the broader impact of BHCIP, which launched in 2021 and has awarded approximately \$5.8 billion across 437 projects and 546 facilities. These investments are expected to create more than 9,500 treatment beds and over 47,000 outpatient treatment slots, with the capacity to serve an estimated 5.4 million Californians annually, including individuals in rural and tribal communities

Administration Announces CARE Court Accountability Measures and Housing Investments

Governor Newsom [announced](#) new [accountability](#) measures associated with California's Community Assistance, Recovery, and Empowerment (CARE) Court initiative, alongside \$291 million in funding to support housing and services for individuals experiencing homelessness and serious mental illness. The measures are intended to enhance state oversight as CARE Court is implemented statewide, with a focus on tracking referrals, monitoring participation, and ensuring the timely development of treatment and care plans.

The announced funding will be distributed through existing programs rather than a CARE Court-specific funding stream. This includes \$131.8 million through the Homekey+ program to support 443 housing units with on-site services for individuals experiencing or at risk of homelessness, including those with behavioral health needs and veterans, and \$159 million through Round 6 of the Homeless Housing, Assistance and Prevention (HHAP) Program awarded to 20 regions for permanent and interim housing, outreach, and supportive services.

State officials indicated that the housing investments and oversight measures are intended to align with broader state efforts to coordinate housing, behavioral health services, and court-based interventions as CARE Court implementation continues.

California Announces Legal Action Over Federal Emissions Policy Change

On March 19, Governor Newsom, joined by Attorney General Rob Bonta, [announced](#) that the state is initiating legal action against the Trump Administration regarding the Administration's decision to rescind the U.S. Environmental Protection Agency's longstanding "endangerment finding," which established that greenhouse gas emissions pose a threat to public health and welfare.

The lawsuit, led by California and joined by a coalition of states and local governments, argues that the federal action unlawfully reverses decades of established science and undermines the legal foundation for regulating climate pollution under the Clean Air Act. State officials contend that eliminating the finding removes a critical tool used to limit emissions from major sources such as vehicles and power plants.

State leaders claimed that the federal rollback prioritizes fossil fuel industry interests over public health and environmental protections, warning it could have significant impacts on air quality, climate policy, and long-term health outcomes as climate-related events intensify. California officials also affirmed the state will continue advancing its own climate policies, with the lawsuit marking the latest escalation in ongoing legal and policy conflicts with the federal government over environmental authority.

The case is expected to be heard in federal court and could have broad implications for the scope of federal authority to regulate greenhouse gas emissions, as well as for states' ability to implement independent climate policies.



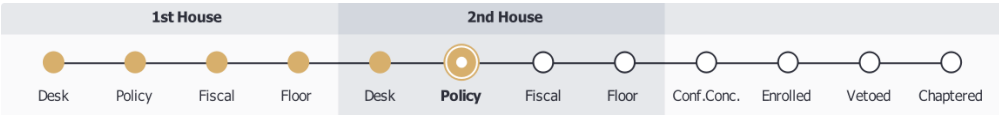
North County Transit District

Legislative Report

[AB 35](#) [Alvarez, D](#) [HTML](#) [PDF](#)

Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

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Notes

Notes 1

Positive

Anticipated Impact - would make it easier to develop clean hydrogen projects.

Bill information

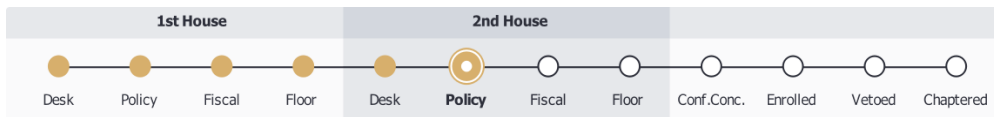
Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency’s internet website. (Based on 01/14/2026 text)

Location: 01/27/2026 - Senate Rules

Current Text: 01/14/2026 - Amended

Last Amend: 01/14/2026

Residential developments: building standards: review.**Progress bar****Notes****Notes 1**

Neutral

Anticipated impact - would require the district to add two nonvoting members and four alternative nonvoting members to the board. The bill would also require board members to demonstrate personal use of the transit system to be compensated by the district.

Bill information**Status:**

01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Summary:

The California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Current law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 01/05/2026 text)

Location:

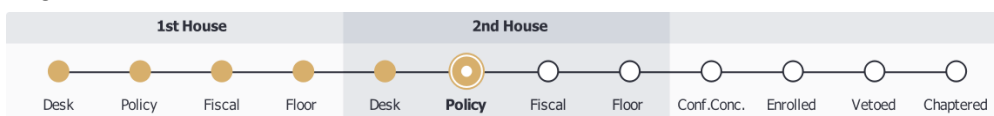
01/27/2026 - Senate Rules

Current Text:

01/05/2026 - Amended

Last Amend:

01/05/2026

Vehicles: Road Usage Charge Technical Advisory Committee.**Progress bar****Notes****Bill information****Status:**

01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary:

Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. (Based on 01/05/2026 text)

Location:

01/29/2026 - Senate Rules

Current Text:

01/05/2026 - Amended

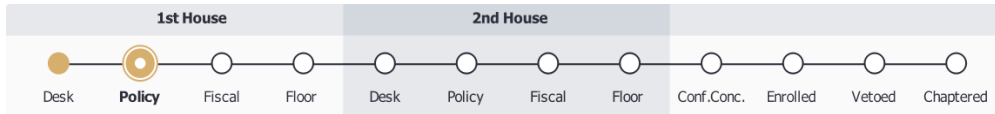
Last Amend:

01/05/2026

[AB 1745](#)
[Gonzalez, Jeff, R](#)
[HTML](#)
[PDF](#)

Motor Vehicle Fuel Tax Law: suspension of tax.

Progress bar



Notes

Bill information

Status:

02/23/2026 - Referred to Com. on TRANS.

Summary:

The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/09/2026 text)

Location:

02/23/2026 -
Assembly Transportation

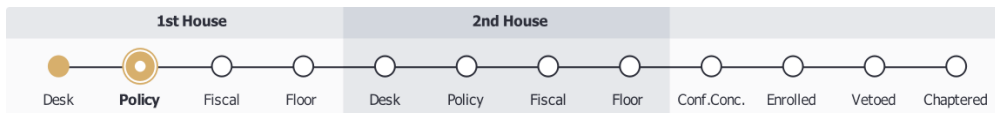
Current Text:

02/09/2026 - Introduced

[AB 1837](#)
[González, Mark, D](#)
[HTML](#)
[PDF](#)

Video imaging of parking violations.

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Notes

Bill information

Status: 03/31/2026 - In committee: Hearing postponed by committee.

Summary: Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely. (Based on 03/12/2026 text)

Location: 03/23/2026 - Assembly Privacy and Consumer Protection

Current Text: 03/12/2026 - Amended

Last Amend: 03/12/2026

AB 1855

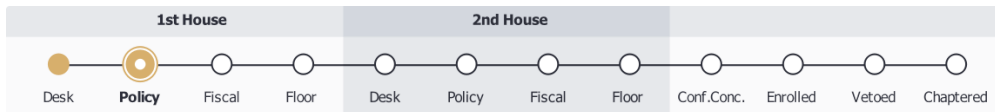
Gonzalez, Jeff, R

HTML

PDF

California Environmental Quality Act: exemption: passenger rail service.

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Notes

Bill information

Status: 02/23/2026 - Referred to Com. on NAT. RES.

Summary: The California Environmental Quality Act (CEQA), until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. (Based on 02/11/2026 text)

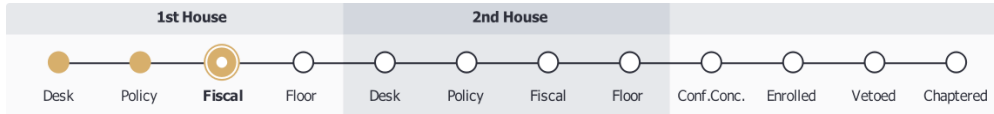
Location: 02/23/2026 - Assembly Natural Resources

Current Text: 02/11/2026 - Introduced

[AB 1941](#)[González, Mark, D](#)[HTML](#)[PDF](#)

Organized metal theft.

Progress bar



Notes

Bill information

Status: 03/26/2026 - Read second time and amended.

Summary: Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. (Based on 03/26/2026 text)

Location: 03/25/2026 -
Assembly Appropriations

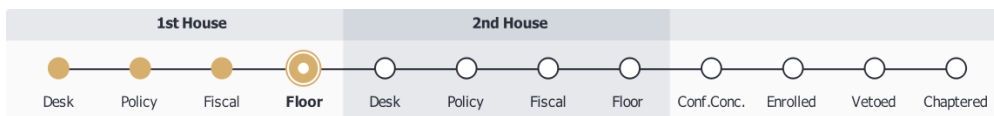
Current Text: 03/26/2026 - Amended

Last Amend: 03/26/2026

[AB 1944](#)[Lee, D](#)[HTML](#)[PDF](#)

Zero-emission transit buses: axle weight.

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Notes

Bill information

Status: 03/25/2026 - Read second time. Ordered to third reading.

Calendar: 04/06/26 #19 A-THIRD READING FILE - ASSEMBLY BILLS

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to

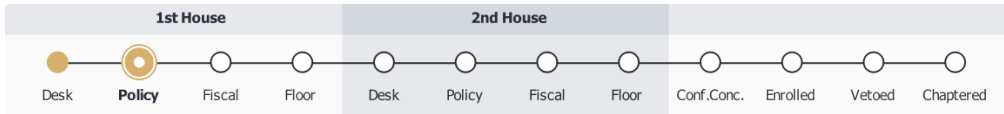
which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)

Location: 03/25/2026 - Assembly THIRD READING | **Current Text:** 02/13/2026 - Introduced

[AB 2074](#) [Haney, D](#) [HTML](#) [PDF](#)

Regional transit hub districts: downtown housing developments.

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Notes

Bill information

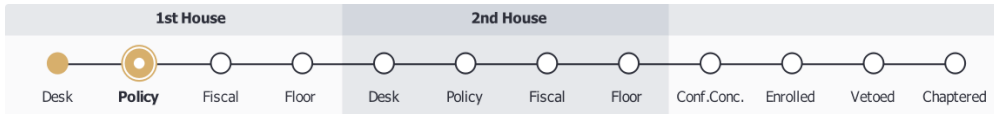
Status: 03/23/2026 - Re-referred to Com. on H. & C.D.
Calendar: 04/08/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9 a.m. - State Capitol, Room 126 HANEY, MATT, Chair
Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts, as specified. The bill would require a downtown housing development to be an allowed use within a regional transit hub district, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. (Based on 03/19/2026 text)

Location: 03/19/2026 - Assembly Housing and Community Development | **Current Text:** 03/19/2026 - Amended
Last Amend: 03/19/2026

[AB 2341](#) [Fong, D](#) [HTML](#) [PDF](#)

Local government: emergency response services: use of languages other than English.

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Notes

Bill information

Status: 03/17/2026 - Re-referred to Com. on E.M.

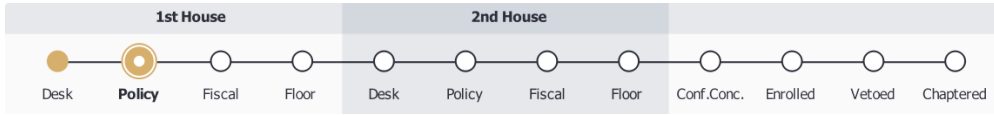
Summary: Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to require the local agency to provide information related to the emergency in English and in each language spoken jointly by 5% or more of the population that speaks English less than “very well.” (Based on 03/16/2026 text)

Location: 03/16/2026 - Assembly Emergency Management	Current Text: 03/16/2026 - Amended Last Amend: 03/16/2026
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[AB 2433](#)
[Alvarez, D](#)
[HTML](#)
[PDF](#)

Housing development: density bonus.

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Notes

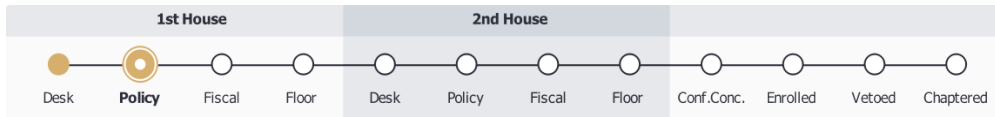
Bill information

Status: 03/26/2026 - Read second time and amended.

Calendar: 04/15/26 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Summary: The Density Bonus Law requires a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant seeks a density bonus for the housing development, as specified, if the applicant agrees to construct, among other things, a specified percentage of units for very low income, lower income, or senior citizen housing, and meets other requirements. This bill would, instead, require a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant submits an application for a housing development that a city, county, or city and county determines meets specified criteria, including, among others, the housing development includes specified percentage of units for very low income, lower income, or senior citizen housing. (Based on 03/26/2026 text)

Location: 03/25/2026 - Assembly Local Government	Current Text: 03/26/2026 - Amended Last Amend: 03/26/2026
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[AB 2484](#)[Alvarez, D](#)[HTML](#)[PDF](#)**San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.****Progress bar****Notes****Bill information**

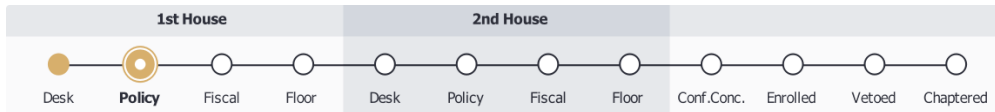
Status: 03/25/2026 - Re-referred to Com. on ELECTIONS.

Calendar: 04/15/26 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

Summary: The Mills-Deddeh Transit Development Act authorizes the San Diego Metropolitan Transit System (MTS) to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. (Based on 03/24/2026 text)

Location: 03/16/2026 -
Assembly Elections

Current Text: 03/24/2026 - Amended
Last Amend: 03/24/2026

[AB 2552](#)[Ávila Fariás, D](#)[HTML](#)[PDF](#)**California Environmental Quality Act: transportation impact mitigation.****Progress bar****Notes****Bill information**

Status: 03/16/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

Calendar: 04/13/26 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

Summary: The California Environmental Quality Act (CEQA) a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related

to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations. (Based on 02/20/2026 text)

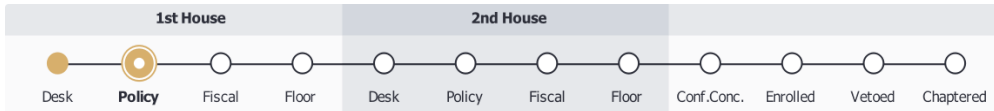
Location: 03/16/2026 - Assembly Natural Resources

Current Text: 02/20/2026 - Introduced

[AB 2560](#) [Schultz, D](#) [HTML](#) [PDF](#)

Climate Action Plan for Transportation Infrastructure: goals.

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Notes

Bill information

Status: 03/26/2026 - In committee: Hearing postponed by committee.

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified. (Based on 02/20/2026 text)

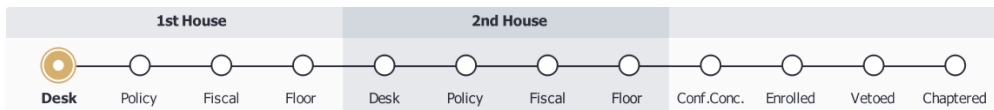
Location: 03/09/2026 - Assembly Transportation

Current Text: 02/20/2026 - Introduced

[ACA 1](#) [Valencia, D](#) [HTML](#) [PDF](#)

Public finance.

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Notes

Notes 1

Anticipated impact - Unknown direct impact on NCTD. The ACA would change the required amount of funding transferred from the state General Fund to the Budget Stabilization Account (BSA) to an undefined amount, and would increase the balance limit of the BSA.

Bill information

Status: 01/29/2025 - Introduced measure version corrected.

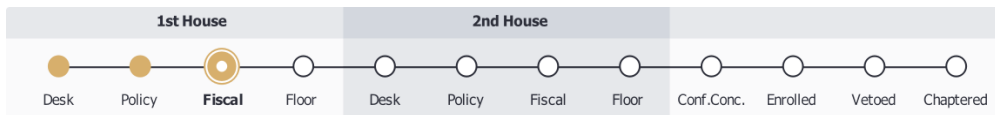
Summary: The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines “appropriations subject to limitation” of the State for these purposes. This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT **Current Text:** 12/02/2024 - Introduced

[ACA 4](#) [Jackson, D](#) [HTML](#) [PDF](#)

Homelessness and affordable housing.

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Notes

Notes 1

Anticipated impact - could fund affordable housing projects that may lead to the development of housing near transit corridors, however, would earmark 5% of the state's General Fund for housing, which would reduce flexibility in the state budget to allocate funding to other areas, including transportation. The bill would not directly reduce funding for transportation.

Bill information

Status: 01/22/2026 - In committee: Set, first hearing. Held under submission.

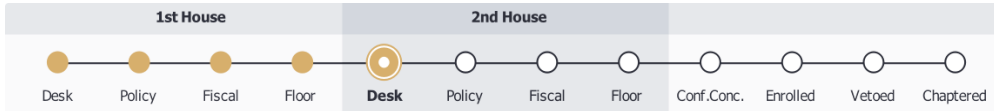
Summary: The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified. This measure, the Housing Opportunities Made Equal (HOME) Act, would create an account in the General Fund into which, beginning in the 2027–28 fiscal year, and each fiscal year thereafter until September 30, 2036, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness. (Based on 05/05/2025 text)

Location: 05/14/2025 - Assembly APPR. SUSPENSE FILE **Current Text:** 05/05/2025 - Amended **Last Amend:** 05/05/2025

[SB 239](#) [Arreguín, D](#) [HTML](#) [PDF](#)

Open meetings: teleconferencing: subsidiary body.

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Notes

Notes 1

Anticipated impact - allows subsidiary bodies of the district to teleconference meetings without having to notice and make publicly accessible each teleconference location, or have at least a quorum participate from locations within the boundaries of the agency. A subsidiary body is defined as an advisory body that meets the Brown Act’s definition of a legislative body, serves exclusively in an advisory capacity, and is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements.

Bill information

Status: 01/27/2026 - Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)

Location: 01/27/2026 - Assembly DESK

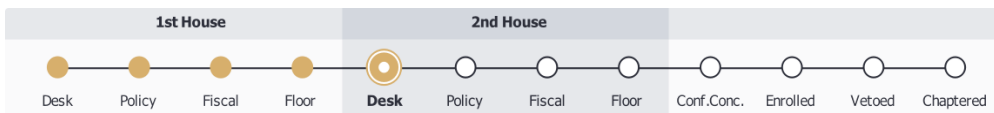
Current Text: 04/07/2025 - Amended

Last Amend: 04/07/2025

[SB 607](#) [Wiener, D](#) [HTML](#) [PDF](#)

University of California: California Institutes for Science and Innovation.

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Notes

Notes 1

Neutral

Anticipated impact - this measure makes numerous changes to CEQA. Some provisions that could impact the district include:

SB 607 creates a new environmental review process for projects that do not meet the eligibility criteria for a CEQA exemption based on a single eligibility condition, and changes the criteria and legal standard by which lead agencies evaluate whether to prepare an mitigated negative declaration, negative declaration, or environmental impact report.

Bill information

Status: 01/20/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current law authorizes the Regents of the University of California to establish 4 California Institutes for Science and Innovation at separate campuses of the University of California for specified purposes. Current law authorizes the concentration of each institute to include, among other concentrations, medicine, bioengineering, or space. This bill would explicitly authorize the concentration of an institute to include artificial intelligence. (Based on 01/05/2026 text)

Location: 01/20/2026 - Assembly DESK

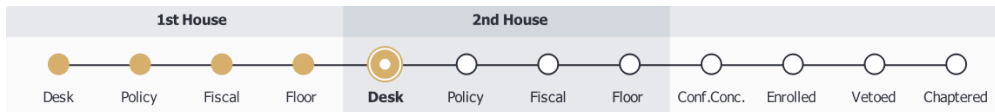
Current Text: 01/05/2026 - Amended

Last Amend: 01/05/2026

[SB 667](#) [Archuleta, D](#) [HTML](#) [PDF](#)

Railroads: safety: wayside detectors.

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Notes

Bill information

Status: 01/27/2026 - Read third time. Passed. (Ayes 26. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside

detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. (Based on 01/22/2026 text)

Location: 01/27/2026 - Assembly DESK

Current Text: 01/22/2026 - Amended

Last Amend: 01/22/2026

SB 677

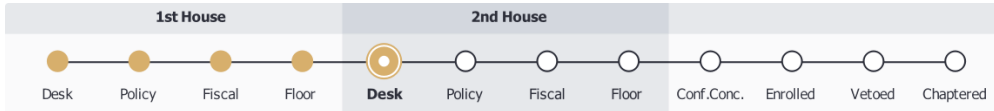
Wiener, D

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PDF

Housing development: transit-oriented development.

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Notes

Bill information

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Based on 01/08/2026 text)

Location: 01/26/2026 - Assembly DESK

Current Text: 01/08/2026 - Amended

Last Amend: 01/08/2026

SB 1087

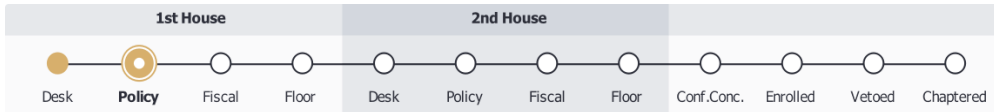
Cabaldon, D

HTML

PDF

Transportation planning: sustainable communities strategies: transportation funding programs.

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Notes

Bill information

Status: 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Calendar: 04/08/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112
BLAKESPEAR, CATHERINE, Chair

Summary: Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 03/25/2026 text)

Location: 02/26/2026 - Senate Environmental Quality

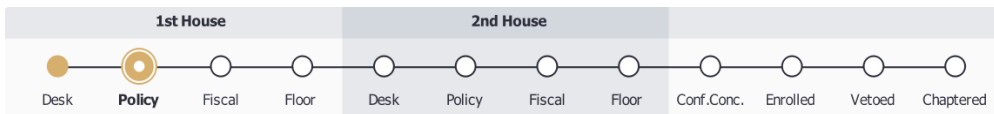
Current Text: 03/25/2026 - Amended

Last Amend: 03/25/2026

[SB 1136](#)
[Blakespear, D](#)
[HTML](#)
[PDF](#)

Intercity rail and commuter rail: special events service plans.

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Notes

Bill information

Status: 03/26/2026 - Set for hearing April 14.

Calendar: 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Summary: Current law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill

would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements. (Based on 02/17/2026 text)

Location: 02/26/2026 -
Senate Transportation

Current Text: 02/17/2026 - Introduced

SB 1265

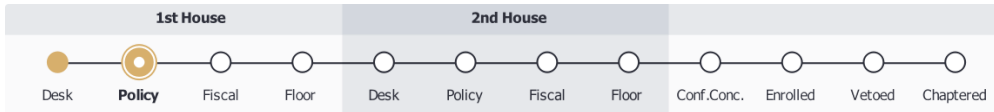
Richardson, D

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California Alternative Energy and Advanced Transportation Financing Authority: financial assistance programs and products.

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Notes

Bill information

Status: 03/25/2026 - Set for hearing April 7.

Calendar: 04/07/26 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 ALLEN, BENJAMIN, Chair

Summary: Under current law, the purpose of the California Alternative Energy and Advanced Transportation Financing Authority Act is to advance the state's goals of reducing the levels of greenhouse gas emissions, increasing the deployment of sustainable and renewable energy sources, implementing measures that increase the efficiency of the use of energy, creating high quality employment opportunities, and lessening the state's dependence on fossil fuels and to that end to provide an alternative method of financing in providing and promoting the establishment of facilities utilizing alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies. Current law establishes the California Alternative Energy and Advanced Transportation Financing Authority to carry out that purpose. This bill would authorize the authority, for that specified purpose, and with its own moneys or from moneys derived from other sources, to create its own financial assistance programs, financial assistance products, or both, on those terms and conditions the authority deems prudent. The bill would create the Alternative Energy and Advanced Transportation Expansion Fund in the State Treasury and would continuously appropriate all moneys in the fund to the authority for expenditure, as provided, and to defray the administrative costs of the authority. (Based on 02/19/2026 text)

Location: 03/04/2026 - Senate Energy,
Utilities and Communications

Current Text: 02/19/2026 - Introduced

SB 1324

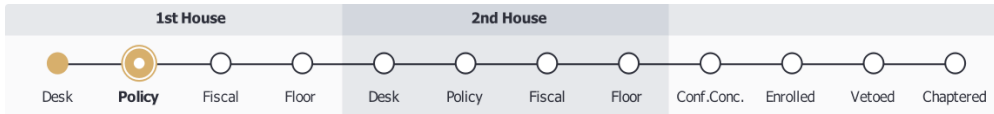
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Passenger and freight rail: LOSSAN Rail Corridor: working group report.

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Notes

Bill information

Status: 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

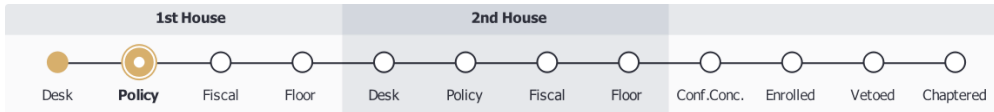
Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. (Based on 03/23/2026 text)

Location: 02/20/2026 - Senate Rules **Current Text:** 03/23/2026 - Amended
Last Amend: 03/23/2026

SB 1337 Richardson, D HTML PDF

Transportation fuels: interagency working group.

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Notes

Bill information

Status: 03/25/2026 - Set for hearing April 7.

Calendar: 04/07/26 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 ALLEN, BENJAMIN, Chair

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish an interagency workgroup led by the State Energy Resources Conservation and Development Commission and consisting of the State Lands Commission, relevant air districts, local governments, airports, and ports to do specified things, including, among other things, strengthen

coordination and establish clear lines of communication to prioritize critical energy policies and regulations, as specified, and to propose opportunities for partnership between the Governor's office, state agencies, boards, commissions, offices, and other entities, as necessary, and the Legislature in order to advance solutions to strategically align regulations and permitting processes across all levels of government that could best support achievement of state policy goals. (Based on 02/20/2026 text)

Location:

03/04/2026 - Senate Energy,
Utilities and Communications

Current Text:

02/20/2026 - Introduced

STAFF REPORT

RECEIVE THE MONTHLY TRANSIT OPERATIONS PERFORMANCE REPORT FOR FEBRUARY 2026

Time Sensitive: Consent:

**STAFF
RECOMMENDATION:**

Receive the Monthly Transit Operations Performance Report for February 2026.

**BACKGROUND
INFORMATION:**

The Monthly Transit Operations Performance Report (TOPR) provides an overview of NCTD's performance trends by mode as they relate to budgeted goals and minimum performance standards for each month of the fiscal year (FY). NCTD's performance goals are developed as part of the annual operations budget development process. Minimum performance standards are set forth in each modal operations and maintenance contract.

The monthly TOPR is intended to provide performance reporting on key performance indicators without the detailed analysis of trends that are included in the annual TOPR. The data contained in this staff report is unaudited and subject to change. Starting in FY2025, staff removed certain metrics from the TOPR attachment to improve legibility and allow for the inclusion of the NCTD+ mode. Metrics removed include passengers per revenue mile and metrics related to LIFT response time and pick-up windows. These metrics will continue to be tracked internally for performance management purposes.

Attached to this staff report is a table that provides information on NCTD's modal performance compared to the established goals or standards, as well as a comparison to the previous fiscal year.

Systemwide Performance

February 2026 systemwide ridership was 650,468, which is 2.3% above the February 2025 ridership of 636,115.

BREEZE Performance

BREEZE boardings in February 2026 totaled 443,368, a 5.3% increase compared to February 2025. BREEZE on-time performance (OTP) was 84.8% for the month, below the minimum performance standard of 88%.

SPRINTER Performance

SPRINTER boardings in February 2026 totaled 121,052, an 11.9% decrease compared to February 2025. Reported SPRINTER ridership is preliminary and subject to change as data validation is ongoing. SPRINTER OTP was 97.9% for the month, above the minimum performance standard of 95%.

COASTER Performance

COASTER boardings in February 2026 totaled 65,942, a 13.0% increase compared to February 2025. COASTER OTP was 92.6% for the month, below the minimum performance standard of 95%.

FLEX Performance

FLEX boardings in February 2026 totaled 7,869, a 2.9% decrease compared to February 2025. FLEX OTP was 81.9% for the month, below the performance standard of 88%.

LIFT Performance

LIFT boardings in February 2026 totaled 8,567, a 4.4% decrease compared to February 2025. LIFT OTP was 88.7% for the month, below the minimum standard of 92%. LIFT Productivity, measured by passengers transported per revenue hour, was 1.96 for the month, which is above the minimum performance standard of 1.80 passengers per revenue hour.

NCTD+ Performance

NCTD+ boardings in February 2026 totaled 3,670, a 76.2% increase compared to February 2025. Total boardings included 1,811 boardings in the San Marcos Zone and 1,859 in the Vista Zone. NCTD+ OTP was 78.8% for the month, below the minimum standard of 92%.

Youth Opportunity Pass (YOP) Performance

Youth pass usage for February 2026 totaled 82,125 a 14.2% decrease compared to February 2025.

ATTACHMENT: 2A – Monthly Transit Operations Performance Report, February 2026

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: Ioni Tcholakova, Director of Service Planning
E-mail: itcholakova@nctd.org Phone: 760-966-6588

ATTACHMENT 2A

Transit Performance Report - February 2026

SYSTEM Performance (All Modes)	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	669,816	650,468	-2.9%	636,115	2.3%
Average Weekday Boardings	27,474	26,888	-2.1%	26,082	3.1%
Average Saturday Boardings	17,062	16,520	-3.2%	16,339	1.1%
Average Sunday Boardings	13,889	12,661	-8.8%	13,142	-3.7%
BREEZE Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	441,285	443,368	0.5%	421,193	5.3%
Average Weekday Boardings	18,036	18,231	1.1%	17,190	6.1%
Average Saturday Boardings	11,119	10,842	-2.5%	10,716	1.2%
Average Sunday Boardings	9,022	8,844	-2.0%	8,630	2.5%
Boardings per Revenue Hour	13.27	13.32	0.4%	12.56	6.0%
On-Time Performance	88.0%	84.8%	-3.7%	83.3%	1.7%
SPRINTER Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	142,883	121,052	-15.3%	137,410	-11.9%
Average Weekday Boardings	5,887	5,082	-13.7%	5,651	-10.1%
Average Saturday Boardings	3,231	2,913	-9.8%	3,156	-7.7%
Average Sunday Boardings	3,053	1,943	-36.4%	2,941	-34.0%
Boardings per Revenue Hour	78.68	66.71	-15.2%	76.07	-12.3%
On-Time Performance	95.0%	97.9%	3.1%	96.2%	1.7%
COASTER Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	60,337	65,942	9.3%	58,361	13.0%
Average Weekday Boardings	2,495	2,693	7.9%	2,402	12.1%
Average Saturday Boardings	2,150	2,397	11.5%	2,129	12.6%
Average Sunday Boardings	1,326	1,629	22.9%	1,313	24.1%
Boardings per Revenue Hour	33.23	70.08	110.9%	64.20	9.1%
On-Time Performance	95.0%	92.6%	-2.5%	95.1%	-2.6%
FLEX Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	10,433	7,869	-24.6%	8,104	-2.9%
Average Weekday Boardings	453	333	-26.6%	341	-2.5%
Average Saturday Boardings	193	189	-2.2%	183	3.1%
Average Sunday Boardings	150	116	-22.7%	140	-17.1%
Boardings per Revenue Hour	5.06	4.06	-19.7%	3.93	3.4%
On-time Performance	88.0%	81.9%	-6.9%	87.4%	-6.3%
LIFT Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	9,214	8,567	-7.0%	8,964	-4.4%
Average Weekday Boardings	421	390	-7.3%	409	-4.6%
Average Saturday Boardings	117	107	-8.3%	114	-5.9%
Average Sunday Boardings	84	83	-1.5%	81	2.2%
Boardings per Revenue Hour	1.80	1.96	9.2%	2.17	-9.3%
On-Time Performance	92.0%	88.7%	-3.6%	89.0%	-0.4%
NCTD+ Performance	Goals/Standards ¹	February 2026	Variance from Goal	February 2025	Variance from Prior Year
Total Boardings	5,664	3,670	-35.2%	2,083	76.2%
Average Weekday Boardings	182	160	-12.1%	89	79.8%
Average Saturday Boardings	252	72	-71.4%	41	75.6%
Average Sunday Boardings	254	47	-81.5%	37	27.0%
Boardings per Revenue Hour	1.80	3.13	74.0%	3.67	-14.6%
On-Time Performance	92.0%	78.8%	-14.3%	86.0%	-8.4%
Median Wait Time (minutes)	20	20.22	1.1%	17.02	18.8%

¹ Budgeted goals are developed every fiscal year within budget documents and are based upon ridership projections and past performance while minimum performance standards were generally established in past contracts.

STAFF REPORT

RECEIVE THE MARKETING, SERVICE PLANNING AND BUSINESS DEVELOPMENT COMMITTEE CHAIR REPORT FOR THE MEETING ON MARCH 19, 2026

Time Sensitive: **Consent:**

STAFF RECOMMENDATION:

Receive the Marketing, Service Planning and Business Development (MSPBD) Committee Chair Report for the March 19, 2026 meeting.

BACKGROUND INFORMATION:

On March 19, 2026, at 12:03 p.m., the MSPBD Committee met as scheduled with all appointed members in attendance; Committee Member O'Hara was absent.

MSPBD Committee Agenda Item No. 1 – Elect MSPBD Committee Chair and Vice-Chair

Suheil Rodriguez, Director of Administration, reviewed the election process and nomination of MSPBD Committee Chair and Vice-Chair for Calendar Year (CY) 2026.

After a brief discussion among the Committee members, Tracy Martinez was nominated to serve as MSPBD Committee Chair and Joe Garcia was nominated to serve as MSPBD Vice-Chair for CY2026.

ON THE MOTION OF COMMITTEE MEMBER ERIC JOYCE, SECONDED BY COMMITTEE MEMBER TRACY MARTINEZ, TO ELECT TRACY MARTINEZ TO SERVE AS MSPBD COMMITTEE CHAIR AND JOE GARCIA TO SERVE AS MSPBD VICE-CHAIR FOR CY2026.

YES: MARTINEZ, GARCIA, JOYCE
ABSTAIN: NONE
NO: NONE

MOTION PASSES.

MSPBD Committee Agenda Item No. 2 – Receive Proposed Calendar Year 2026 MSPBD Committee Work Plan

Mary Dover, Chief of Staff, reviewed the proposed Calendar Year 2026 MSPBD Committee Work Plan.

Committee Member Joyce asked if NCTD's long-term Marketing and Communications Program can be discussed at length by the Committee in a future meeting.

Committee Member Garcia agreed that a discussion regarding NCTD's long-term Marketing and Communications Plan would be beneficial, so as to be strategic in how NCTD markets for different events during the year.

MSPBD Committee Agenda Item No. 3 – Receive Update on the FY2027 Service Implementation Plan

Ioni Tcholakova, Director of Service Planning, provided an update on the proposed Service Implementation Plan (SIP) for fiscal year (FY) 2027. Some key assumptions are: Regional Youth Opportunity Pass Program is currently funded through June 30, 2026; Fare Change Study updates are currently underway; and decrease in sales tax revenues that may negatively impact future service levels. Articulated buses to expand service capacity are projected to be placed in service in late FY2028. However, due to current federal, state and local funding projections, no anticipated service expansions are planned for FY2027 – 2031. The SIP will be finalized by mid-April and reviewed by the full Board as part of the FY2027 budget in May.

Committee Member Joyce asked if NCTD is considering the continuation of NCTD+ service. CEO Donaghy responded that NCTD staff continually reviews NCTD+ service to ensure it's operationally efficient. NCTD has reached out to the cities of Vista and San Marcos, where NCTD+ exists now, to discuss costs of operating the service. Mary Dover added that without additional funding sources, NCTD staff will look at its services as a whole and determine what services provide the best value for the public. Committee Member Joyce and MSPBD Chair Martinez asked for an in-depth NCTD+ item to be added to the MSPBD workplan. Committee Member Joyce also wishes to discuss the NCTD mission, services as a whole and rebranding of the agency in greater detail. Mary Dover responded that an NCTD+ item will be added to the June MSPBD agenda and discussions regarding costs, routes, trends, etc. can be considered at the Board workshop in July.

Committee Member Garcia and Mary Dover discussed the revenue received by NCTD for the Youth Opportunity Pass Program.

Board Member Comments and Reports

Committee Member Garcia reported that he attended the National League of Cities conference in DC where they discussed public safety and crime prevention on a national level. He also rode public transit while there and was very pleased with their service. If NCTD would like for him to advocate on its behalf, he'd be happy to do so.

Mary Dover, Chief of Staff, stated that the CY2026 workplan would be revised and sent out to the committee.

The meeting was adjourned at 12:48 p.m.

ATTACHMENT(S): 3A – CY2026 MSPBD Committee Workplan
3B – FY2027 Service Implementation Plan Presentation

FISCAL IMPACT: This staff report has no fiscal impact.

STAFF CONTACT: **Mary Dover, Chief of Staff**
E-mail: mdover@nctd.org Phone: 760-967-2895

NORTH COUNTY TRANSIT ATTACHMENT 3A **SAN DIEGO RAILROAD**

Marketing, Service Planning, and Business Development (MSPBD) Committee

CY2026 WORK PLAN

Joe Garcia, Committee Member
Eric Joyce, Committee Member
Tracy Martinez, Committee Member
Jim O'Hara, Committee Member

Staff Committee Liaison: Mary Dover, Chief of Staff

COMMITTEE REVIEW	ITEM
March 19	<ul style="list-style-type: none">• Elect MSPBD Committee Chair and Vice-Chair• Receive Proposed CY2026 MSPBD Committee Work Plan• Receive Update on the FY2027 Service Implementation Plan (SIP)
June 18	<ul style="list-style-type: none">• Receive Marketing and Communications Program Update• Receive Update on Customer Feedback Trends and Initiatives
September 17	<ul style="list-style-type: none">• Receive an Update on Safety and Security• Receive Overview of FY2026 Service Performance and Trends



Receive Update on the FY2027 Service Implementation Plan

MSPBD Committee Meeting
March 19th, 2025

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD

Key Assumptions – FY2027

- **Uncertain funding projections at all levels of government, coupled with decreasing sales tax revenues, pose significant challenges in projecting future service levels.**
- **Should the current forecast continue without the introduction of a new funding source, expansion of services will not occur.**
- **Regional Youth Opportunity Pass Program is currently funded through June 30, 2026, with efforts to extend this timeline.**
- **SANDAG is currently conducting a Fare Change Study.**

Bus Key Factors– FY2027+

- **Articulated buses to expand service capacity, anticipated for service in late FY28 or early FY29.**
- **Due to current federal, state, and local funding projection, no anticipated service expansions are planned for FY27-31.**



NCTD+ Key Factors– FY2027

- **NCTD will submit a funding request to SANDAG's Flexible Fleets program to fund Fallbrook-Pala NCTD+ Zone in FY2027.**
- **Future NCTD+ zones will be contingent upon operational conditions and acquisition of SANDAG/External funding.**



Rail Key Assumptions– FY2027+

- **New COASTER Passenger Stations**
 - Convention Center (FY29)
- **Due to current federal, state, and local funding projection, no anticipated service expansions are planned for FY27-31.**



Next Steps

- **FY2027 Service Implementation Plan:**
 - Incorporate feedback and finalize SIP with Finance team by April 16, 2026
- **FY2027 Budget Development Process:**
 - April 16, 2026: Set public hearing for consideration of adoption of Budget
 - May 21, 2026: Board receives update on Budget development
 - June 18, 2026: Board asked to approve Operating and Capital Budget

Questions?

STAFF REPORT

RECEIVE THE EXECUTIVE COMMITTEE CHAIR REPORT FOR THE MEETING ON APRIL 7, 2026

Time Sensitive: **Consent:**

**STAFF
RECOMMENDATION:**

Receive the Executive Committee Chair Report for the April 7, 2026 meeting.

**BACKGROUND
INFORMATION:**

On April 7, 2026, at 11:01 a.m., the Executive Committee met as scheduled with all appointed members in attendance.

Executive Committee Agenda Item No. 1 – Receive Proposed CY2026 Executive Committee Work Plan

Mary Dover, Chief of Staff, reviewed the proposed Calendar Year 2026 Executive Committee Work Plan.

Committee Member Martinez asked when the full Board can provide input on CEO and Deputy CEO/Chief General Counsel’s performance evaluations. Mary Dover responded that after the Executive Committee meets in Closed Session in October, there will be an opportunity for the full Board to provide input in Closed Session at the October Board meeting.

Executive Committee Agenda Item No. 2 – Receive Proposed Fare Change Study

Mary Dover, Chief of Staff, and Ioni Tcholakova, Director of Service Planning, presented public feedback gathered as part of the regional Fare Change Study. They reviewed the package options and collaboration with the Metropolitan Transportation System (MTS) on potential scenarios. Twelve in-person and two virtual workshop outreach events were held to gather public feedback on the fare change study proposal as well as on-board and online surveys.

Committee Member Edson asked what is North County Transit – San Diego Railroad’s (NCTD) current annual ridership and if NCTD has a specific fare revenue shortfall they are trying to fill. Mary Dover responded that it is approximately nine million systemwide. Beginning with FY2028, NCTD will have a projected budget deficit of nearly \$16 million. Committee Member Edson further asked if the potentially higher monthly fare pass is less expensive than the cost of driving a vehicle. Mary Dover confirmed public transit is still the less expensive option. NCTD and MTS Boards will review the proposals and provide a recommendation to SANDAG. MTS’s Board is scheduled to meet next week to discuss the Fare Change Study, and NCTD plans to align its proposals with the same expectations.

Committee Member Martinez asked how many participants took the survey. Mary Dover responded that there were over 200 people that responded to the survey. NCTD and MTS are looking into a phased approach for the increase in fares so that the riders can acclimate to higher fare costs. If SANDAG’s Transportation Committee approves the recommendations from NCTD and MTS, implementation will take effect in Fall 2026.

Committee Vice-Chair Sannella is supportive of whichever option that will maintain the high level of service that NCTD provides. He hopes that the Fare Ordinance can be reviewed more frequently going forward. Vice-Chair Sannella asked if there is any way that NCTD can recover future revenue. CEO Shawn Donaghy responded that NCTD is currently exploring the ability to issue citations in order to manage fare evasion.

Committee Chair Bhat-Patel asked about the fare change for COASTER riders and collapsing the zone-based fare structure. Mary Dover responded that the survey results indicated that most riders are traveling from Zone 1 to Zone 3 (Oceanside to Santa Fe Depot, for example). Committee Chair Bhat-Patel further inquired if the survey asked for any qualitative feedback and if it covered most of the demographics of riders that NCTD serves. Mary Dover confirmed that the survey included an open-ended question so that the respondents had the opportunity to share any input that was not asked. Some of these comments included support for the fare increase. The Marketing department was present at all the outreach events contacting riders on the modes so that they could gather the most feedback; this included Spanish-speaking riders. Committee Chair Bhat-Patel recommended sending future surveys to the cities represented by the Board to get the most community feedback.

CEO Donaghy added that it is important to have the same fares as MTS, so that the fare product is comparable for our regional riders. Mary Dover added that COASTER and SPRINTER/BREEZE fare products are not contingent on MTS's recommendation.

The meeting was adjourned at 11:47 a.m.

ATTACHMENT(S): 4A – Proposed CY2026 Executive Committee Workplan
4B – Fare Change Study Presentation

FISCAL IMPACT: This staff report has no fiscal impact.

STAFF CONTACT: **Mary Dover, Chief of Staff**
E-mail: mdover@nctd.org Phone: 760-967-2895

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

Executive Committee

CY2026 WORK PLAN

Priya Bhat-Patel, Board Chair
Mike Sannella, Board Vice-Chair
Tracy Martinez, MSPBD Chair
Jewel Edson, PAF Vice-Chair

Staff Committee Liaison:
Mary Dover, Chief of Staff

COMMITTEE REVIEW	ITEM
April 7	<ul style="list-style-type: none">• Receive Proposed CY2026 Executive Committee Work Plan• Review Proposed Fare Change Study
October 13	<ul style="list-style-type: none">• Annual Review of Board Policies• Closed Session – Deputy Chief Executive Officer/ Chief General Counsel Performance Review• Closed Session – Chief Executive Officer Performance Review
December 8	<ul style="list-style-type: none">• Receive Proposed Legislative Program for CY2027

FARE CHANGE PROPOSALS



Is **cost** or **service** more important to you?

Attend a workshop.
Share your opinion.

sdmts.com/FareChange

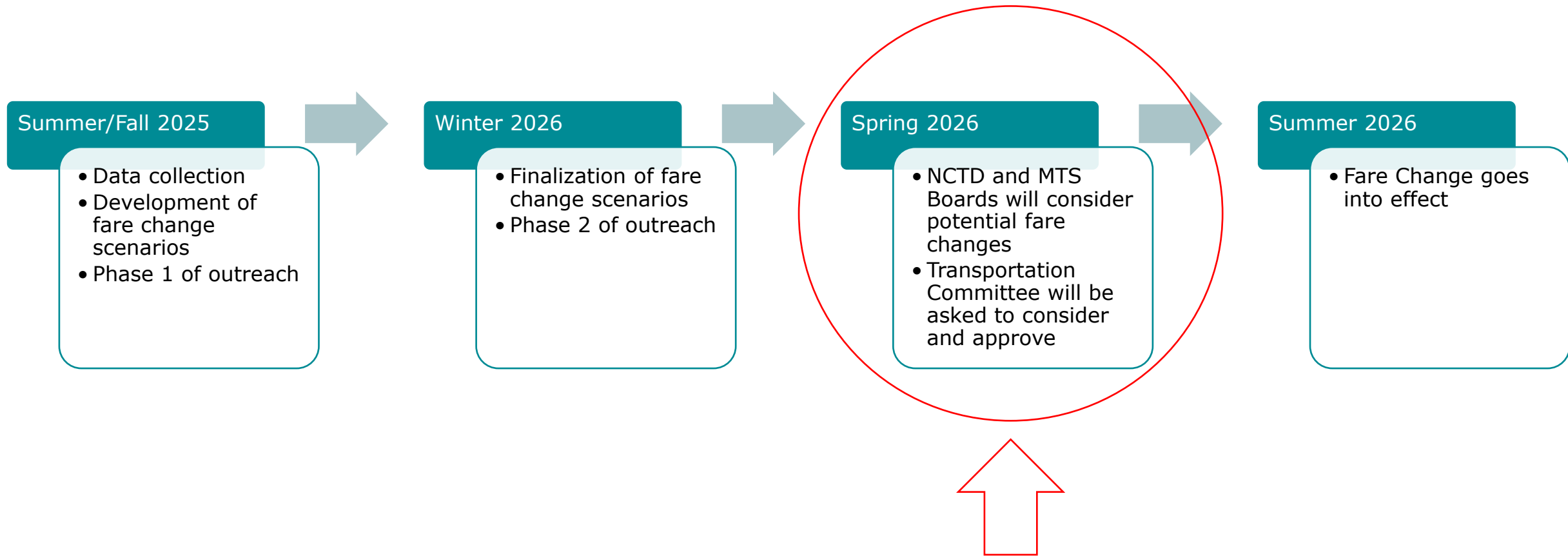


Review Proposed Fare Change Study

Executive Committee Meeting
April 7, 2026

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD

Fare Change Study Timeline



Fare Change Package Comparison

	Package A	Package B
Projected Annual Revenue Increase	\$800,719	\$1,573,009
Projected Annual Ridership Loss	176,079 (-2.12%)	268,364 (-3.22%)
High-Level Comparison	Lower adult fare increases, but higher SDM SPRINTER/BREEZE monthly pass	Higher Adult, but lower SDM SPRINTER/BREEZE Monthly pass. Higher fare increase in Adult pass and One-Way.
	Lower Day pass and One-Way fares	Steeper increase in Adult Day Pass and One-Way
	Lower annual revenue/ more service impacts	Higher annual revenue/ fewer service impacts
	Lower projected ridership loss	Higher projected ridership loss

One-Way and Day Pass

ADULT Single Ride/One-Way			
	Package A	Package B	Current
BREEZE	\$3.00	\$3.50	\$2.50
SPRINTER	\$3.00	\$3.50	\$2.50
FLEX	\$5.00	\$5.00	\$5.00
COASTER 1 ZONE	\$6.50	\$8.00	\$5.00
COASTER 2 ZONES			\$5.75
COASTER 3 ZONES			\$6.50

SDM/Y Single Ride/One-Way			
	Package A	Package B	Current
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$2.50	\$2.50	\$2.50
COASTER 1 ZONE	\$3.25	\$4.00	\$2.50
COASTER 2 ZONES			\$2.75
COASTER 3 ZONES			\$3.25

ADULT Day Pass			
	Package A	Package B	Current
REGIONAL	\$7.00	\$8.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$20.00	\$15.00

SDM/Y Day Pass			
	Package A	Package B	Current
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$7.00	\$6.00
COASTER REGIONAL	\$7.50	\$10.00	\$7.50

Monthly Passes

ADULT Monthly Passes			
	Package A	Package B	Current
REGIONAL	\$90.00	\$100.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL 1 ZONE	\$185.00	\$196.00	\$140.00
COASTER REGIONAL 2 ZONES			\$161.00
COASTER REGIONAL 3 ZONES			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Monthly Passes			
	Package A	Package B	Current
REGIONAL	\$30.00	\$28.00	\$23.00
PREMIUM REGIONAL	\$42.00	\$39.00	\$32.00
COASTER REGIONAL 1 ZONE	\$60.00	\$76.00	\$58.00
COASTER REGIONAL 2 ZONES			
COASTER REGIONAL 3 ZONES			
SPRINTER/BREEZE	\$23.00	\$20.00	\$19.00

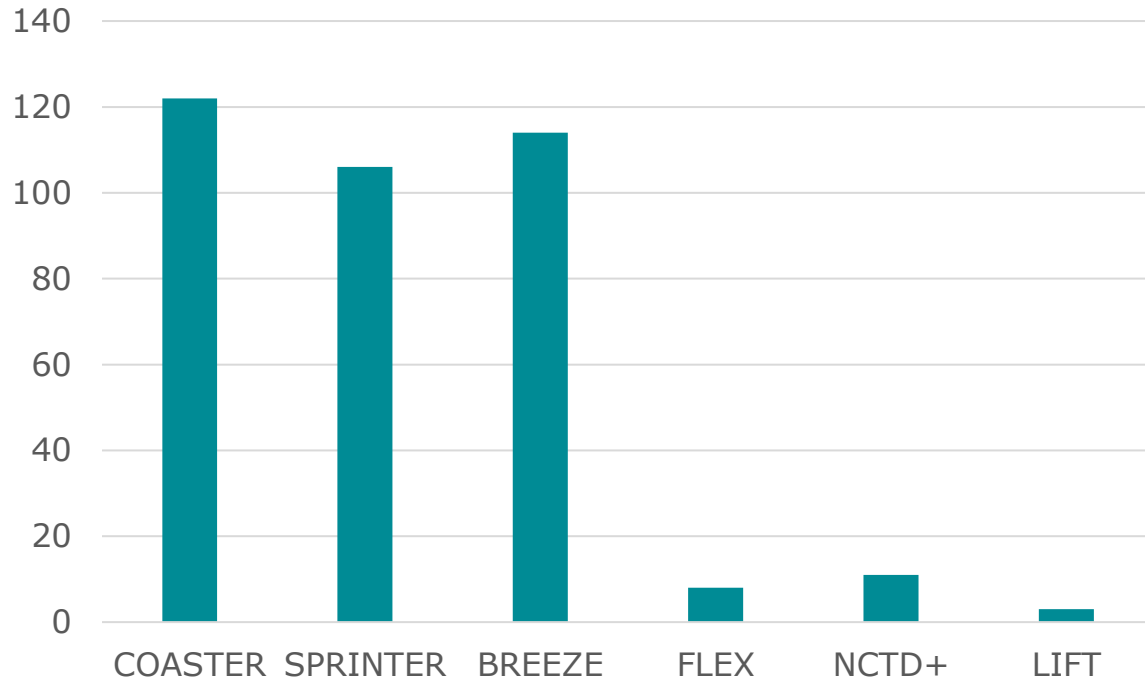
Public Outreach

- 12 in-person outreach events
- Two virtual workshops
- On-board outreach on 17 COASTER, SPRINTER and BREEZE trips
- Online survey
- Social media
- Front-line employee education

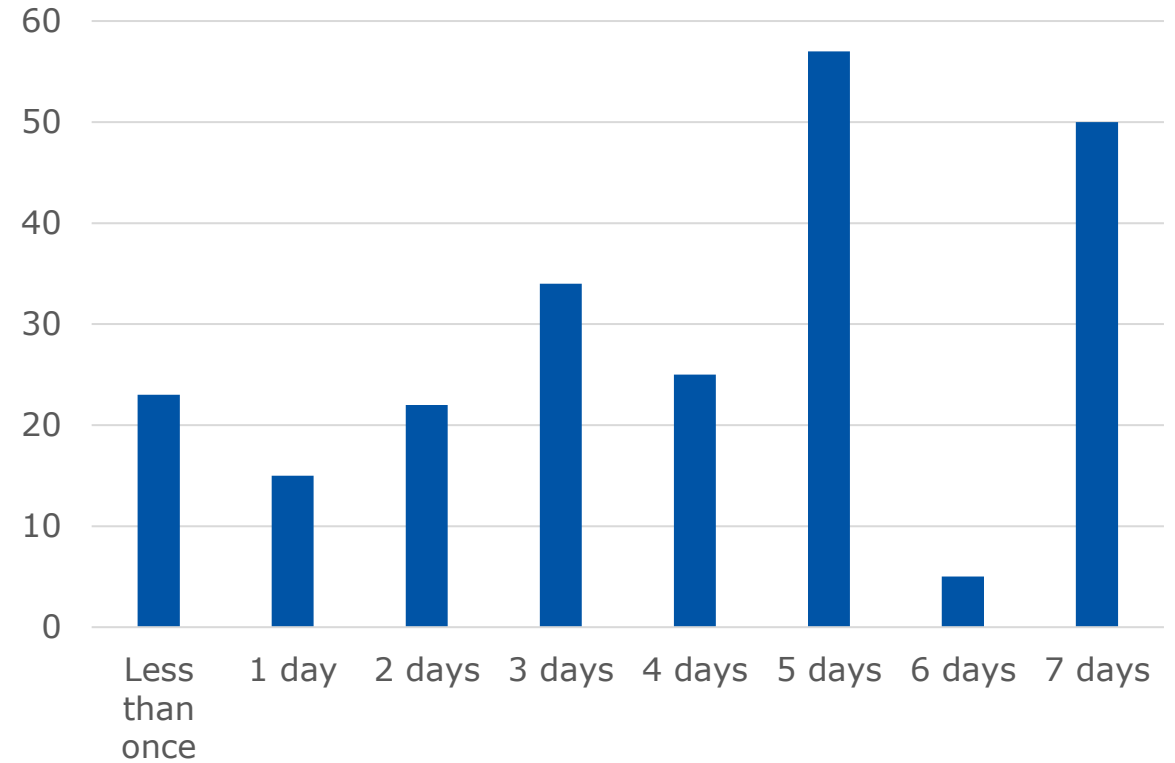


Survey Results

Mode

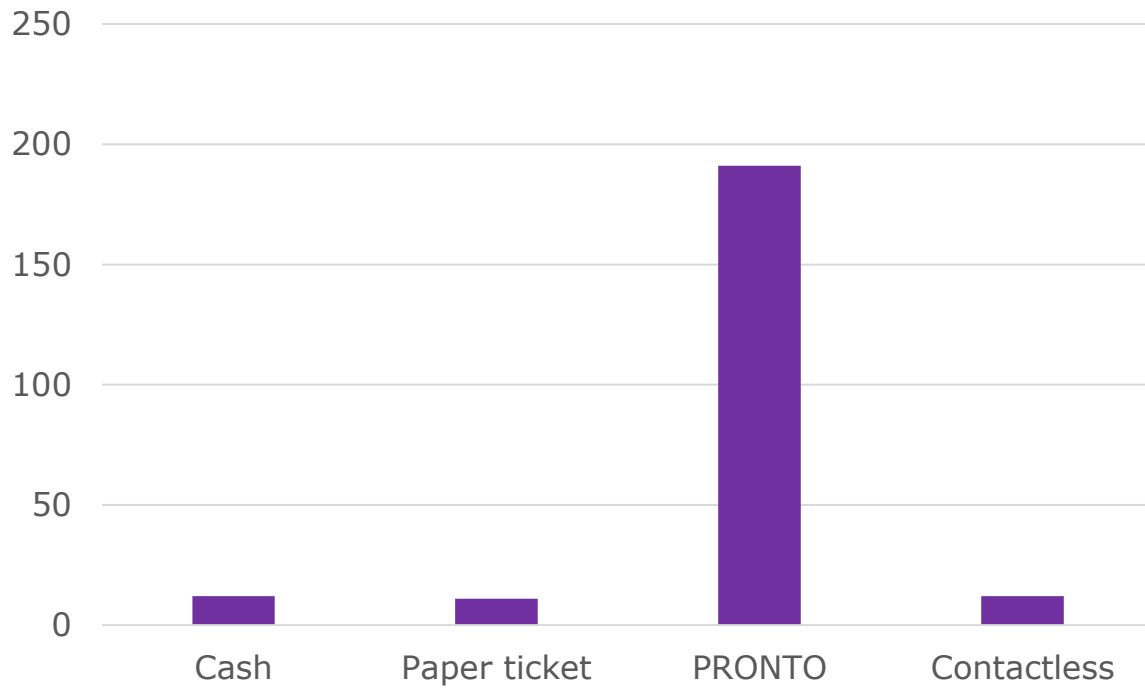


Frequency (per week)

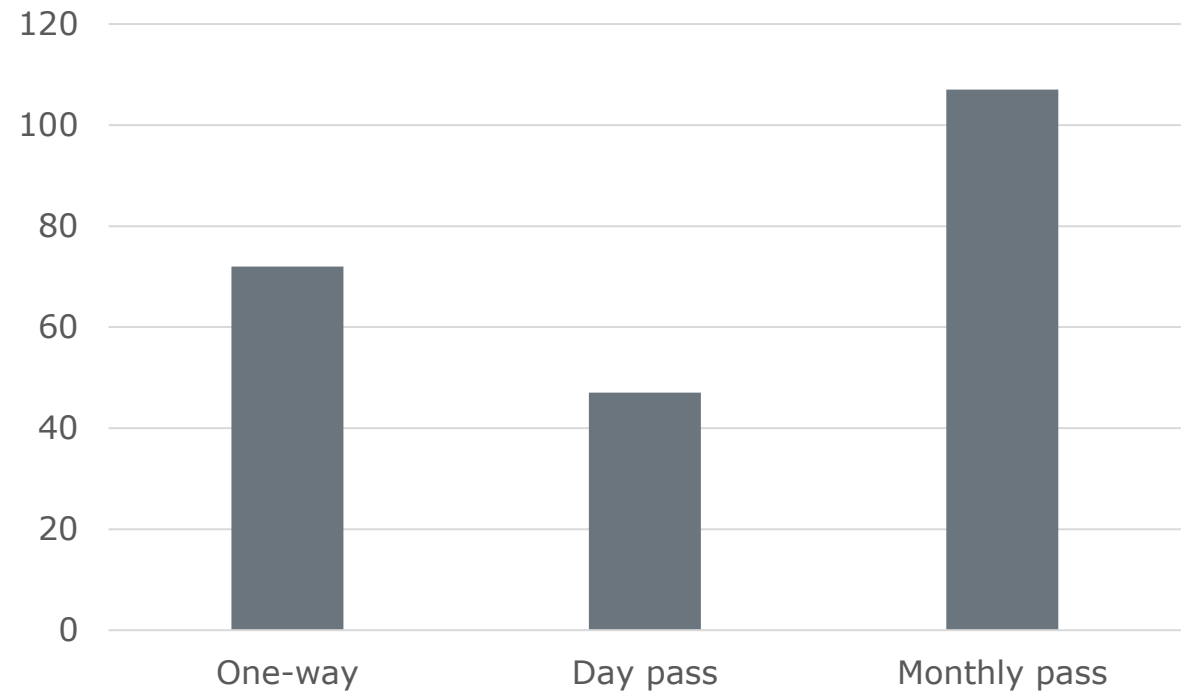


Survey Results

Payment method

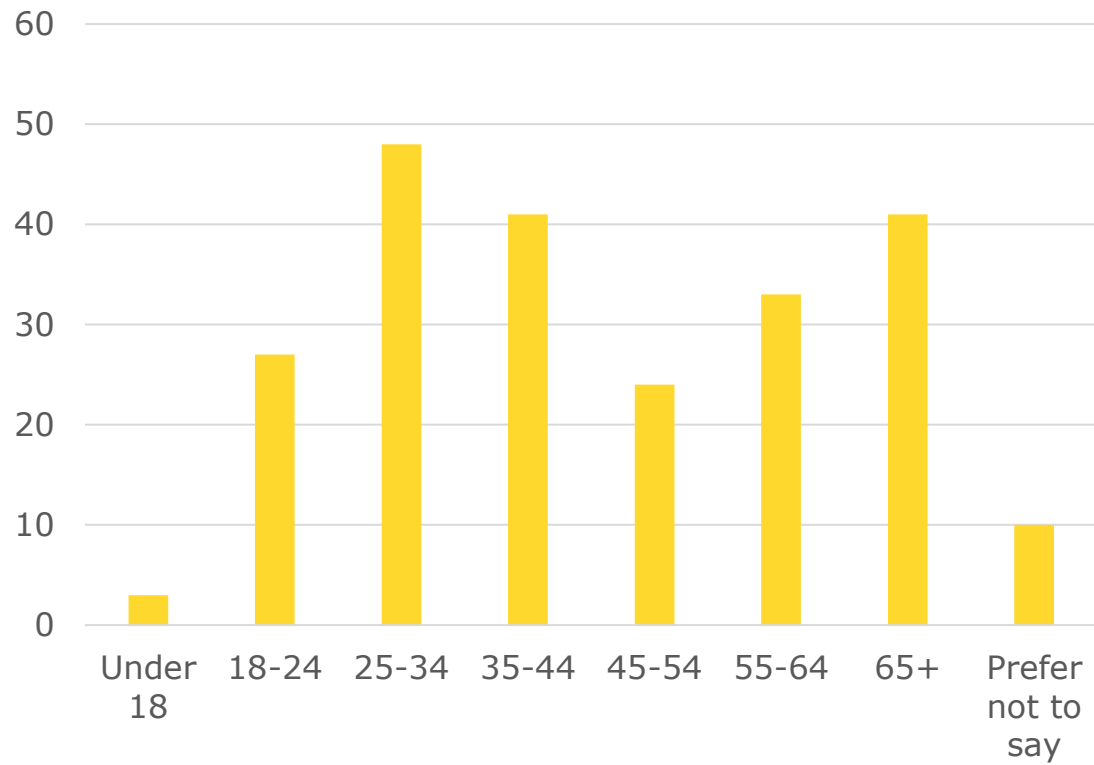


Fare Type

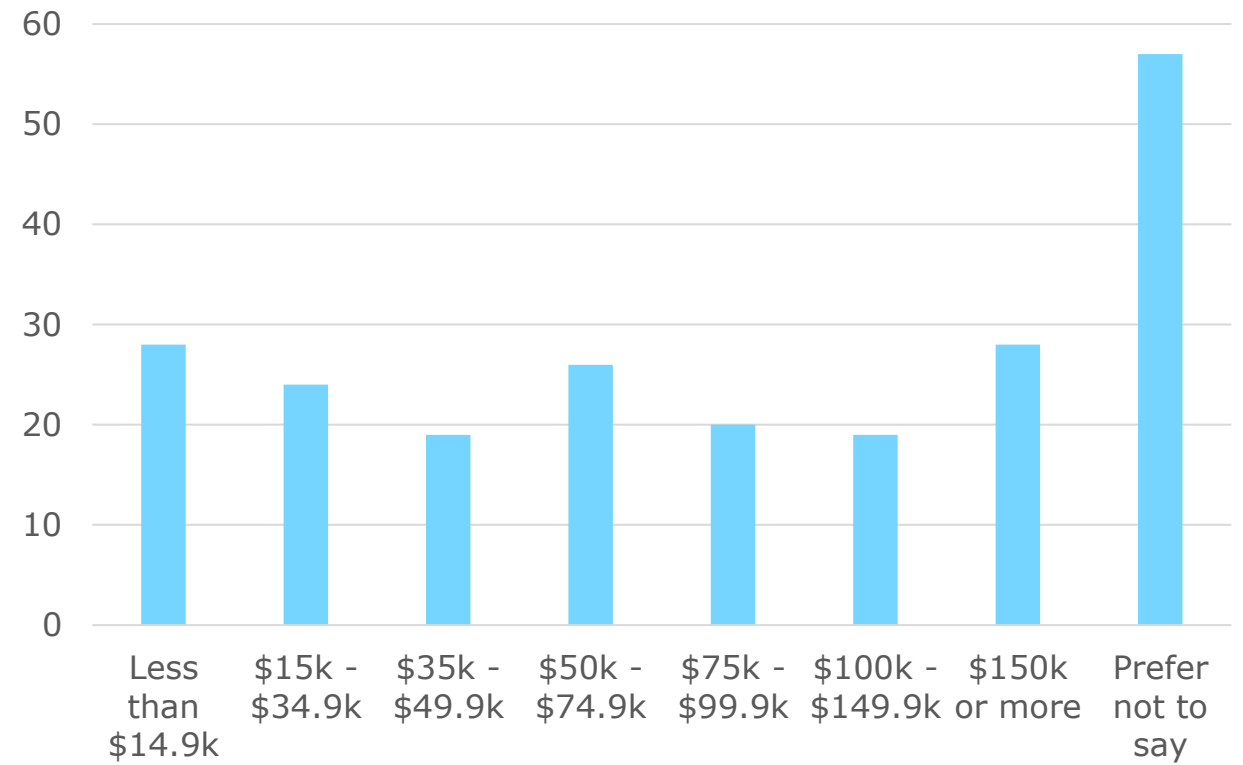


Survey Results

Age

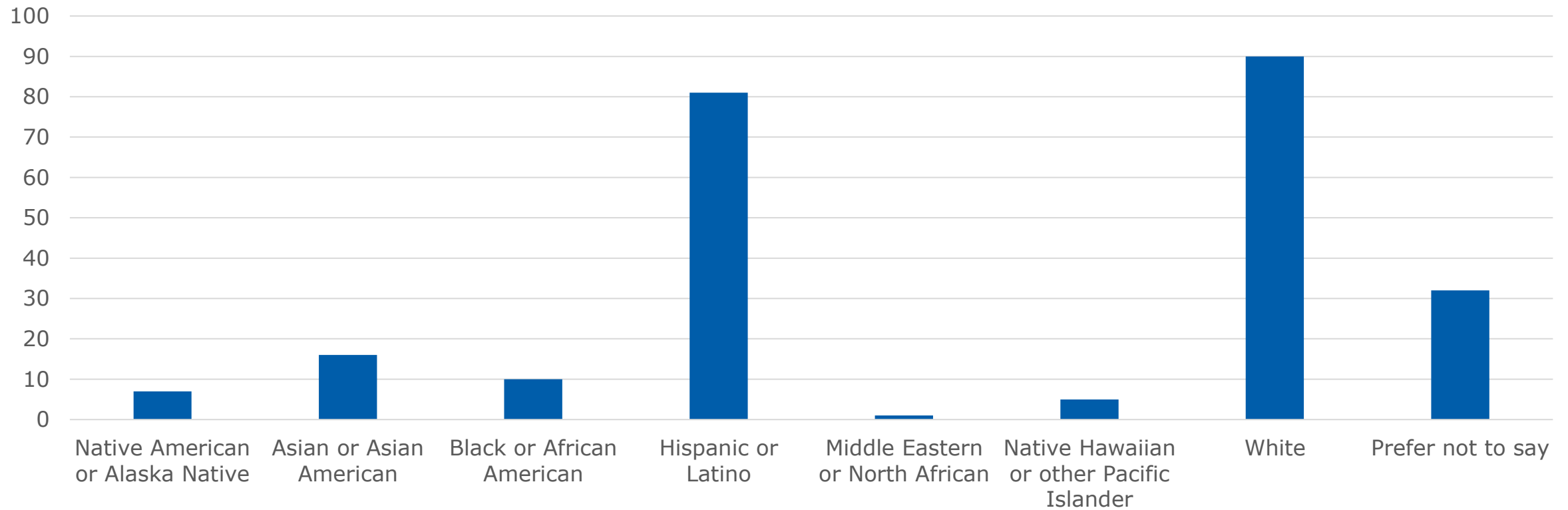


Household income



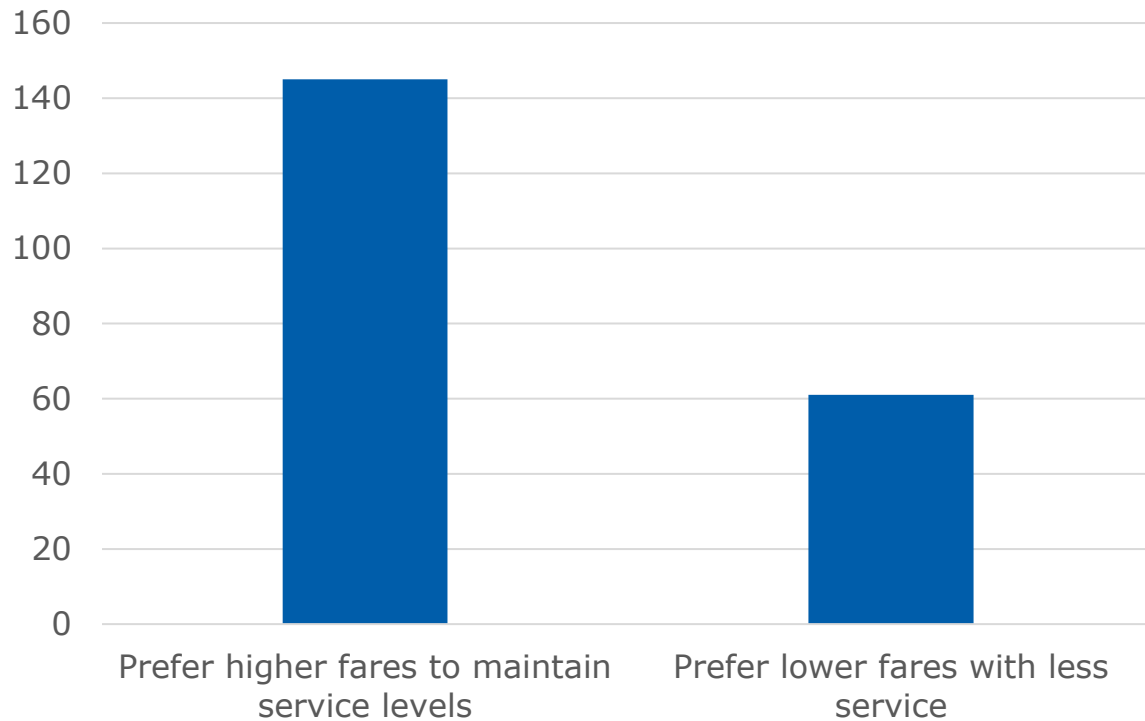
Survey Results

Race or Ethnicity

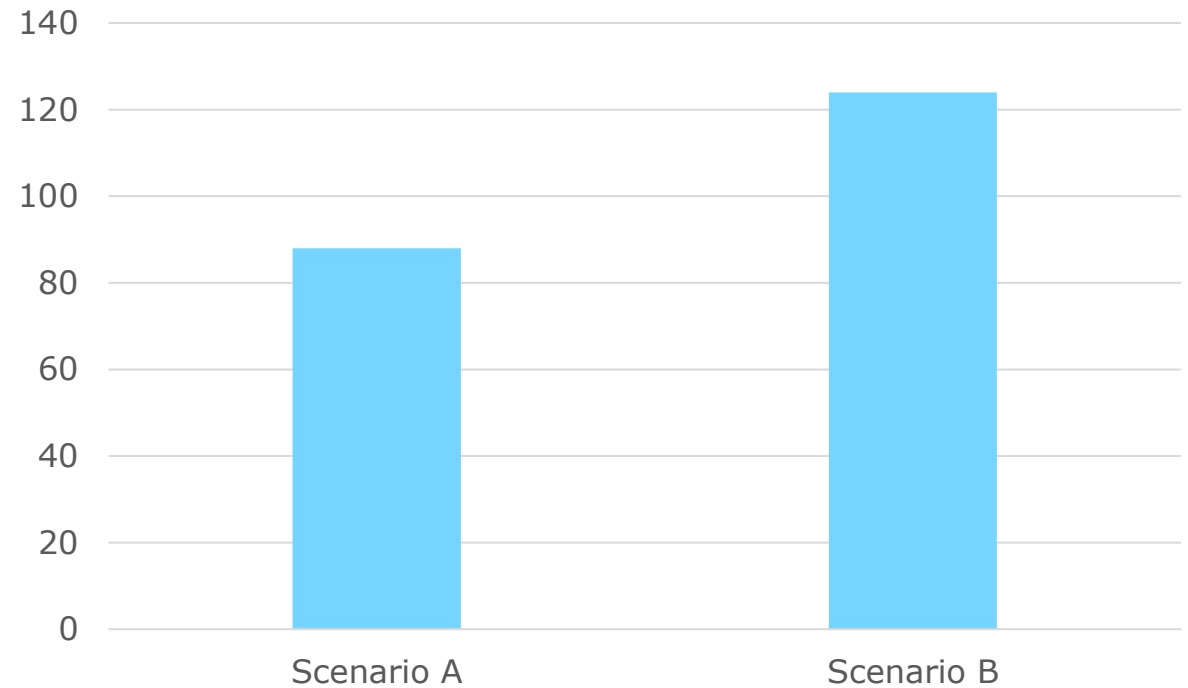


Survey Results

Fares vs. service



Fare scenarios



Next Steps

- Executive Committee discussion and feedback will inform staff recommendation
- NCTD's Board of Directors will review the proposals and consider making a recommendation on April 16, 2026
- Recommended proposals will go to the San Diego Association of Governments (SANDAG) Transportation Committee for final review and approval in late Spring/Summer

Questions?

STAFF REPORT | **RECEIVE THE QUARTERLY SAFETY AND RISK MANAGEMENT REPORT FOR THE SECOND QUARTER OF FY2026**

Time Sensitive: Consent:

STAFF RECOMMENDATION: Receive the quarterly Safety and Risk Management Report for the second quarter of FY2026 (October 1, 2025 – December 31, 2025).

BACKGROUND INFORMATION: Safety and Risk Management are core values at North County Transit – San Diego Railroad (NCTD). The Safety Department provides the Board of Directors with quarterly updates on safety performance trends and metrics aligned with NCTD’s Public Transportation Agency Safety Plan (PTASP) and System Safety Plan (SSP). Effective FY2026, NCTD also includes Risk Management information in the quarterly report to provide the Board with a comprehensive view of the agency’s safety, claims and risk exposure trends.

SAFETY REPORT:

The Quarterly Safety Report (Safety Report) analyzes NCTD’s safety performance using the performance targets and goals listed in NCTD’s Public Transportation Agency Safety Plan (PTASP), and the System Safety Plan (SSP). The areas in which the safety performance targets and goals are not achieved guide NCTD in its risk-reduction strategies and allocation of resources. Safety performance is tracked on a calendar year basis, so the Q2 FY2026 report reflects final results for the 2025 calendar year. Highlights are summarized below:

Rail Performance Overview:

- **Trespasser Activity:** COASTER and SPRINTER experienced a combined total of 1 trespasser strike and 21 near-misses in Q2, representing a steady reduction. Combined near-misses and trespasser strikes decreased from 153 in 2024 to 146 in 2025, a 4.6% overall reduction. Compared to 2024, COASTER saw a notable decline in trespasser strikes in 2025, while SPRINTER experienced increases in near-misses and trespasser-related activity.
- **System Reliability:** SPRINTER exceeded its annual system reliability goal, reporting 4,432 mean miles between major mechanical failures above the target of 2,500 miles. This represents a significant improvement in this metric year over year.
- **Overall PTASP Safety Metrics:** SPRINTER met key safety targets including pedestrian collisions, fatalities, and system reliability; however, targets were not achieved for major events, total collisions, vehicular collisions, injury rates, and assaults on transit workers, indicating areas for continued focus and mitigation. NCTD will continue to work closely with the Rail Safety Committee to develop and implement proposed activities to address areas needing improvement.

Bus Performance Overview:

- **Bicycle Events:** During Q2 of FY2026, there were no bicycle incidents that occurred on BREEZE, FLEX or LIFT.
- **System Reliability:** BREEZE, FLEX, and LIFT did not meet annual reliability targets for Calendar Year 2025.
- **Overall PTASP Safety Metrics:** BREEZE, FLEX and LIFT operations met annual targets for fatalities, transit worker fatalities and transit worker injuries. However, annual targets were not achieved for major events, collision rates, pedestrian collisions, vehicular collisions, and system reliability. NCTD will continue to work closely with the Bus Safety Committee to develop and implement proposed activities to address areas needing improvement.

RISK MANAGEMENT REPORT:

The Risk Management Program underwent a comprehensive overhaul in Q1 of FY2026 following the transition of bus operations fully in-house. As a result, responsibility for managing liability claims previously handled by MV Transportation now rests with NCTD. This operational change required updating insurance policies and processes with NCTD's third-party administrator, who manages its liability claims. Q2 of FY2026 resulted in increased claim activity across all modes.

Risk Exposure Summary by Mode

AUTO

- **Non-Revenue Vehicles** - Two claims involving non-revenue vehicles occurred in Q425, matching the total from Q325. In both claims, NCTD employees failed to maintain a safe following distance, resulting in rear-end collisions. Defensive driving training began in December 2025, with additional classes being conducted in-house starting in April.
- **Bus** – A total of 12 claims were reported in Q4, doubling the six claims from Q3. Six of the twelve claims were caused by improper spacing, resulting in sideswipe incidents and low-speed rear-end collisions. The remaining six claims involve onboard passenger concerns and disputed lane change collisions; these claims have been rejected. Only one of the liable six claims exceeds \$10,000. Safety bulletins and retraining were provided to operators as corrective action plan measures.

RAIL

COASTER & SPRINTER – Two COASTER claims and one SPRINTER claim were reported in Q4. No claims were reported in Q3. Two of the three claims involve passengers' concerns onboard and have been rejected. The remaining open COASTER claim involves a fatal train strike that occurred on April 16, 2025.

PROPERTY

"Property" refers to liability claims involving damage to third-party property arising from NCTD's operations, the activities of its contractors, or its fixed assets (such as facilities, equipment, or infrastructure).

- Two Property claims were reported in Q4; none were reported in Q3. Both claims involve complaints regarding public street conditions near bus stops or train tracks. NCTD investigated both claims and rejected them based on jurisdiction.

ATTACHMENT: 5A – Quarterly Safety and Risk Management Report Q2-FY2026

FISCAL IMPACT: This staff report has no fiscal impact.

**COMMITTEE
REVIEW:** None

STAFF CONTACT: **Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel**
E-mail: lwinfree@nctd.org Phone: 760-966-6532

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD



Quarterly Safety and Risk Management Report

For the Period
October 1, 2025 – December 31, 2025

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SAFETY DEPARTMENT REPORT

SAFETY PLAN PERFORMANCE

This report details the metrics used to measure the safety performance of North County Transit – San Diego Railroad’s (NCTD) various operating modes. The performance measures are those listed in NCTD’s Safety Plans. The Public Transportation Agency Safety Plan (PTASP) is applicable to NCTD’s Bus modes and SPRINTER Operations and specific safety metrics are required by the Federal Transit Administration (FTA). The System Safety Plan (SSP) and its broader goals are applicable to COASTER and SPRINTER as part of Federal Railroad Administration (FRA) regulations. All data is tracked on a calendar year basis to align with FTA and FRA requirements.

Definitions:

- **Reportable Injuries** are employee and passenger injuries that are reported to National Transit Database (NTD). The threshold for what is considered reportable injuries according to NTD are those requiring medical transportation from the scene.
- **Major Events** are documented using the **S&S-40 Major Event Report** form and must be reported within 30 days of the incident.

Major Event Reporting Thresholds for Rail Modes

- An event qualifies as a Major Event if it meets the general definition of a reportable event **and** satisfies one or more of the following criteria:
 - **Fatality:** A death confirmed within 30 days of the incident, including suicides.
 - **Injury:** An injury requiring immediate medical attention away from the scene for one or more individuals.
 - **Serious Injury:** An injury that may not involve transport from the scene but meets the criteria for seriousness.
 - **Substantial Property Damage:** Damage that includes the towing of any vehicle due to disabling damage.
 - **Evacuation:** An evacuation conducted for life safety reasons or to the rail right-of-way.
 - **Runaway Train:** An uncontrolled movement of a train.
 - **Collisions:**
 - Between a rail transit vehicle and an individual.
 - At a grade crossing or intersection.
 - With another rail vehicle (revenue or non-revenue).
 - **Derailment:** A mainline or yard derailment involving revenue or non-revenue vehicles.
- **System Reliability** reflects calculations based on major mechanical failures as defined by the NTD, as compared to revenue vehicle miles.
- **Assault on a Transit Worker** is a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The Public Transportation Agency Safety Plan (PTASP) is required by the Federal Transit Administration (FTA) in accordance with 49 CFR Part 673. The PTASP is a comprehensive document outlining how NCTD manages safety risks and ensures the effectiveness of its safety measures; it provides a roadmap for NCTD’s implementation of its Safety Management System (SMS), which details District efforts to proactively identify hazards, assess risks, and implement strategies to reduce the likelihood and severity of safety events. An essential component of the PTASP is annual target-setting for specified safety performance measures as identified in the National Safety Plan. NCTD establishes its annual calendar year goals for SPRINTER and BREEZE/FLEX/LIFT modes under FTA regulations.

SPRINTER PTASP CALENDAR YEAR 2025 SAFETY PERFORMANCE

Safety Performance Measure	Q1 2025 (Jan-Mar)	Q2 2025 (Apr-Jun)	Q3 2025 (Jul-Sep)	Q4 2025 (Oct-Dec)	Annual CY2025	Target for 2025	Target Met?
Measure 1a – Major Events	3	1	3	1	8	7	NO
Measure 1b – Major Event Rate	0.58	0.19	0.58	0.19	1.55	1.36	NO
Collisions	3	0	2	1	6	3	NO
Measure 1.1 – Collision Rate	0.58	0	0.39	0.19	1.16	0.58	NO
Pedestrian Collisions	2	0	1	0	3	3	YES
Measure 1.1.1 – Pedestrian Collision Rate	0.39	0.00	0.19	0	0.58	0.58	YES
Vehicular Collision	1	0	1	1	3	0	NO
Measure 1.1.2 – Vehicular Collision Rate	0.19	0.00	0.19	0.19	0.58	0.00	NO
Measure 2a – Fatalities	1	0	1	0	2	2	YES
Measure 2b – Fatality Rate	0.19	0	0.19	0	0.39	0.39	YES
Measure 2.1 – Transit Worker Fatality Rate	0.00	0.00	0.00	0	0.00	0.00	YES
Measure 3a – Injuries	2	1	0	1	4	3	NO
Measure 3b – Injury Rate	0.39	0.19	0.00	0.19	0.78	0.58	NO
Transit Worker Injuries	0	0	1	1	2	2	YES
Measure 3.1 – Transit Worker Injury Rate	0.00	0.00	0.19	0.19	0.39	0.39	YES
Measure 4a – Assaults on Transit Workers	7	3	10	2	22	15	NO
Measure 4b – Rate of Assaults on Transit Workers	1.36	0.58	1.94	0.39	4.26	2.91	NO
Measure 5 – System Reliability	2,887	4,742	6,838	5,855	4,432	2,500	YES

All rates are based on 100,000 Vehicle Revenue Miles (VRM); 2025 VRM for SPRINTER is projected at 515,614

BUS PTASP CALENDAR YEAR 2025 SAFETY PERFORMANCE

Safety Performance Measure	Q1 2025 (Jan-Mar)	Q2 2025 (Apr-Jun)	Q3 2025 (Jul-Sep)	Q4 2025 (Oct-Dec)	Annual CY2025	Target for 2025	Target Met?
Measure 1a – Major Events	3	3	1	6	13	2	NO
Measure 1b – Major Event Rate	0.06	0.06	0.02	0.12	0.26	0.03	NO
Collisions	1	1	1	3	6	1	NO
Measure 1.1 – Collision Rate	0.02	0.02	0.02	0.06	0.12	0.02	NO
Pedestrian Collisions	1	0	0	0	1	0	NO
Measure 1.1.1 – Pedestrian Collision Rate	0.02	0.00	0.00	0	0.02	0	NO
Vehicular Collision	0	1	1	3	5	1	NO
Measure 1.1.2 – Vehicular Collision Rate	0	0.02	0.02	0.06	0.10	0.02	NO
Measure 2a – Fatalities	0	0	0	0	0	0	YES
Measure 2b – Fatality Rate	0.00	0.00	0.00	0	0.00	0	YES
Measure 2.1 – Transit Worker Fatality Rate	0.00	0.00	0.00	0.00	0.00	0.00	YES
Measure 3a – Injuries	3	5	6	6	20	15	NO
Measure 3b – Injury Rate	0.06	0.10	0.12	0.12	0.40	0.30	NO
Transit Worker Injuries	0	0	0	1	1	2	YES
Measure 3.1 – Transit Worker Injury Rate	0.00	0.00	0.00	0.02	0.02	0.04	NO
Measure 4a – Assaults on Transit Workers*	2	4	11	4	21	20	NO
Measure 4b – Rate of Assaults on Transit Workers	0.04	0.08	0.22	0.08	0.42	0.40	NO
Measure 5 – System Reliability BREEZE	10,753	15,078	15,626	13,710	12,221	14,000	NO
Measure 5 – System Reliability LIFT	24,400	59,752	16,738	29,601	27,883	37,000	NO
Measure 5 – System Reliability FLEX	19,155	116,545	29,279	30,929	26,554	50,000	NO

All rates are based on 100,000 Vehicle Revenue Miles (VRM); 2025 VRM for BREEZE, LIFT and FLEX is projected at 6,316,912

COASTER AND SPRINTER – SYSTEM SAFETY PLAN (SSP) **2025 SAFETY PERFORMANCE**

1. **Zero Fatalities, Serious Injuries, and Significant Accidents** This goal helps ensure mitigation of any risks with a severity level that could result in the death of a passenger or employee, serious injury to a passenger or employee, or an accident that would trigger an independent investigation by a regulator (FRA or FTA) or the NTSB.

Target met. There were no fatalities, serious injuries, or significant accidents in 2025.

2. **Reduce Employee Injury Rate** This goal aims to reduce the employee injury by at least 5% year-over-year.

Employee injuries decreased significantly in 2025, with total reportable injuries declining from 7 in 2024 to 4 in 2025, representing an overall 42.9% reduction.

NCTD continues to review these incidents to identify contributing factors and implement mitigations to reduce future injuries.

Overall, the 2025 target of a 5% reduction was exceeded, reflecting continued progress in improving employee safety across the system.

	2024 Reportable Injuries	2025 Reportable Injuries	Reduction
Employee Injuries - COASTER	4	1	75%
Employee Injuries -SPRINTER	2	1	50%
Employee Injuries – OTHER (MOW/MOE/MOF)	1	2	None
Overall	7	4	42.9%

3. **Reduce Near Misses and Trespasser Strikes** This goal aims to reduce near-miss events and trespasser strikes by 5% year-over-year. Near misses and other trespasser events are not only safety issues, but they also create unnecessary stress for employees and unnecessary delays for passengers.

In 2025, the combined total of near-misses and trespasser strikes decreased from 153 in 2024 to 146 in 2025, representing a 4.6% reduction overall.

COASTER near-misses declined from 81 to 72, an 11% reduction, while SPRINTER near misses increased slightly from 53 to 62.

Trespasser strikes on COASTER decreased significantly from 16 to 6, a 62.5% reduction, while SPRINTER experienced an increase from 3 to 6 incidents. This includes 3 vehicle incidents (2 non-fatal, 1 fatal) and 3 pedestrian strikes (2 non-fatal, 1 fatal). As there has been a notable increase in vehicle-related incidents, NCTD is working closely with local

jurisdictions on improvements at crossings with high rates of near misses and/or vehicle strikes.

Although some categories experienced increases, the overall system trend shows a reduction in incidents, with notable improvement in COASTER trespasser strike prevention. NCTD recognizes that near misses and trespasser incidents also occur involving tenant rail carriers operating on the system. The agency continues to review all incidents systemwide and evaluate additional mitigation strategies including engineering, enforcement, and education initiatives to further reduce these events.

Trespasser Activity	2024	2025	Percentage Change
Near Misses - COASTER	81	72	11%
Near Misses - SPRINTER	53	62	None
Trespasser Strikes - COASTER	16	6	62.5%
Trespasser Strikes - SPRINTER	3	6	None
Overall	153	146	4.6%

Voluntary Hazard Reporting: Voluntary hazard reporting in 2025 shows a shift in reporting patterns compared to 2024, with consistent but lower monthly submissions indicating stable engagement, though not achieving the targeted 20% year-over-year increase. NCTD will continue to work through the Bus and Rail Safety Committees to promote voluntary hazard reporting in 2026.

Rail Hazard Reporting	2024	2025	Percentage Change
	11	8	27%

EXTERNAL REGULATORY INSPECTIONS

The table below reflects inspections completed by external regulatory agencies such as the Federal Railroad Administration, California Public Utilities Commission, and California Highway Patrol.

External Safety Inspection Activity	Number of Inspections Completed (Jan - Mar)	Number of Violations (Jan - Mar)	Number of Inspections Completed (April - June)	Number of Violations (April - June)	Number of Inspections Completed (July - September)	Number of Violations (July - September)	Number of Inspections Completed (October - December)	Number of Violations (October - December)
Bus Compliance	0	0	0	0	2	0	0	0
Rail Compliance	8	0	7	0	13	0	7	0
Facilities	0	0	0	0	0	0	0	0
Total	8	0	7	0	15	0	7	0

INTERNAL SAFETY DEPARTMENT INSPECTIONS

The table below reflects inspections completed by NCTD Safety Department staff. These proactive inspections are a critical component of regulatory compliance and help to support NCTD’s culture of compliance.

Internal Safety Inspection Activity	Number of Inspections Completed (January - March)	Number of Inspections Completed (April - June)	Number of Inspections Completed (July - September)	Number of Inspections Completed (October - December)
Bus Compliance	46	20	44	39
Rail Compliance	103	87	109	27
Construction/Facilities	87	99	100	41
Total	233	206	249	107

SAFETY COMMITTEE ACTIVITIES – BUS AND RAIL

NCTD maintains two separate Safety Committees, one for Bus and one for Rail. These Committees fulfill essential oversight functions as required under the Federal Transit Administration’s Public Transportation Agency Safety Plan (PTASP) regulations (49 CFR Part 673), the Federal Railroad Administration’s operational testing rules (49 CFR Part 217), and the California Public Utilities Commission’s General Order 164-E. Each committee includes 14 appointed members with designated alternates, as well as two local union representatives, providing a diverse and representative forum for safety oversight.

During Q2 of FY2026, no Committee meetings were scheduled as data regarding the final calendar year results as of December 31, 2025 was needed in order to establish CY2026 goals. The Committee members remained actively individually within their respective operational functions, helping to promote safety and submit reports for potential hazards for review and evaluation. The Committees support NCTD’s commitment to a proactive safety culture and continuous improvement across all transit modes.

RISK MANAGEMENT REPORT

The Risk Management Program underwent a comprehensive overhaul in Q3 following the transition of bus operations fully in-house. As a result, responsibility for managing liability claims—previously handled by MV Transportation—now rests with NCTD. The risk and claims process remains iterative and ongoing, with continuous Safety oversight focused on measures to reduce both frequency and severity.

This section summarizes key risk management findings, emerging risks, and notable changes since the prior quarter. Example highlights may include claim frequency trends, high-severity events, or successful mitigation initiatives.

Key Metrics

AUTO

NON-REVENUE VEHICLES (NRV)	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Claims	1	0	2	2
Open	1	0	2	2
Closed	0	0	0	0

BUS	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Claims	3	4	6	11
Open	0	2	4	7
Closed	3	2	2	4

RAIL

COASTER	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Claims	0	2	0	1
Open	0	2	0	1
Closed	0	0	0	0

SPRINTER	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Claims	1	0	0	1
Open	1	0	0	1
Closed	0	0	0	0

PROPERTY

	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Claims	0	2	0	3
Open	0	2	0	0
Closed	0	0	0	3

Risk Exposure Summary by Mode

AUTO

Non-Revenue Vehicles (NRV) – An increase in NRV incidents in Q3 2025 and Q4 2025 prompted additional training requirements. EHS delivered the first Defensive Driving class on December 16, 2025, for employees from departments with the highest accident rates. Risk Management attended the class to adapt to the training for widespread use. Risk Management will provide additional Defensive Driving classes for 220 NRV drivers. These sessions will include updated Accident Investigation Standard Operational Procedures to deliver dual-purpose safety updates. These classes will be held in April and May.

Bus – Bus claims rose by 116% in Q4 compared to Q3, though the overall severity remains minor. Nine of the 13 claims resulted from unsafe lane changes in tight areas, causing minor damage to side mirrors and parked vehicles. The remaining four claims were due to unsafe stopping, leading to three rear-end accidents, and one passenger slip-and-fall. Safety and Risk Management are working with Bus Operations to identify root causes and implement corrective actions.

RAIL

COASTER – One COASTER claim was reported in October for an incident that occurred on April 16, 2025. The claim involves a fatal trespasser strike. The individual entered the right-of-way to capture two off-lease dogs. Liability has been denied, and a new law office has been assigned to defend the claim as it reaches litigation.

SPRINTER – One SPRINTER claim was reported in Q4. The claim involved a passenger accidentally injuring another passenger while unloading bags. Liability has been denied, and no further action is expected at this time.

PROPERTY

“**Property**” refers to liability claims involving damage to third-party property resulting from NCTD operations, contractor activities, or NCTD’s fixed assets, including facilities, equipment, or infrastructure. Three Property claims were filed in Q4, and liability has been denied in all three.

1. Bicyclist riding on a street near a bus stop fell due to uneven pavement; this claim is being tendered to the city where the incident occurred.
2. The claimant alleges wheel damage from an object while crossing a train track.
3. A passenger left suitcases unattended on the “Do Not Cross” line at a COASTER station. The bags were propelled into the right-of-way as an Amtrak train passed.

STAFF REPORT

RECEIVE THE QUARTERLY SECURITY REPORT FOR THE SECOND QUARTER OF FY2026

Time Sensitive: Consent:

**STAFF
RECOMMENDATION:**

Receive the Quarterly Security Report for the second quarter of FY2026 (October 1, 2025 through December 31, 2025).

**BACKGROUND
INFORMATION:**

Fostering and maintaining safe and secure operations is one of the North County Transit – San Diego Railroad’s (NCTD) primary goals. Staff provides the NCTD Board of Directors (Board) with a quarterly update covering law enforcement and security-related activities, including crimes, arrests, and citations.

Law Enforcement Activities:

The Transit Enforcement Services Unit (TESU) is staffed through a contract with the San Diego County Sheriff’s Department. This dedicated team of deputies provides proactive patrols, responds to reported crimes throughout the transit system, and conducts investigations of incidents that occur within the entire network. The unit is composed of one Sergeant, two Corporals, and eight Deputies. Overall final numbers for TESU resulted in 319 arrests, 250 citations and 168 field interviews.

Loitering/Vagrancy:

NCTD’s direct and contracted security personnel continue to focus their efforts on reducing overall incidents, with particular attention to high-activity areas such as the Oceanside Transit Center (OTC) and the Escondido Transit Center (ETC), both of which are staffed 24/7 by Inter-Con Security.

During Q2–FY2026, Inter-Con Security handled 67% of all loitering and vagrancy contacts, the majority of which occurred at OTC and ETC which made up 70% of the total reported loitering and vagrancy calls.

Assaults/Battery Incidents Involving Passengers and Employees:

In October, there were 11 reported assaults involving passengers and two involving transit employees. In November, four passenger assaults and five employee assaults were reported. In December, there was one passenger assault and five employee assaults.

The attached Quarterly Security Report provides the details and statistics of the performance metrics for the quarter.

ATTACHMENT:

6A – FY2026-Q2 Quarterly Security Report

FISCAL IMPACT:

This staff report has no fiscal impact.

COMMITTEE REVIEW:

None

STAFF CONTACT:

Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel
E-mail: lwinfree@nctd.org Phone: 760-966-6532



NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD



Quarterly Security Report

For the Period
October 1, 2025 – December 31, 2025
(Q2 of FY2026)

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SECURITY DEPARTMENT REPORT

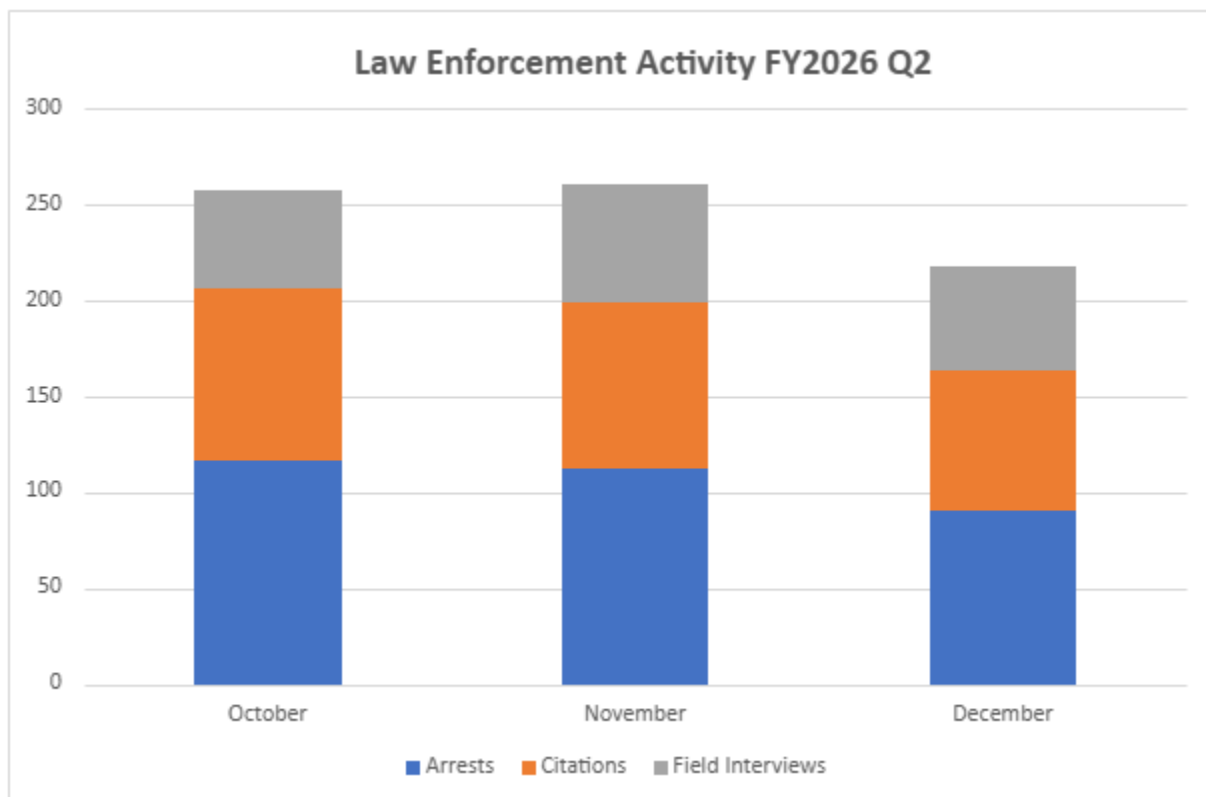
North County Transit – San Diego Railroad (NCTD) places a high priority on providing a safe and secure environment for employees, contractors, passengers, and members of the public. To support this effort, NCTD contracts with the San Diego Sheriff’s Department for law enforcement services and with Inter-Con Security for on-call security officers. NCTD Security also collaborates with local law enforcement agencies within the various jurisdictions it serves. Additionally, NCTD directly employs Control Center Technicians who provide 24-hour Closed Circuit Television (CCTV) monitoring, as well as field-based Code Compliance Inspectors who support ordinance enforcement.

NCTD Security incorporates several data-driven processes to analyze a wide range of safety and security-related issues. Using this data, the NCTD Security Department formulates solutions to existing problems, anticipates future challenges, and develops programs and initiatives aimed at continuous improvement. The following sections provide an overview of the data NCTD utilizes to support system-wide security.

Transit Enforcement Services Unit (TESU):

The Transit Enforcement Services Unit (TESU) is staffed through a contract with the San Diego County Sheriff’s Department. This dedicated team of deputies provides proactive patrols, responds to reported crimes throughout the transit system, and conducts investigations of incidents that occur within the entire network. The unit is composed of one Sergeant, two Corporals, and eight Deputies. Overall final numbers for TESU resulted in 319 arrests, 250 citations and 168 field interviews.

The chart below summarizes TESU’s arrests for the second quarter of Q2–FY2026.



Loitering / Vagrancy

The following chart represents reported loitering and vagrancy incidents during Q2–FY2026. The first chart displays the number of incidents for the quarter, alongside data from FY2025 for comparison.

NCTD’s direct and contracted security personnel continue to focus their efforts on reducing overall incidents, with particular attention to high-activity areas such as the Oceanside Transit Center (OTC) and the Escondido Transit Center (ETC), both of which are staffed 24/7 by Inter-Con Security.

During Q2–FY2026, Inter-Con Security handled 67% of all loitering and vagrancy contacts, the majority of which occurred at OTC and ETC which made up 70% of the total reported loitering and vagrancy calls.

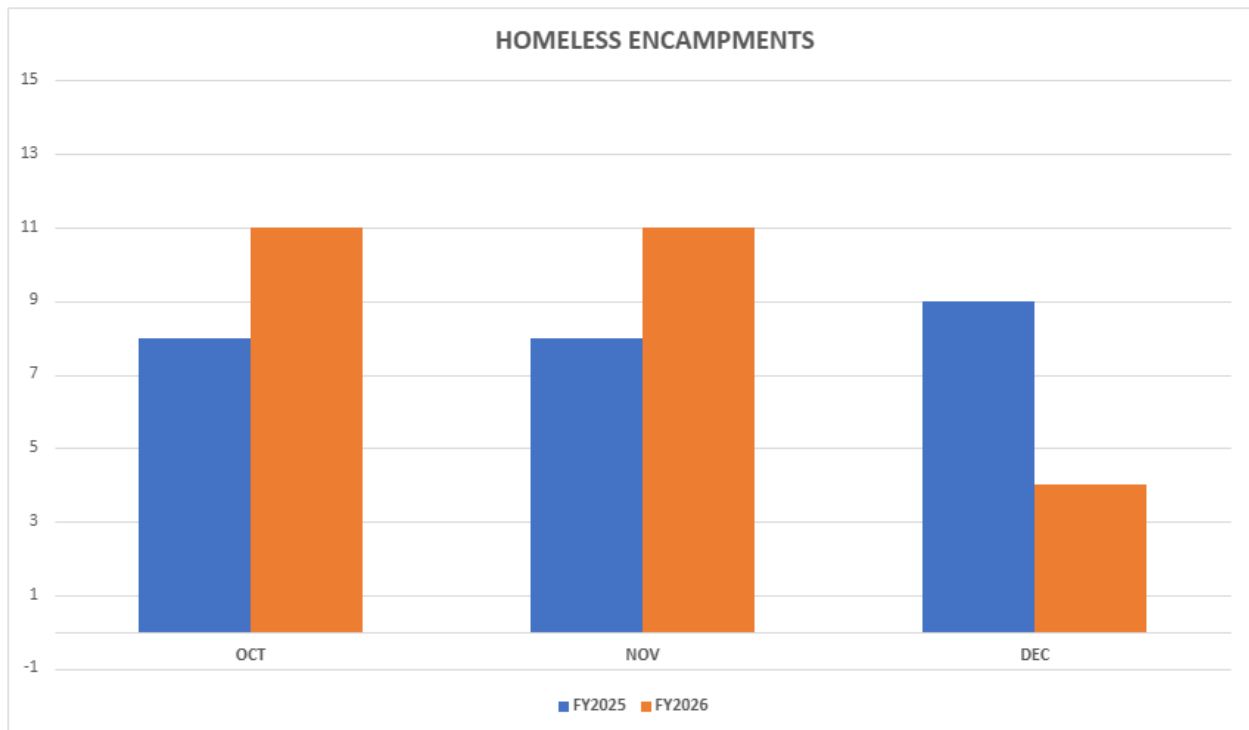


Homeless Encampments

The following chart show reported homeless encampments across the NCTD system during Q2–FY2026. The chart presents the total number of encampments identified during the quarter, along with comparative data from FY2025.

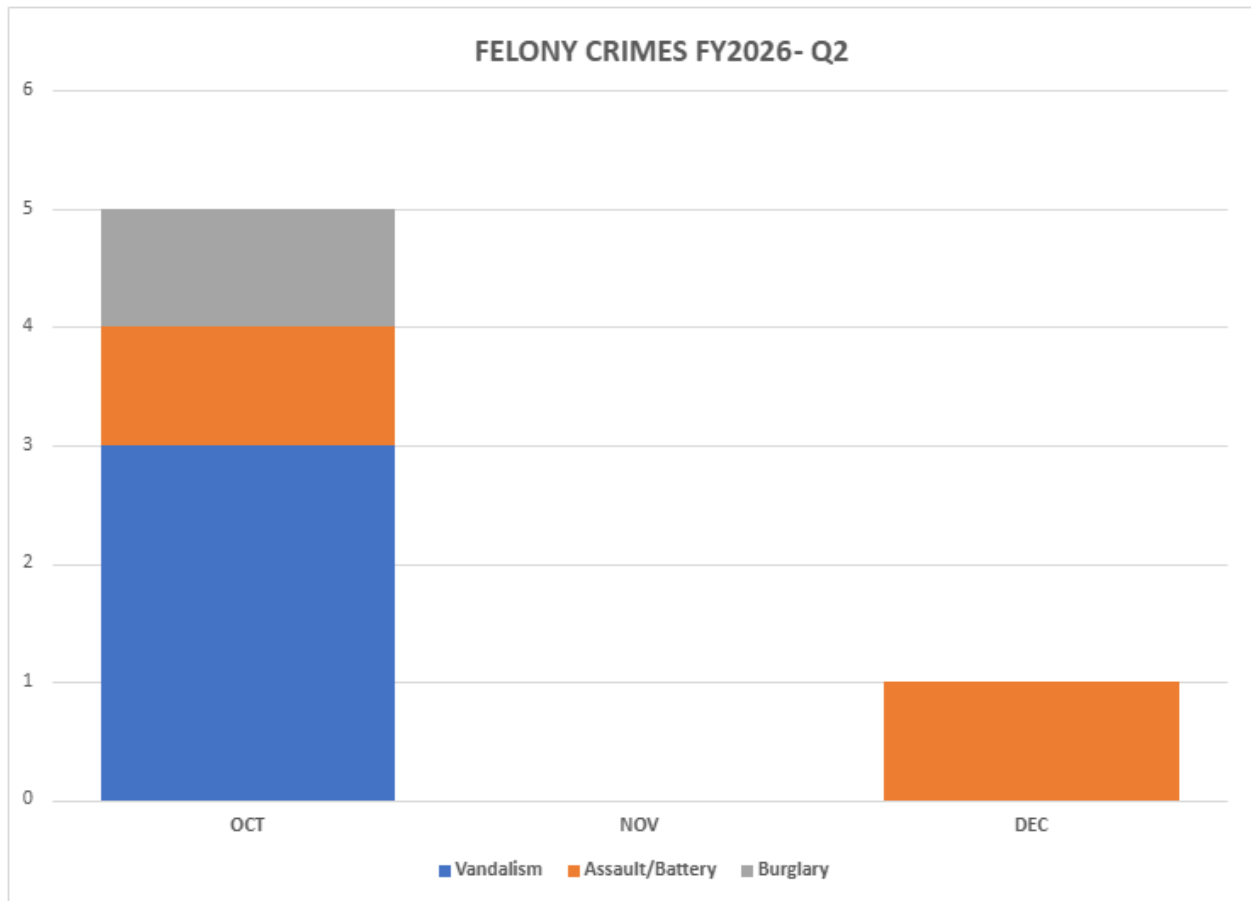
NCTD Security aims to have encampments removed within 72 hours after a notice to vacate has been issued to the occupants. NCTD Code Compliance Inspectors and TESU Deputies work collaboratively to identify encampments, issue notices, and coordinate their removal.

TESU Deputies also conduct ongoing directed patrols along the San Diego Subdivision, which continues to experience the highest concentration of encampments.



Crimes

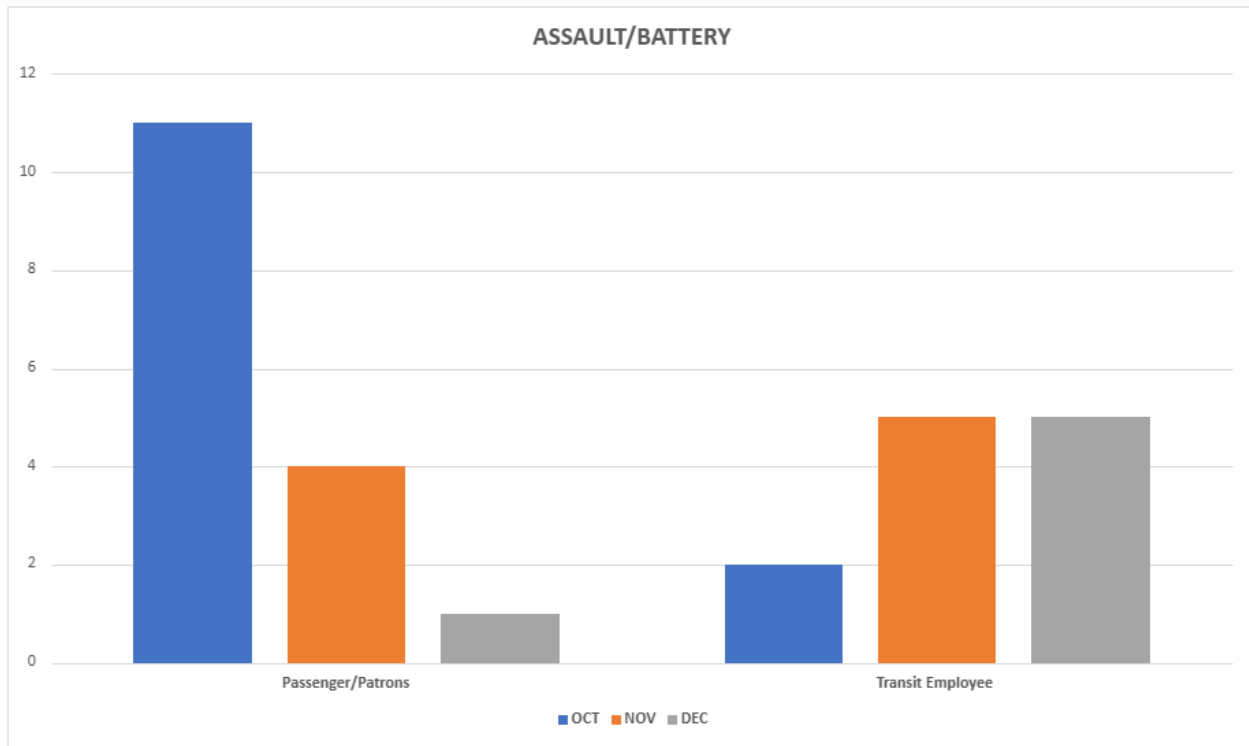
The following chart represents major felony crimes reported to NCTD and its contracted law enforcement agencies that occurred on NCTD property during Q2–FY2026. No major felony crimes on NCTD property were reported during the month of November 2025. Reported crimes include assault, battery, theft, and vandalism. All felony crimes are referred to local law enforcement agencies for investigation.



Assaults/Battery

The following chart represents incidents of assault and battery that occurred on NCTD property or transit modes during Q2 of FY2026. The data is categorized by victims: Employees/Contractors and Passengers/Patrons. All assault and battery incidents are reported to security and referred either to local law enforcement or to TESU for further investigation when the victim chooses to pursue charges.

In October, there were 11 reported assaults involving passengers and two involving transit employees. In November, four passenger assaults and five employee assaults were reported. In December, there was one passenger assault and five employee assaults.



STAFF REPORT

RECEIVE THE UNAUDITED QUARTERLY INVESTMENT REPORT FOR THE SECOND QUARTER OF FY2026

Time Sensitive: Consent:

STAFF RECOMMENDATION:

Receive the Unaudited Quarterly Investment Report for the Second Quarter of FY2026 (October 1, 2025 through December 31, 2025).

BACKGROUND INFORMATION:

Pursuant to the North County Transit – San Diego Railroad (NCTD) Board Policy No. 9, *Investment Policy* (Board Policy No. 9), the Chief Financial Officer, acting as NCTD’s Treasurer, submits a Quarterly Investment Report to the Board of Directors (Board). The Quarterly Investment Report provides unaudited information on investment portfolio performance and includes a listing of the current investment portfolio, the compliance or non-compliance of the investments with the investment policy, and the ability of the investment portfolio to provide the necessary liquidity to meet the expenditure requirements of NCTD for the next six months. The table below lists NCTD's cash and investment balances as of December 31, 2025:

Cash and Investments	Book Value	Market Value	Annual Yield
State of California Local Agency Investment Fund (LAIF)	\$68,474,862	\$68,474,862	4.41%
County of San Diego Investment Pool	\$39,993,321	\$39,993,321	3.58%
JPMorgan Chase Checking	\$3,582,361	\$3,582,361	1.88%
Total Cash and Investments	\$112,050,544	\$112,050,544	4.03%

The LAIF and County of San Diego investments are liquid and funds may be accessed for immediate needs. As required by Board Policy No. 9, the Chief Financial Officer, as Treasurer, certifies that the investment portfolio is in compliance with NCTD’s Board of Directors’ investment policy. The Treasurer also certifies that the investment portfolio provides the necessary liquidity to meet NCTD’s expenditures for the next six months, provided that grant-funding authorities continue to disburse funds to NCTD on a timely basis.

The variance between cash and investments per this report and the Statement of Financial Position amount as of December 31, 2025, for Cash and Investments, is related to cash held in ticket vending machines, petty cash, cash in transit held by armored services, and cash managed by third parties for claims payments. The table below summarizes the balance of cash and investments and annual investment yield on December 31, 2025, compared to December 31, 2024.

	12/31/2025	12/31/2024	Change %
Cash and Investments	\$112,050,544	\$118,201,642	-5.2%
Annual Investment Yield	4.03%	4.18%	-3.6%

For the quarter ended December 31, 2025, LAIF reported a quarterly yield of 4.20% and the San Diego County Investment Pool reported an annualized yield of 3.79% for their entire portfolios.

ATTACHMENT: None

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Eun Park-Lynch, Chief Financial Officer**
E-mail: eparklynch@nctd.org Phone: 760-967-2858

STAFF REPORT

RECEIVE THE UNAUDITED QUARTERLY FINANCIAL REPORT FOR THE SECOND QUARTER OF FY2026

Time Sensitive: Consent:

**STAFF
RECOMMENDATION:**

Receive the unaudited Quarterly Financial Report for the second quarter of fiscal year (FY) 2026 (FY2026-Q2) (October 1, 2025 through December 31, 2025).

**BACKGROUND
INFORMATION:**

The attached Financial Report provides unaudited financial information that includes the Statements of Net Position; Statements of Revenue, Expenses, and Changes in Net Position; Statements of Revenues and Expenses by Department; Fare Recovery Ratios; Sources of Operating Grants Revenue; and a financial performance narrative explaining the significant variances between actual results compared to the same period in the prior year and to the budget. Below are some of the financial highlights for FY2026-Q2:

- Cash and investments of \$112.3 million as of December 31, 2025
- Operating loss of \$0.9 million for the first six months of FY2026 (excluding depreciation and gain on disposal of assets)
- Operating expenses were lower by \$4.5 million compared to the budget (excluding depreciation) for the first six months of FY2026
- Capital projects expenditures of \$22.9 million for the first six months of FY2026

ATTACHMENT:

8A – FY2026-Q2 Financial Report

FISCAL IMPACT:

This staff report has no fiscal impact.

COMMITTEE REVIEW:

None

STAFF CONTACT:

Eun Park-Lynch, Chief Financial Officer
E-mail: eparklynch@nctd.org Phone: 760-967-2858

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

ATTACHMENT 8A



**UNAUDITED QUARTERLY
FINANCIAL REPORT**

**For the Period
October 1, 2025 – December 31, 2025
(FY2026-Q2)**

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FINANCIAL PERFORMANCE

Economic Environment

The U.S. economy slowed significantly in the fourth calendar quarter of 2025, growing at a 0.7% annualized rate. This sluggish growth was heavily impacted by a 43-day government shutdown, with some economists estimating that it took about one percentage point off economic growth. Job growth also showed signs of weakening toward the end of the year. U.S. job openings dropped to the lowest level in more than five years in December. California's unemployment rate was 5.5% in December, the highest in the nation.

Looking ahead, soaring energy prices since the start of the conflict in Iran that started in February 28 are rippling through California's economy. Crude oil topping \$100 a barrel and the average price of gas in the state approaching \$5.50 a gallon will weigh on disposable incomes. The full impact on the U.S. economy and financial markets from the Iranian conflict remains uncertain.

Report Highlights

Cash and investments were \$112.3 million as of December 31, 2025. For the six months ended December 31, 2025, net operating loss was \$0.9 million (excluding depreciation and gain on disposal of assets) and operating expenses (excluding depreciation, which is not budgeted) were lower by \$4.5 million compared to the budget.

STATEMENTS OF NET POSITION

	June 30, 2025 (Audited)	September 30, 2025 (Unaudited)	December 31, 2025 (Unaudited)
ASSETS			
Current assets			
Cash and investments	\$ 131,089,669	\$ 108,939,572	\$ 112,307,652
Investments with fiscal agent	1,832,522	1,835,133	1,839,444
Accounts receivable	4,415,770	4,295,307	3,947,142
Grants receivable	46,237,276	25,920,915	28,558,450
Lease receivables	284,867	284,867	284,867
Parts and supplies inventory, net of reserve	1,925,178	1,925,178	1,925,178
Prepaid expenses	3,762,696	5,041,858	5,262,367
Restricted cash	84,603,956	79,323,142	79,609,973
Total current assets	<u>274,151,934</u>	<u>227,565,972</u>	<u>233,735,073</u>
Noncurrent assets			
Lease receivables - due in more than one year	17,222,178	17,222,178	17,222,178
Capital assets			
Nondepreciable capital assets	250,726,032	260,666,703	264,746,483
Depreciable capital assets, net of accumulated depreciation	509,004,534	490,012,923	478,477,586
Right-to-use assets, net of accumulated amortization	7,213,410	7,213,410	7,213,410
Total capital assets	<u>766,943,976</u>	<u>757,893,036</u>	<u>750,437,479</u>
Total assets	<u>1,058,318,088</u>	<u>1,002,681,186</u>	<u>1,001,394,730</u>
DEFERRED OUTFLOWS OF RESOURCES			
Accumulated decrease in fair value of interest rate swap	698,330	698,839	642,493
Outflows of resources related to pension	9,480,232	9,480,232	9,480,232
Outflows of resources related to OPEB	321,733	321,733	321,733
Total deferred outflows of resources	<u>10,500,295</u>	<u>10,500,804</u>	<u>10,444,458</u>
LIABILITIES			
Current liabilities payable from current assets			
Accounts payable	52,574,690	18,452,782	18,829,636
Accrued liabilities	1,746,222	3,510,881	2,345,096
Deposits payable	192,844	156,720	156,720
Certificates of participation - due within one year	1,450,000	-	-
Lease payable - due within one year	352,376	352,376	352,376
SBITA payable - due within one year	1,608,202	1,608,202	1,608,202
Unearned grant revenue - due within one year	25,614,585	27,469,112	27,776,760
Claims payable - due within one year	659,822	659,822	659,822
Compensated absences - due within one year	2,200,046	2,662,973	3,236,394
Other postemployment benefits liability - due within one year	140,000	140,000	140,000
Total current liabilities payable from current assets	<u>86,538,787</u>	<u>55,012,868</u>	<u>55,105,006</u>
Noncurrent liabilities			
Certificates of participation - due in more than one year	14,900,000	14,900,000	14,900,000
Lease payable - due in more than one year	283,819	283,819	283,819
SBITA payable - due in more than one year	4,808,914	4,808,914	4,808,914
Unearned grant revenue - due in more than one year	126,182,991	121,853,053	121,506,455
Claims payable - due in more than one year	1,944,454	1,944,454	1,944,454
Compensated absences - due in more than one year	47,231	47,231	80,479
Other postemployment benefits liability - due in more than one year	3,720,890	3,720,890	3,720,890
Net pension liability	42,969,550	39,034,183	39,034,183
Negative fair value of interest rate swap	698,330	698,839	642,493
Total noncurrent liabilities	<u>195,556,179</u>	<u>187,291,383</u>	<u>186,921,687</u>
Total liabilities	<u>282,094,966</u>	<u>242,304,251</u>	<u>242,026,693</u>
DEFERRED INFLOWS OF RESOURCES			
Inflows of resources related to leases	15,717,305	15,717,305	15,717,305
Inflows of resources related to OPEB	904,077	904,077	904,077
Total deferred inflows of resources	<u>16,621,382</u>	<u>16,621,382</u>	<u>16,621,382</u>
NET POSITION			
Net investment in capital assets	728,982,659	735,939,725	728,484,168
Unrestricted position	41,119,376	18,316,632	24,706,945
Total net position	<u>\$ 770,102,035</u>	<u>\$ 754,256,357</u>	<u>\$ 753,191,113</u>

Significant Balances

Significant balances as of each period are as follows:

	June 30, 2025 (Audited)	September 30, 2025 (Unaudited)	December 31, 2025 (Unaudited)
Assets			
Cash and investments	\$ 131,089,669	\$ 108,939,572	\$ 112,307,652
Receivables	50,937,913	30,501,089	32,790,459
Restricted cash	84,603,956	79,323,142	79,609,973
Capital assets, net	766,943,976	757,893,036	750,437,479
Liabilities			
Accounts payable	52,574,690	18,452,782	18,829,636
Unearned grant revenue	151,797,576	149,322,165	149,283,215
Certificates of participation	16,350,000	14,900,000	14,900,000
Net pension liability	42,969,550	39,034,183	39,034,183
Net position	770,102,035	754,256,357	753,191,113

Accounts Receivable

The balances in accounts receivable are comprised of the following amounts:

	June 30, 2025 (Audited)	September 30, 2025 (Unaudited)	December 31, 2025 (Unaudited)
Shared Use Agreements	\$ 1,565,466	\$ 780,006	\$ 1,470,539
Interest	1,454,061	1,118,776	1,288,255
Fare Revenue	571,629	1,628,182	499,668
Low Carbon Fuel Standards (LCFS) credits	362,000	421,602	322,000
Leases and Permits	328,988	189,689	228,086
SANDAG	115,226	88,579	128,206
Other	18,400	68,473	10,388
	\$ 4,415,770	\$ 4,295,307	\$ 3,947,142

As of December 31, 2025, the net outstanding balance past 90 days was \$356.

Grants Receivable

Grants Receivable represents reimbursement requests for projects being funded by federal, state, and local grants. The balances in grants receivable are comprised of the following amounts:

	June 30, 2025 (Audited)	September 30, 2025 (Unaudited)	December 31, 2025 (Unaudited)
Federal Transit Administration	\$ 27,606,499	\$ 14,161,710	\$ 12,321,964
State Controller's Office	2,876,091	3,899,606	4,652,923
San Diego Association of Governments	1,942,206	1,117,128	2,898,772
Other	2,510,143	329,808	2,881,562
California State Transportation Agency	2,099,325	2,321,952	2,159,095
California Department of Transportation	4,883,354	1,984,378	1,918,008
California Energy Commission	1,520,043	1,517,294	1,517,294
Federal Railroad Administration	735,615	73,039	208,832
Clean Truck and Bus Vouchers (HVIP)	2,064,000	516,000	-
	<u>\$ 46,237,276</u>	<u>\$ 25,920,915</u>	<u>\$ 28,558,450</u>

Accounts Payable

The balances in accounts payable are comprised of the following amounts:

	June 30, 2025 (Audited)	September 30, 2025 (Unaudited)	December 31, 2025 (Unaudited)
Capital Projects	\$ 23,611,550	\$ 2,418,968	\$ 3,894,100
Repairs and Maintenance	5,339,421	3,919,379	2,691,177
Insurance	-	-	2,644,083
Fuel and Lubricants	1,428,852	1,985,634	2,229,707
Security	1,061,365	1,552,679	1,614,267
Other	2,934,027	1,388,260	1,303,602
IT, Software, and Licenses	1,437,613	746,441	1,227,585
Purchased Transportation	14,971,596	4,518,589	1,192,762
Utilities	1,304,669	1,088,878	1,147,858
Payroll and Benefits Liabilities	485,597	833,954	884,495
	<u>\$ 52,574,690</u>	<u>\$ 18,452,782</u>	<u>\$ 18,829,636</u>

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

These statements are presented in three sections:

- (1) Operating income or loss, which is operating revenues (fare revenues, lease and advertising, right-of-way auxiliary revenues, and other operating revenue) minus operating expenses and depreciation.
- (2) Income or loss before capital contributions, which is operating income or loss plus/minus other nonoperating revenues and expenses, such as grant revenues, investment income, and debt related expense.
- (3) Change in net position is income or loss before capital contributions plus additions of grant revenues used for capital programs resulting in the net income or loss.

This financial report provides the unaudited Statements of Revenues, Expenses, and Changes in Net Position for the first six months of FY2026 (YTD) compared to the same period in the prior fiscal year.

**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
CURRENT YEAR TO DATE VS. PRIOR YEAR TO DATE**

	YTD FY2026-Q2 Actual (Unaudited)	YTD FY2025-Q2 Actual (Unaudited)	Variance (\$)	Variance (%)
OPERATING REVENUES				
Fare Revenue	\$ 6,194,080	\$ 5,632,738	\$ 561,342	10.0%
Advertising and right-of-way	5,744,282	6,349,093	(604,811)	-9.5%
Lease and sublease revenue	1,391,056	1,457,496	(66,440)	-4.6%
Other revenue	915,760	1,484,053	(568,293)	-38.3%
Total operating revenues	14,245,178	14,923,380	(678,202)	-4.5%
OPERATING EXPENSES				
Bus operations				
Vehicle operations	22,675,399	19,452,436	3,222,963	16.6%
Vehicle maintenance	9,080,814	5,816,386	3,264,428	56.1%
Non-vehicle maintenance	2,990,222	3,336,170	(345,948)	-10.4%
Administration	8,317,716	9,371,207	(1,053,491)	-11.2%
Rail operations	-	-	-	-
Vehicle operations	10,782,720	10,267,410	515,310	5.0%
Vehicle maintenance	6,987,339	7,164,256	(176,917)	-2.5%
Non-vehicle maintenance	7,637,438	7,036,155	601,283	8.5%
Administration	11,465,999	11,954,888	(488,889)	-4.1%
Right-of-way operations	4,981,515	5,111,955	(130,440)	-2.6%
Depreciation	39,056,395	40,895,677	(1,839,282)	-4.5%
Total operating expenses	123,975,557	120,406,540	3,569,017	3.0%
Operating loss	(109,730,379)	(105,483,160)	(4,247,219)	4.0%
NON-OPERATING REVENUES (EXPENSES)				
Operating grants	68,630,027	65,360,072	3,269,955	5.0%
Investment income	1,399,607	1,335,896	63,711	4.8%
Debt related expense	(244,255)	(284,335)	40,080	-14.1%
Gain (loss) on disposal of capital assets	156,409	(3,004)	159,413	-5306.7%
Total non-operating revenues	69,941,788	66,408,629	3,533,159	5.3%
Loss before capital contributions	(39,788,591)	(39,074,531)	(714,060)	1.8%
CAPITAL CONTRIBUTIONS				
Capital grants	22,877,669	24,522,985	(1,645,316)	-6.7%
Total capital contributions	22,877,669	24,522,985	(1,645,316)	-6.7%
Change in Net Position	\$ (16,910,922)	\$ (14,551,546)	\$ (2,359,376)	16.2%
Operating income (loss) excluding depreciation and gain/loss on disposal of assets	\$ (888,605)	\$ 1,824,150	\$ (2,712,755)	-148.7%

**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
(excluding Depreciation, Gain/Loss on Disposal of Assets, and Capital Grants)
ACTUAL YEAR TO DATE VS. BUDGET YEAR TO DATE**

	Actual YTD FY2026-Q2	Budget YTD FY2026-Q2	Over (Under) Budget (\$)	Over (Under) Budget (%)
OPERATING REVENUES				
Fare Revenue	\$ 6,194,080	\$ 6,253,863	\$ (59,783)	-1.0%
Advertising and right-of-way	5,744,282	5,594,748	149,534	2.7%
Lease and sublease revenue	1,391,056	1,256,598	134,458	10.7%
Other revenue	915,760	703,844	211,916	30.1%
Total operating revenues	14,245,178	13,809,053	436,125	3.2%
OPERATING EXPENSES				
Bus operations				
Vehicle operations	22,675,399	22,148,872	526,527	2.4%
Vehicle maintenance	9,080,814	8,996,087	84,727	0.9%
Non-vehicle maintenance	2,990,222	3,515,250	(525,028)	-14.9%
Administration	8,317,716	8,680,286	(362,570)	-4.2%
Rail operations				
Vehicle operations	10,782,720	11,185,828	(403,108)	-3.6%
Vehicle maintenance	6,987,339	8,511,833	(1,524,494)	-17.9%
Non-vehicle maintenance	7,637,438	8,325,259	(687,821)	-8.3%
Administration	11,465,999	11,533,207	(67,208)	-0.6%
Right-of-way operations	4,981,515	6,390,209	(1,408,694)	-22.0%
Total operating expenses	84,919,162	89,286,831	(4,367,669)	-4.9%
Operating loss	(70,673,984)	(75,477,778)	4,803,794	-6.4%
NON-OPERATING REVENUES (EXPENSES)				
Operating grants	68,630,027	75,849,765	(7,219,738)	-9.5%
Investment income	1,399,607	500,000	899,607	179.9%
Debt related expense	(244,255)	(337,152)	92,897	-27.6%
Total non-operating revenues	69,785,379	76,012,613	(6,227,234)	-8.2%
Operating income (loss) excluding depreciation and gain/loss on disposal of assets	\$ (888,605)	\$ 534,835	\$ (1,423,440)	

FY2026-Q2 OVERVIEW

COMPARISON TO THE SAME QUARTER OF THE PRIOR YEAR

Operating revenues for the first six months of FY2026 were lower by \$0.7 million compared to the same period in FY2025; while fare revenues continue to increase year-to-year, similar growth is not occurring in other operating revenues. Furthermore, the federal alternative fuel excise tax credit for NCTD's use of renewable natural gas expired on December 31, 2024.

Total operating expenses, excluding depreciation, were higher by \$5.4 million for the first six months of FY2026 compared to the same period in FY2025, most notably in bus operations and maintenance. Bus operators received wage increases of 10% and the labor agreements previously with MV Transportation (MV) were extended until new agreements were executed with NCTD. Effective on October 1, 2025, NCTD executed labor agreements with multiple bargaining units for bus operations and maintenance employees, which resulted in increased wages. Vehicle maintenance costs for bus operations increased due to higher prices caused by tariffs and the augmentation of inventory of essential parts at the beginning of the fiscal year to ensure that sufficient parts were in stock to minimize buses downtime.

Non-operating revenues and expenses consist primarily of federal, state, and local grants utilized to fund transit operations and preventive maintenance; of which most grant revenues are earned as expenses are incurred.

COMPARISON TO BUDGET

Operating revenues were higher than budget by \$0.4 million mainly due to higher lease revenues and reimbursements under shared use agreements for use of NCTD's rail right-of-way.

Operating expenses (excluding depreciation which is not budgeted) for the first six months of FY2026 were lower than budget by \$4.5 million. Employee payroll expenses, including benefits, were relatively on budget. Professional and contracted maintenance services were under budget by \$2.6 million (mainly in engineering, maintenance of way, rail equipment maintenance, facilities, and information technology) due to budgeted expenses that have not yet materialized in the fiscal year. Materials and supplies were under budget by \$1.5 million, of which fuel expenses for rail services were under budget by \$0.9 million due to lower diesel costs in the first half of the fiscal year.

**STATEMENTS OF REVENUES AND EXPENSES BY DEPARTMENT
YTD FY2026-Q2 vs YTD FY2025-Q2 AND BUDGET**

DEPARTMENT	Actual Prior YTD FY2025-Q2 (Unaudited)	Actual Current YTD FY2026-Q2 (Unaudited)	Budget** YTD FY2026-Q2 (Unaudited)	Over (Under) Budget (\$)	Over (Under) Budget (%)
REVENUE					
FAREBOX REVENUES	5,632,738	6,194,080	6,253,863	(59,783)	-1.0%
GRANT REVENUE					
FEDERAL GRANTS	33,971,028	17,727,578	18,133,987	(406,409)	-2.2%
STATE GRANTS	1,507,384	14,988,372	16,958,641	(1,970,269)	-11.6%
LOCAL GRANTS	29,881,660	35,914,077	40,757,137	(4,843,060)	-11.9%
OTHER REVENUES	2,327,536	938,229	722,846	215,383	29.8%
INVESTMENT INCOME	1,335,896	1,399,607	500,000	899,607	179.9%
REVENUES - MAINTENANCE OF WAY	5,505,611	5,721,813	5,575,746	146,067	2.6%
REVENUES - REAL ESTATE	1,457,495	1,391,056	1,256,598	134,458	10.7%
REVENUE TOTAL	81,619,348	84,274,812	90,158,818	(5,884,006)	-6.5%
EXPENSES					
120 - BUS OPERATORS *	-	12,046,077	11,984,028	62,049	0.5%
125 - ON-DEMAND SERVICES *	-	3,893,103	3,560,819	332,284	9.3%
130 - BUS OPERATIONS ADMINISTRATION	26,751,981	2,925,217	3,137,824	(212,607)	-6.8%
135 - NON-REVENUE OPERATIONS SUPPORT *	-	2,399	33,250	(30,851)	-92.8%
140 - COASTER MAINTENANCE *	-	4,021,112	4,952,430	(931,318)	-18.8%
145 - SPRINTER MAINTENANCE *	-	2,726,580	3,558,610	(832,030)	-23.4%
150 - COASTER OPERATORS	2,071,445	2,242,394	2,231,151	11,243	0.5%
155 - SPRINTER OPERATORS	1,560,126	1,571,526	1,496,196	75,330	5.0%
160 - RAIL OPERATIONS	3,093,602	893,972	930,574	(36,602)	-3.9%
165 - OPERATIONS CONTROL CENTER	1,533,963	1,335,559	1,356,968	(21,409)	-1.6%
170 - RAIL VEHICLES OVERHAULS *	-	1,411,618	1,934,937	(523,319)	-27.0%
175 - MAINTENANCE OF EQUIPMENT	6,754,692	898,840	871,096	27,744	3.2%
180 - ROW VEHICLES AND SPECIALTY EQUIPMENT	499,238	561,478	725,139	(163,661)	-22.6%
185 - MAINTENANCE OF SIGNALS	2,902,543	2,181,578	2,145,808	35,770	1.7%
190 - BUS VEHICLES MAINTENANCE *	-	7,674,719	7,964,145	(289,426)	-3.6%
210 - MATERIALS MANAGEMENT *	-	3,429,427	3,076,819	352,608	11.5%
215 - GENERAL SERVICES *	-	155,056	158,229	(3,173)	-2.0%
220 - FACILITIES MANAGEMENT	6,231,913	6,131,046	6,551,773	(420,727)	-6.4%
225 - BUSINESS INTELLIGENCE *	-	164,407	150,451	13,956	9.3%
230 - SECURITY OVERSIGHT	3,928,645	4,353,955	3,969,124	384,831	9.7%
240 - DEVELOPMENT SERVICES OVERSIGHT	1,730,799	1,535,654	1,200,956	334,698	27.9%
245 - PROJECT MANAGEMENT DELIVERY	218,613	285,457	286,736	(1,279)	-0.4%
250 - RAIL TECHNOLOGIES	399,018	284,882	324,209	(39,327)	-12.1%
260 - SERVICE PLANNING	583,956	1,228,052	1,055,085	172,967	16.4%
261 - SAFETY OVERSIGHT	794,366	692,408	727,607	(35,199)	-4.8%
270 - COMMUNICATIONS AND MARKETING	822,034	731,587	979,098	(247,511)	-25.3%
280 - TRANSIT SYSTEMS MANAGEMENT	256,337	-	-	-	#DIV/0!
290 - ACCOUNTING	360,466	171,518	173,710	(2,192)	-1.3%
295 - PAYROLL *	-	316,033	280,296	35,737	12.7%
300 - FARE COLLECTION	165,401	330,812	387,232	(56,420)	-14.6%
315 - INFORMATION TECHNOLOGY SYSTEMS *	-	2,254,024	2,702,144	(448,120)	-16.6%
320 - INFORMATION TECHNOLOGY OPERATIONS	3,605,721	1,887,596	1,900,656	(13,060)	-0.7%
330 - PROCUREMENT AND CONTRACT ADMINISTRATION	780,670	633,592	680,919	(47,327)	-7.0%
335 - GOVERNMENT RELATIONS	499,224	393,368	415,611	(22,243)	-5.4%
337 - GRANTS	143,127	133,086	199,933	(66,847)	-33.4%

**STATEMENTS OF REVENUES AND EXPENSES BY DEPARTMENT
YTD FY2026-Q2 vs YTD FY2025-Q2 AND BUDGET (continued)**

DEPARTMENT	Actual Prior YTD FY2025-Q2 (Unaudited)	Actual Current YTD FY2026-Q2 (Unaudited)	Budget ** YTD FY2026-Q2 (Unaudited)	Over (Under) Budget (\$)	Over (Under) Budget (%)
339 - ADMINISTRATION	288,656	294,419	347,237	(52,818)	-15.2%
340 - FINANCIAL OVERSIGHT	647,512	614,345	682,520	(68,175)	-10.0%
350 - HUMAN RESOURCES	795,228	968,725	1,138,951	(170,226)	-14.9%
351 - LEARNING AND DEVELOPMENT	756,287	427,397	578,793	(151,396)	-26.2%
356 - ENGINEERING	1,002,523	1,559,464	2,130,295	(570,831)	-26.8%
357 - OFFICE OF GENERAL COUNSEL	5,248,556	6,907,585	6,406,600	500,985	7.8%
359 - DEVELOPMENT SERVICES SUPPORT SERVICES	222,194	189,622	186,295	3,327	1.8%
360 - OFFICE OF THE CHIEF EXECUTIVE OFFICER	236,695	277,274	493,970	(216,696)	-43.9%
365 - CUSTOMER EXPERIENCE	655,249	633,532	749,498	(115,966)	-15.5%
370 - BOARD OF DIRECTORS	18,128	21,640	32,988	(11,348)	-34.4%
400 - OPERATIONS SUPPORT SERVICES	171,819	-	-	-	N/A
405 - RAIL TRAINING *	-	329,506	501,205	(171,699)	-34.3%
510 - MAINTENANCE OF WAY	3,045,639	2,701,939	3,287,943	(586,004)	-17.8%
515 - RAIL RIGHT OF WAY OVERSIGHT	255,080	4,736	4,736	-	0.0%
520 - REAL ESTATE	479,418	490,847	642,237	(151,390)	-23.6%
600 - DEBT	284,334	244,254	337,152	(92,898)	-27.6%
OPERATING EXPENSE TOTAL	79,795,198	85,163,417	89,623,983	(4,460,566)	-5.0%
OPERATING INCOME EXCLUDING DEPRECIATION AND LOSS ON DISPOSAL OF ASSETS	\$ 1,824,150	\$ (888,605)	\$ 534,835	\$ (1,423,440)	NCM

* New departments in FY26.

** Includes budget transfers during the fiscal year.

FARE RECOVERY RATIOS

Fare Recovery Ratio as Reported to the California State Controller's Office (With Local Support) ^(a)					
BREEZE, FLEX, COASTER, SPRINTER, and NCTD+	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare revenue and local support	\$ 35,631,103	\$ 39,423,871	\$ 44,562,602	\$ 42,620,101	Not reported
Operating Costs	\$ 107,448,402	\$ 120,329,443	\$ 130,519,772	\$ 142,383,886	Not reported
Fares plus Local Funds Recovery Ratio:	33.2%	32.8%	34.1%	29.9%	Not reported
LIFT (PARATRANSIT)	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare revenue and local support	\$ 1,087,970	\$ 1,789,172	\$ 1,675,401	\$ 1,857,575	Not reported
Operating Costs	\$ 8,735,519	\$ 10,682,711	\$ 12,913,004	\$ 14,730,061	Not reported
Fares plus Local Funds Recovery Ratio:	12.5%	16.7%	13.0%	12.6%	Not reported

Fare Recovery Ratio as Reported to the California State Controller's Office (Without Local Support) ^(b)					
BREEZE, FLEX, COASTER, SPRINTER, and NCTD+	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare Revenue	\$ 8,153,922	\$ 10,646,706	\$ 11,157,611	\$ 10,915,839	Not reported
Operating Costs	\$ 107,377,052	\$ 120,329,443	\$ 130,519,772	\$ 142,383,886	Not reported
Fare Recovery Ratio	7.6%	8.8%	8.5%	7.7%	Not reported
LIFT (PARATRANSIT)	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare Revenue	\$ 621,970	\$ 574,994	\$ 808,434	\$ 754,128	Not reported
Operating Costs	\$ 8,717,490	\$ 10,682,711	\$ 12,913,004	\$ 14,730,061	Not reported
Fare Recovery Ratio	7.1%	5.4%	6.3%	5.1%	Not reported

Pure Fare Recovery Ratio ^(c)					
BREEZE, FLEX, COASTER, SPRINTER, and NCTD+	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare Revenue	\$ 8,153,922	\$ 10,646,706	\$ 11,157,611	\$ 10,915,839	\$ 5,838,073
Operating Costs	\$ 116,656,005	\$ 127,019,759	\$ 137,272,434	151,469,722	\$ 73,045,886
Fare Revenue to Operating Costs	7.0%	8.4%	8.1%	7.2%	8.0%
LIFT (PARATRANSIT)	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
Fare Revenue	\$ 621,970	\$ 574,994	\$ 808,434	\$ 754,128	\$ 356,007
Operating Costs	\$ 9,127,233	\$ 11,238,341	\$ 13,312,686	\$ 15,164,639	\$ 6,891,761
Fare Revenue to Operating Costs	6.8%	5.1%	6.1%	5.0%	5.2%

(a) Fare recovery ratios with local support include other local revenue sources and exclude allowable operating costs

(b) Fare recovery ratios without local support include fares only and exclude allowable operating costs

(c) Fares divided by Operating Costs (excludes interest, depreciation, GASB 68 and GASB 75 actuarial adjustments, and non-cash expenses)

SOURCES OF OPERATING GRANTS REVENUE

Federal Grant Program	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
5304 - State Planning and Research Program	\$ 38,720	\$ 174,106	\$ 13,441	\$ 11,850	\$ -
5307 - Urbanized Area Formula	2,223,162	19,866,495	25,706,331	30,573,365	7,320,444
5311 - Rural Area Formula Grant	-	677,635	641,568	627,375	-
5311 - Rural Area Formula Grant (ARPA)	-	-	480,520	-	-
5311 - Rural Area Formula Grant (CARES)	1,055,187	-	-	-	-
5311 - Rural Area Formula Grant (CRRSAA)	-	988,024	-	-	-
5337 - State of Good Repair Formula Grants	1,458,136	5,792,142	1,590,495	3,224,661	10,358,635
5337 - American Rescue Plan Act (ARPA)	15,670,887	13,044,836	16,505,472	18,792,556	-
5337 - Coronavirus Aid, Relief, and Economic Security (CARES) Act	31,935,750	1,663,555	1,050,069	-	-
5338 - Transit-Oriented Development Planning	-	-	125,134	-	43,091
Other Federal	244,647	60,672	(54,964)	-	5,408
Total Federal Grants	\$ 52,626,490	\$ 42,267,465	\$ 46,058,066	\$ 53,229,807	\$ 17,727,578

State Grant Program	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
State Transit Assistance (STA)	\$ 4,058,481	\$ 8,029,564	\$ 7,929,927	\$ 10,360,763	\$ 5,422,819
STA State of Good Repair (SGR)	759,757	2,539,107	2,006,437	2,030,635	2,356,631
State TIRCP SB-125	-	-	-	4,834,133	2,442,670
State Zero-Emission Transit Capital Program (ZETCP)	-	-	-	1,078,429	630,223
State Rail Assistance (SRA)	-	-	-	-	3,411,797
California Public Utilities Commission (CPUC)	87,121	90,246	88,683	88,683	-
Other State Grants	-	-	31,284	218,833	724,232
Total State Grants	\$ 4,905,358	\$ 10,658,917	\$ 10,056,331	\$ 18,611,476	\$ 14,988,372

Local Grant Program	Actual FY2022	Actual FY2023	Actual FY2024	Actual FY2025	Actual YTD FY2026-Q2
TDA - Transportation Development Act	\$ 30,167,244	\$ 44,264,061	\$ 47,059,669	\$ 50,190,233	\$ 24,313,992
Transnet	18,146,000	17,725,000	20,124,438	19,177,000	8,070,000
Transnet 8.1%	5,529,392	7,210,257	7,444,809	7,183,635	3,530,085
SANDAG Youth Opportunity Pass	205,540	1,233,240	1,233,240	1,233,240	-
Total Local Grants	\$ 54,048,176	\$ 70,432,558	\$ 75,862,156	\$ 77,784,108	\$ 35,914,077

Total Operating Grants	\$ 111,580,024	\$ 123,358,940	\$ 131,976,553	\$ 149,625,391	\$ 68,630,027
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STAFF REPORT

RECEIVE THE QUARTERLY CUSTOMER EXPERIENCE REPORT FOR THE SECOND QUARTER OF FY2026

Time Sensitive: Consent:

STAFF RECOMMENDATION:

Receive the quarterly Customer Experience Report for the Second Quarter (Q2) of FY2026 (October 1, 2025 through December 31, 2025).

BACKGROUND INFORMATION:

Providing a positive customer experience is a key component of North County Transit – San Diego Railroad’s (NCTD) mission. Staff provides the NCTD Board of Directors (Board) with a report on a quarterly basis to identify trends in customer feedback and to affirm positive actions.

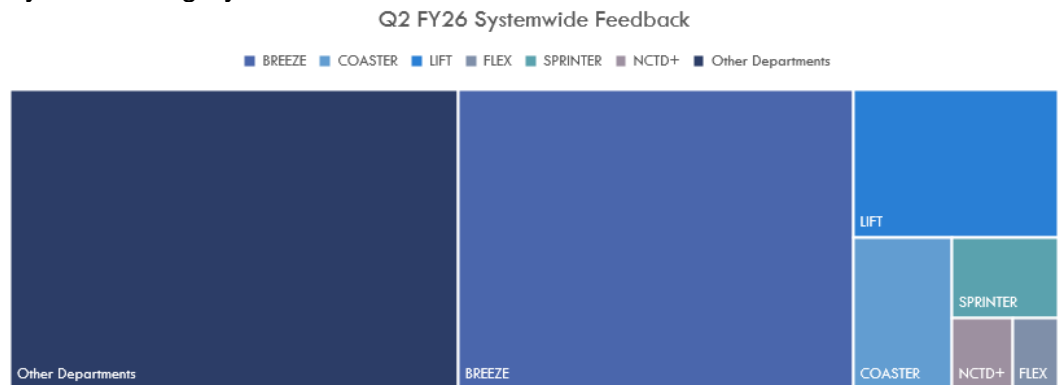
To help our operational teams identify areas of concern, and develop actions to improve the overall customer experience, the Customer Experience team meets monthly with operational teams to review customer feedback trends and discuss recommendations.

Q2 FY2026 Results

A total of 26 compliments were received, an increase of three when compared to Q2 Fiscal Year (FY) 2025. The reports were made to acknowledge a positive interaction with a Bus Operator, train crew member, customer service agent, or NCTD staff.

Overall, systemwide NCTD received a total of 589 customer feedback reports, an increase of three when compared to Q2 FY25. All core categories saw decreases with the exception of service planning, policy, paratransit, claims, and accidents. Of the total customer feedback reports, 57%, or 337, were associated with the six modes of transit (BREEZE, LIFT, FLEX, NCTD+, COASTER, and SPRINTER). The remaining feedback is across other departments, including customer service (informational requests), right-of-way (graffiti or debris), facilities (cleanliness issues or graffiti), service planning (service requests), security and to a lesser extent, safety concerns.

The following graphs and charts show Q2 FY26 Systemwide Customer feedback by Department and the quarterly year over year comparison of Customer feedback by Core Category.



Type	FQ2		
	Feedback CY	Feedback LY	Feedback YoY %
Service	157	195	-19.5 %
Security	32	60	-46.7 %
Safety	10	9	11.1 %
Policy	24	18	33.3 %
Planning	130	60	116.7 %
Paratransit	19	9	111.1 %
Operator	112	116	-3.4 %
Facilities	39	56	-30.4 %
Equipment	50	55	-9.1 %
Claims and Accidents	16	8	100.0 %
Total	589	586	0.5 %

ATTACHMENT: 9A - FY2026-Q2 Customer Experience Report

FISCAL IMPACT: This staff report has no fiscal impact.

**COMMITTEE
REVIEW:** None

STAFF CONTACT: **Alicia Peat-Watson, Director of Customer Experience**
E-mail: apeatwatson@nctd.org Phone: 760-967-2813

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD



Customer Experience Quarterly Report

For the Period
October 1, 2025 – December 31, 2025

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Introduction

The Customer Experience department supports North County Transit – San Diego Railroad’s (NCTD) mission and vision by identifying trends, highlighting opportunities for improvement, and collaborating with internal stakeholders on actionable solutions to ensure the customer has a positive experience when using NCTD services and facilities.

NCTD receives customer feedback through multiple channels, including phone, email, website, and in-person. All feedback is documented in NCTD’s customer relationship management (CRM) system and forwarded to the appropriate department personnel for review, investigation, and potential action. Most customer feedback relates to modal service, security, or facilities. Investigations may involve tools such as operator interviews, video, GPS data, and other applicable technologies. The Customer Experience department strives to respond to customers within business days of receiving feedback.

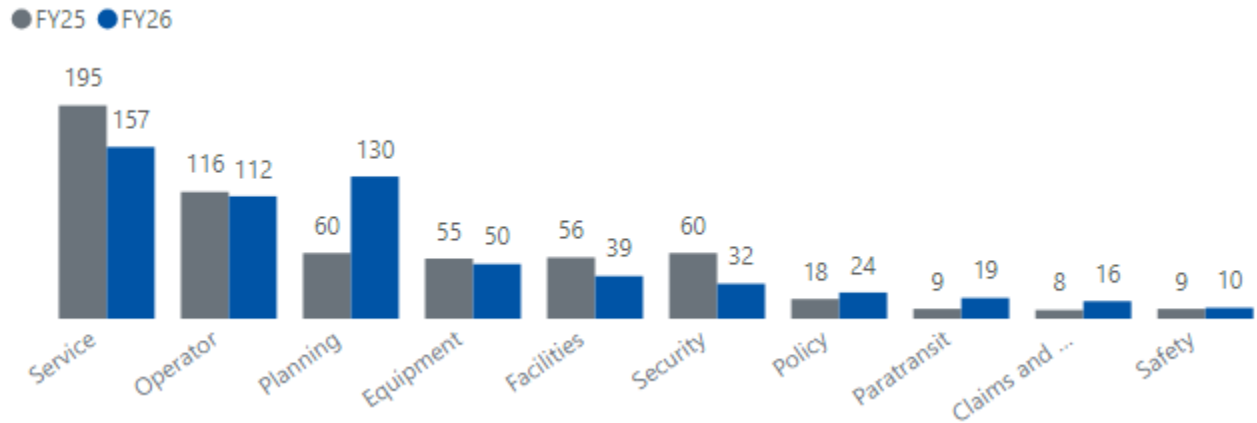
Core Categories

To provide insight into customer feedback trends, feedback is assigned to a core category via a sub-code. Each of the 10 core categories are defined below.

Core Category	Sub-Code	Definition
Claims and Accidents	Claims and Accidents	Requests related to claims or accidents in various departments.
Equipment	ADA Ramp Issue,	Issues deploying the ADA ramp for all modes. The ramp must be no steeper than a ratio of 1:12.
	Announcements	Announcement related feedback that may affect notifying the general public about train delays, accidents, etc.
	Damaged/Dirty	Damaged or dirty seats, facilities, and all modes.
	Door Malfunction	Bus or rail doors malfunctioning due to technical error.
	Farebox/Validator/TVM	Farebox, validator, or TVM payment machines issues
	HVAC	Heat, ventilation, and air conditioning on all modes.
	IT Request	Information technology requests for additional information regarding IT apps on Rail modes and facilities.
Facilities	Signal Issue	Signals not displaying, signals displaying late or early, and general signal issues for ROW/MOW, and Rail .
	Facilities Cleaning	Dirty facilities such as dirty transit centers or bus stops that are sent to the facilities department.
	Facilities Electrical	Electrical issues at facilities such as light bulbs or broken LED displays located at transit centers or bus stops.
	Facilities Landscaping	Facilities having landscaping issues such as overgrown bushes, overgrown grass, fallen down trees, etc.
Operator	Facilities Plumbing	Plumbing issues such as transit center bathrooms malfunctioning or water fountains and faucets not working properly.
	Graffiti	Graffiti tags on modes, facilities and ROW.
	Closed Door on PAX	Door was closed on the customer and they were unable to board.
	Dangerous Driving	Bus operators driving being dangerous or uncomfortable for the customer.
	Left Before Seated	Bus Operators leaving the bus stop or transit center before the customer was seated.
	Off Route	Bus operator going off route.
	Refusal of Service	Modal operator refusing to serve a customer or refusal of service to a paying party without appropriate reasoning or policy.
Paratransit	Rude	Modal operator being rude to an individual such as yelling, offensive language, or offensive gestures.
	EZ-Wallet	LIFT bus paratransit's EZ-Wallet payment service for paratransit ticket purchases.
	Mobility Device	Mobility devices unable to be accommodated or deployed correctly on all modes.
	MTS Transfer	Paratransit MTS transfer
	Reservationist/Dispatch	Reservationist or dispatch issues for LIFT, FLEX, NCTD+
Planning	Service Area	Issues or requests related to LIFT 3/4 mile boundary.
	Time Onboard Vehicle Violation	LIFT service Time Onboard Vehicle Violation related incidents.
	Bus Stop - Amenities	Amenities for the bus stop facilities & planning for future bus stop amenities.
	Bus Stop - Request	Any safety or planning requests for bus related services.
	Information Request	Requests for information regarding NCTD operations, modes, facilities.
	Marketing Request	Marketing requests.
Policy	Service Request	Service requests for Planning department.
	Wayfinding-Signage	Wayfinding-signage in the Facilities, Planning, or CS departments
	E-Bikes	Electric bikes on all modes and facilities
	Horns - Trains	Train horn or quiet zone feedback
Safety	Policy Dispute	Policy disputes for all modes and facilities.
	PRONTO/Fare Issue	PRONTO or Fare issues on all modes and facilities.
	Fencing	Fencing for safety or right of maintenance ROW / Maintenance of Way MOW along the rail tracks.
Security	Safety	Safety is being infringed upon on any mode or facility.
	Customer Altercation	Verbal or physical altercations with each other or staff members on all modes and facilities.
	Security	Security issues: break ins, dangerous items & weapons, and other security related incidents on all modes and facilities.
	Trespassing	Trespassing on NCTD facilities, transit centers, or bus stops during off hours or violations of safety and security standards.
Service	Service	Service requests for Planning department.
	Cancellations	Any delay or cancelations for the modes during normal service hours.
	Capacity	Vehicles too full.
	Early	Earlier than scheduled or expected service for all modes.
	Incorrect Pick-up/Drop-off Location	Customer picked up or dropped off at an incorrect location for bus and paratransit services.
	Late	Late or later than scheduled or expected service for all modes.
	Missing Requested Stop	Missing requested route stop on bus or paratransit services.
	No Show	Bus or paratransit services do not show up to the required stop or station at the indicated time.
Pass-by /Left Pax	Customer being passed by or left for all modes.	

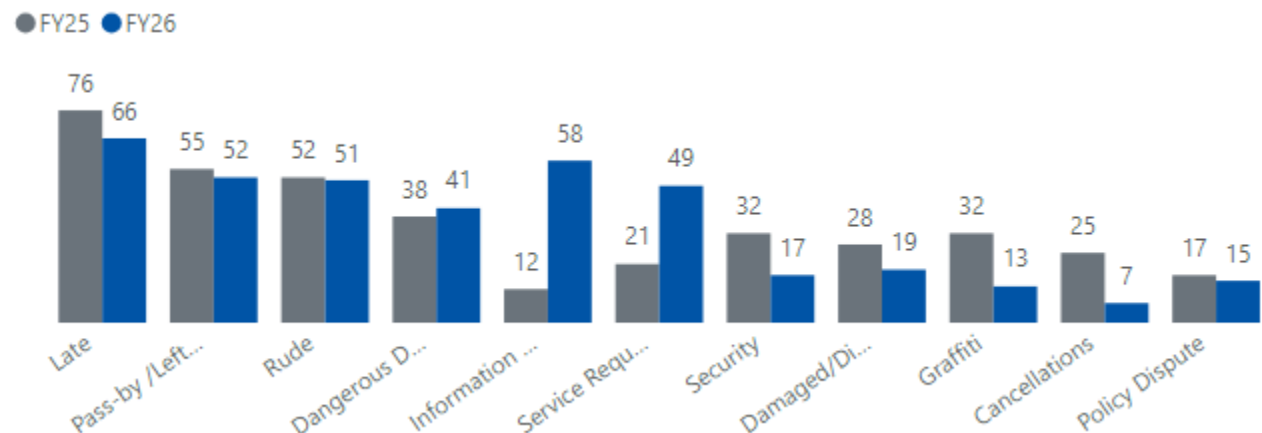
Note: Our reporting methodology is department-based instead of mode based, so as not to unfairly represent a mode for complaints not directly related to the mode.

Q2 FY26 vs Q2 FY25 Systemwide Feedback by Core Category



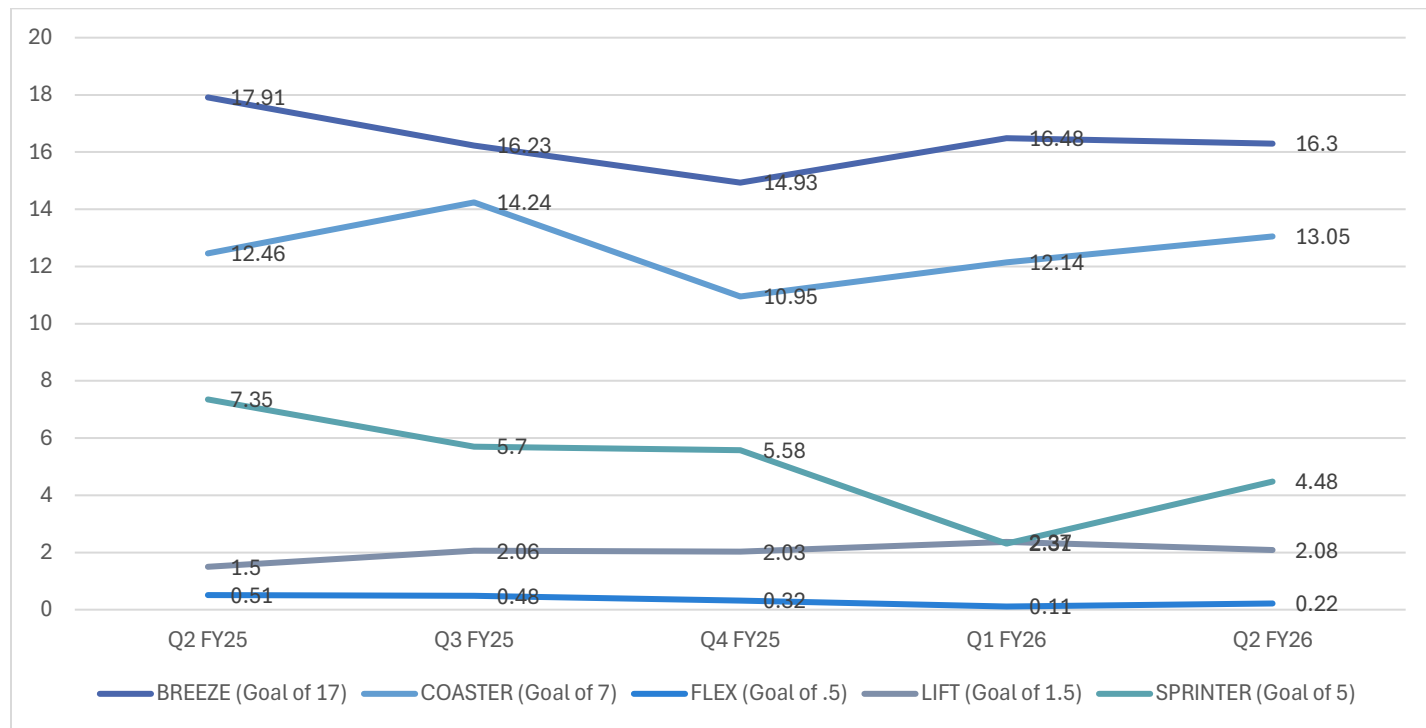
Overall systemwide feedback for Q2 FY26 is slightly higher than when compared to Q2 FY25. All core categories experienced decreases, except for service planning, policy and paratransit concerns, claims and accidents and safety issues.

Q2 FY26 vs Q2 FY25 Systemwide feedback by top Sub-Codes



Overall systemwide feedback for Q2 FY26 is higher by 3. All sub-code categories stayed the same or experienced decreases, except for Dangerous Driving, Information requests and Service requests.

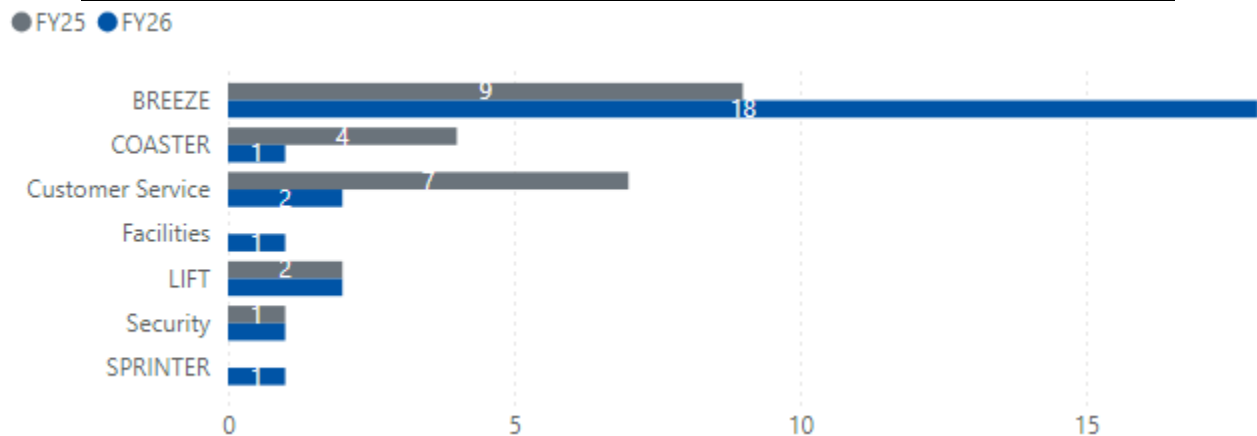
FY26 Systemwide feedback by Weighted Ridership



i Adjusted ridership count is based on mode. The ridership count is normalized based on the following breakout. BREEZE/COASTER/SPRINTER are by 100k passengers and FLIFT/FLEX are adjusted by 1K passengers.

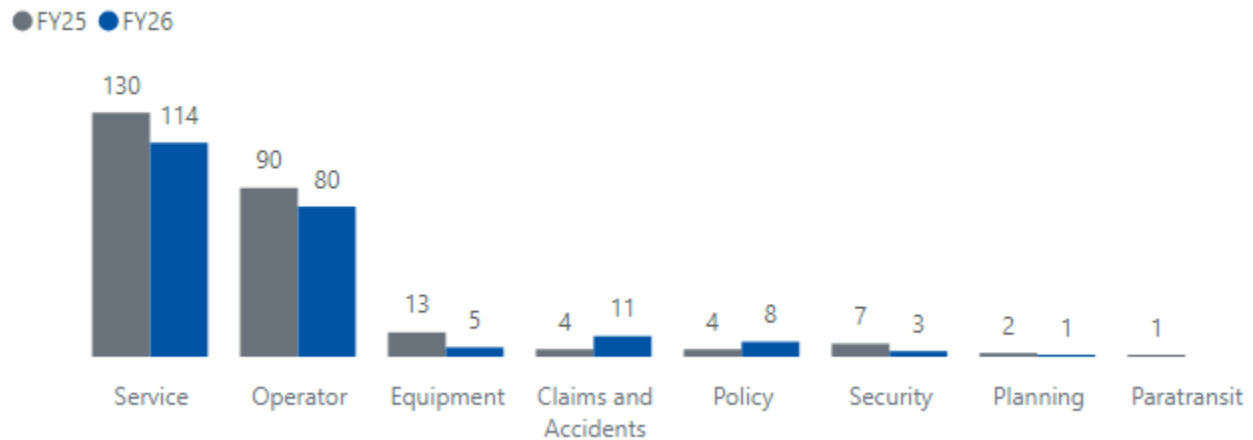
In Q2 FY26, systemwide feedback weighted by ridership is trending lower for all modes except COASTER and LIFT which are trending above their FY26 goals.

Q2 FY26 vs Q2 FY25 Systemwide Compliments by Department



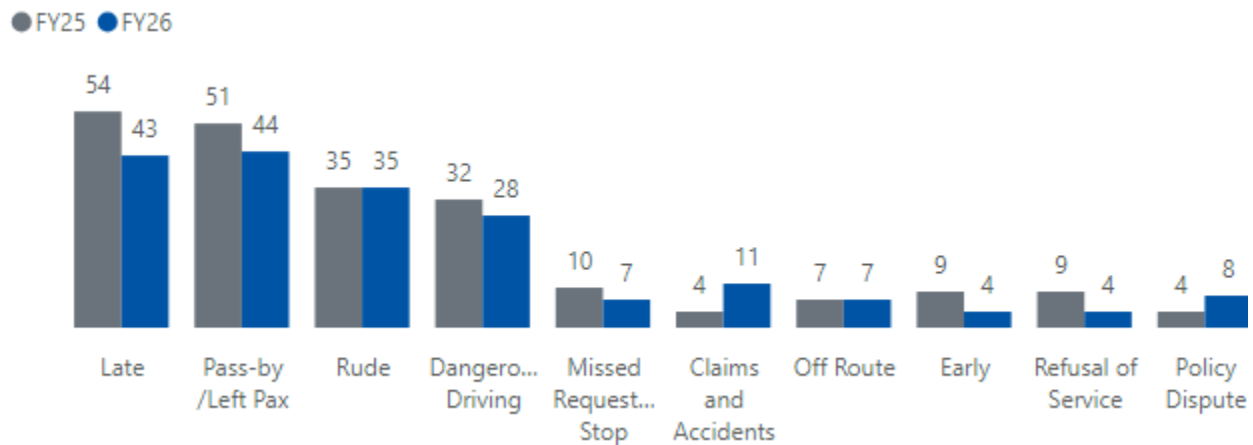
Systemwide compliments increased in Q2 FY26 compared to Q2 FY25, with NCTD receiving 26 vs. 23. Most departments saw gains or remained steady, except COASTER and Customer Experience, which decreased.

Q2 FY26 vs Q2 FY25 BREEZE feedback by Core Category



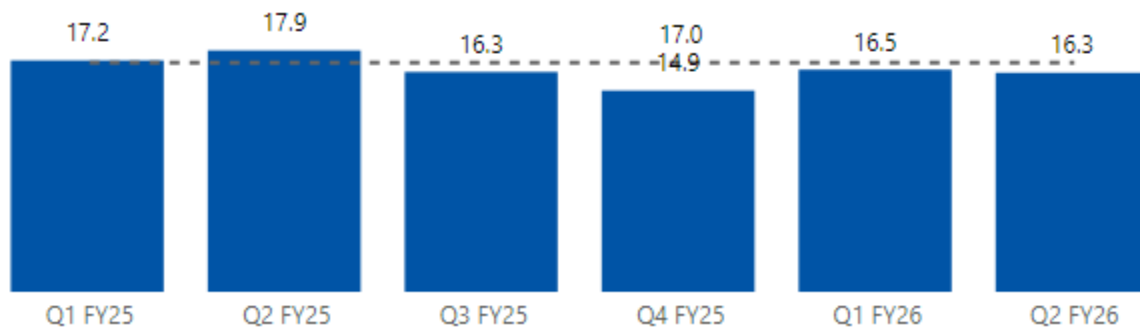
Feedback for BREEZE is lower this quarter than when compared to Q2 last year (222 vs 251). All core categories decreased except for Claims and Accidents, Policy and Paratransit.

Q2 FY26 vs Q2 FY25 BREEZE feedback by top Sub-Codes



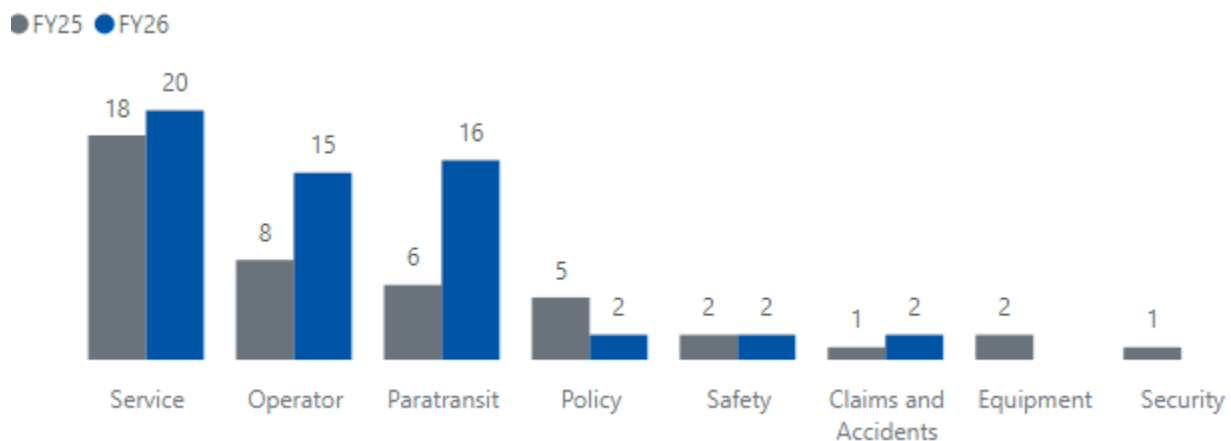
In Q2 FY26, BREEZE operations saw fewer concerns than Q2 FY25, with declines in late service, pass-by's, dangerous driving, missed stops, early service, and service refusals. However, Rude operator reports, Claims/Accidents, Off-route issues, and Policy disputes increased or remained unchanged.

BREEZE feedback by Weighted Ridership



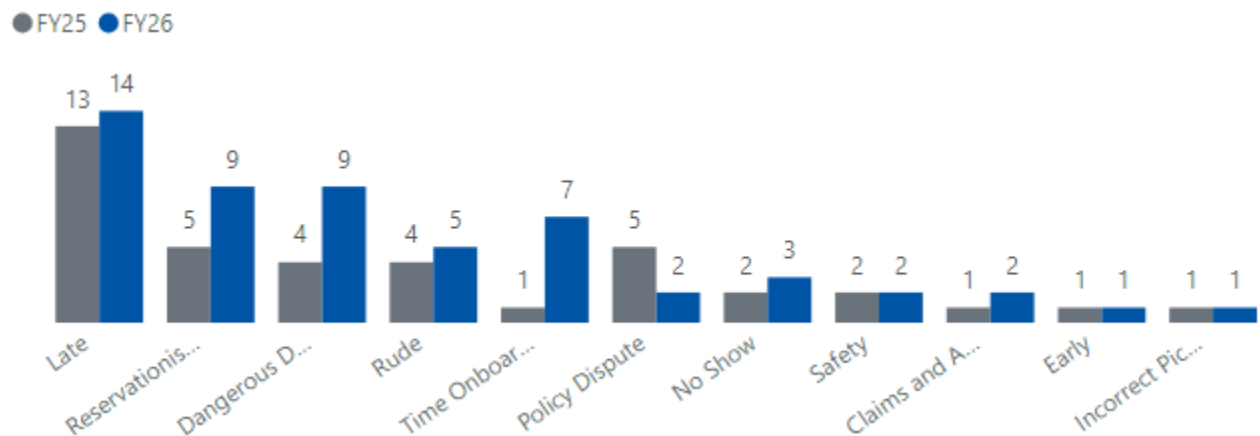
The FY26 goal for BREEZE is a maximum of 17 feedback reports per every 100,000 passengers. Q2 FY26 is trending below our target goal.

Q2 FY26 vs Q2 FY25 LIFT feedback by Core Category



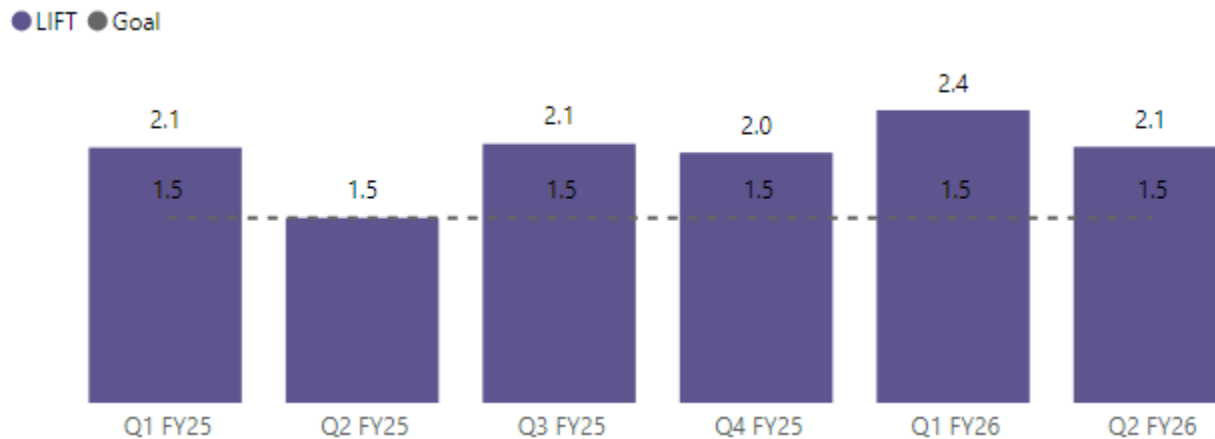
Feedback for LIFT is higher this quarter than when compared to Q2 last year (57 vs 43). This is due to an increase in concerns involving Service, Operator behavior, Paratransit issues and Claims and Accident concerns.

Q2 FY26 vs Q2 FY25 LIFT feedback by top Sub-Codes



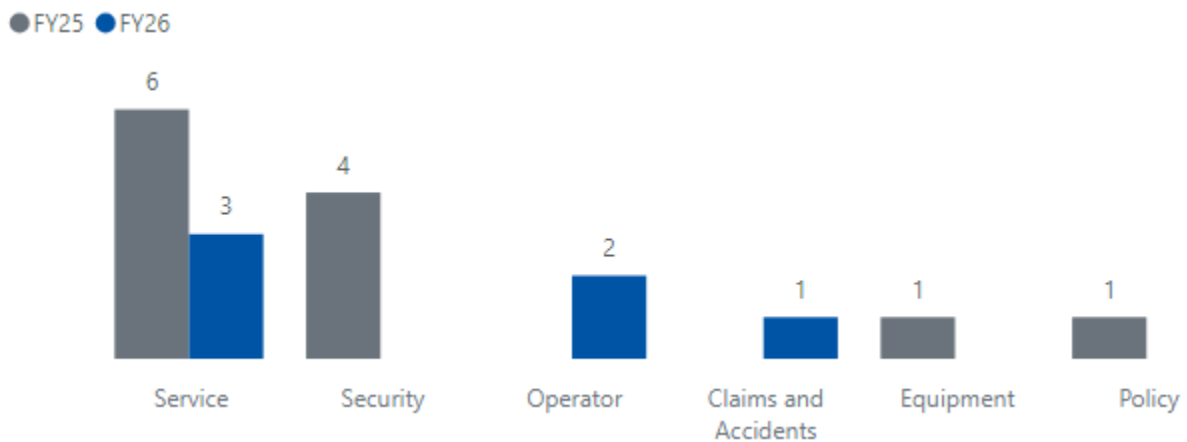
In Q2 FY26, LIFT feedback increased in late service, dangerous driving, dispatch issues, rude operator behavior, time-onboard violations, no-shows, and claims/accidents. Decreases or no change were seen in policy disputes, early service, safety concerns, and incorrect pick-up/drop-off locations.

LIFT feedback by Weighted Ridership



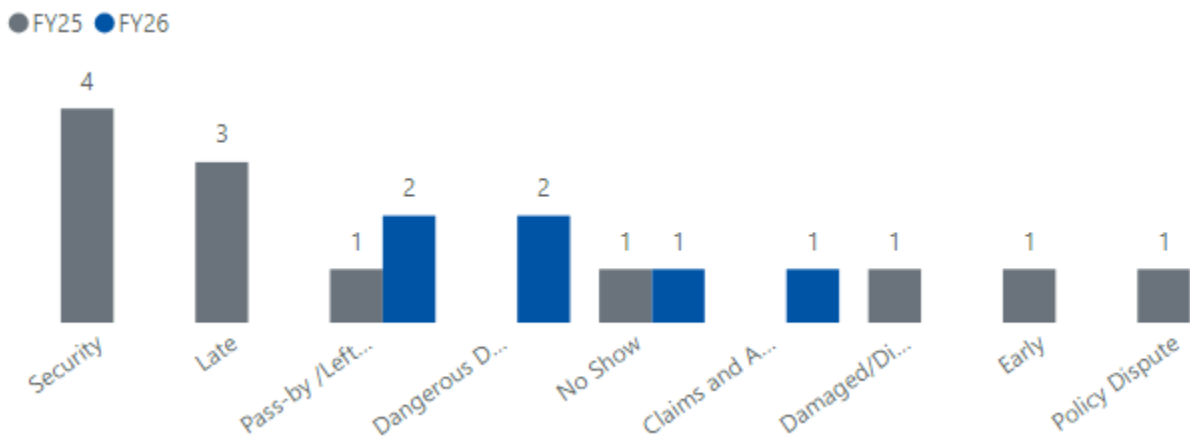
The FY26 goal for LIFT is a maximum of 1.5 feedback reports per every 1,000 passengers. Q2 FY26 results are trending above our target goal.

Q2 FY26 vs Q2 FY25 FLEX feedback by Core Category



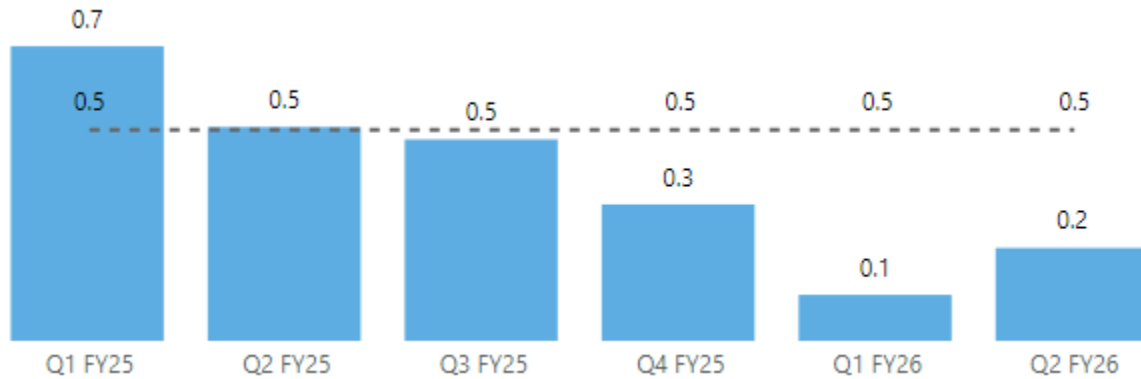
Feedback for FLEX is lower this quarter than when compared to Q2 last year because last fiscal year, NCTD+ feedback was included in the FLEX totals (6 vs 12).

Q2 FY26 vs Q1 FY25 FLEX feedback by top Sub-Codes



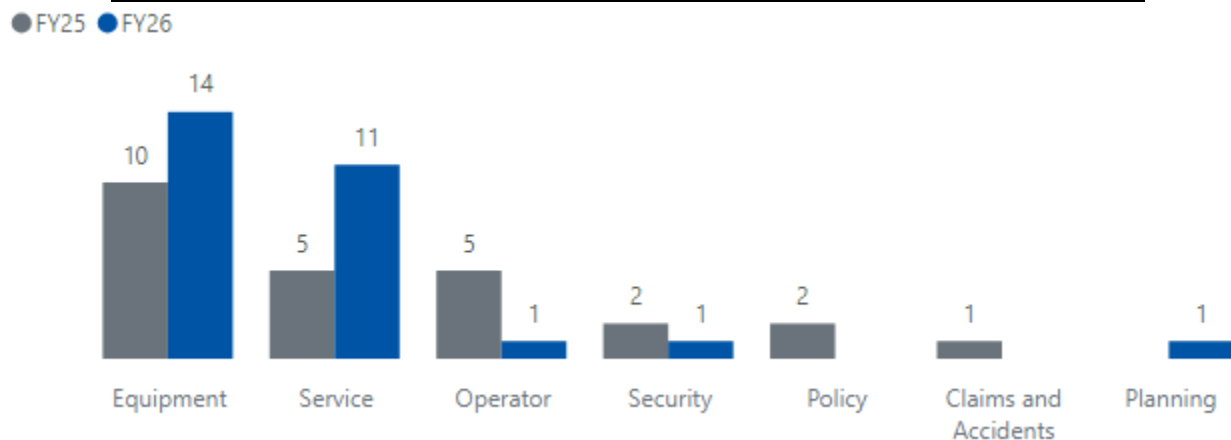
Feedback for FLEX is lower this quarter than when compared to Q2 last year because last fiscal year, NCTD+ feedback was included in the FLEX totals.

FLEX feedback by Weighted Ridership



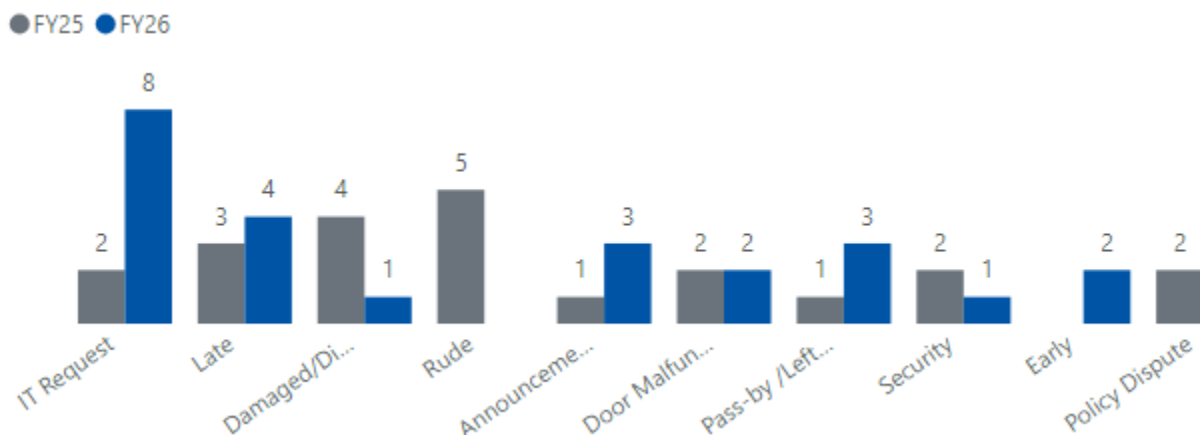
The FY26 goal for FLEX is a maximum of .5 feedback reports per every 1,000 rides. Q2 FY26 results are trending below the target goal.

Q2 FY26 vs Q2 FY25 COASTER feedback by Core Category



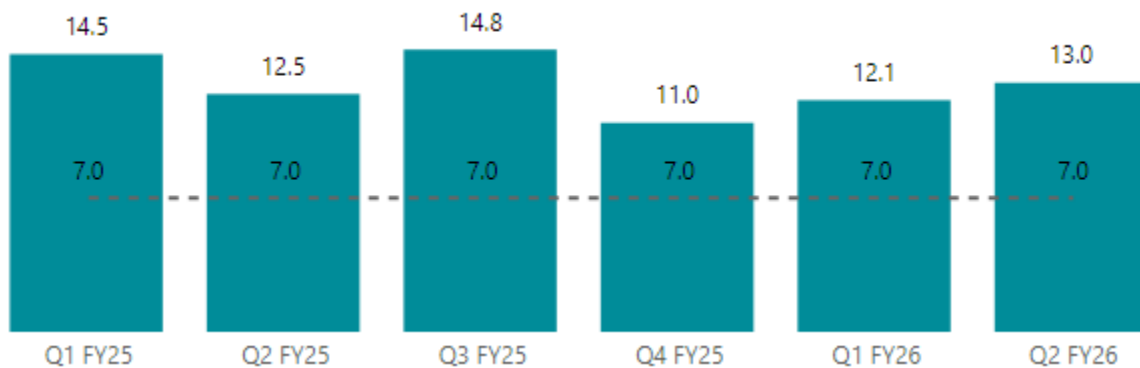
Feedback for COASTER is the higher this quarter than when compared to Q2 last year (28 vs 25). The increase was due to receiving were more equipment related concerns and policy issues.

Q2 FY26 vs Q2 FY25 COASTER feedback by top Sub-Codes



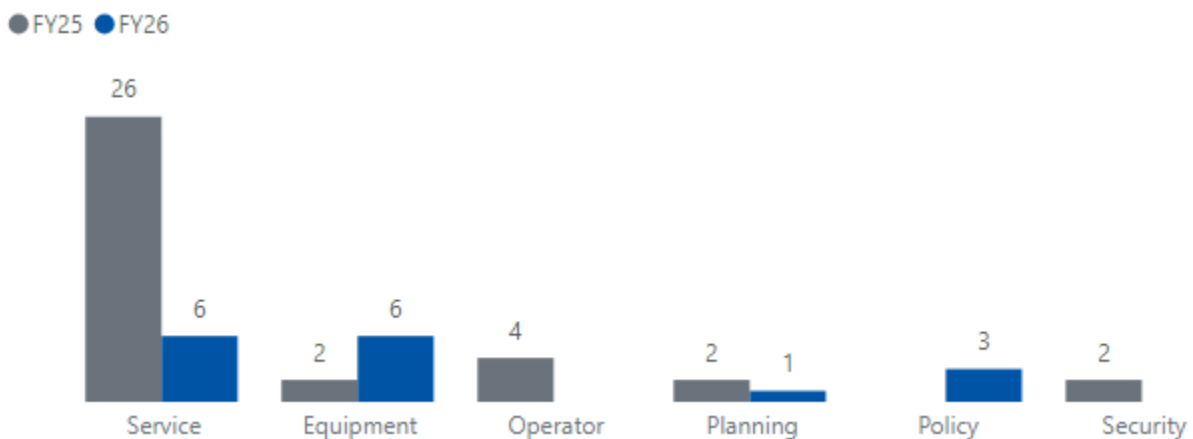
In Q2 FY26, COASTER saw increases in IT requests, late departures, announcement issues, left-passenger incidents, and early departures. Decreases were noted in vehicle damaged or dirty, rude operator reports, security concerns, and policy disputes.

COASTER feedback by Weighted Ridership



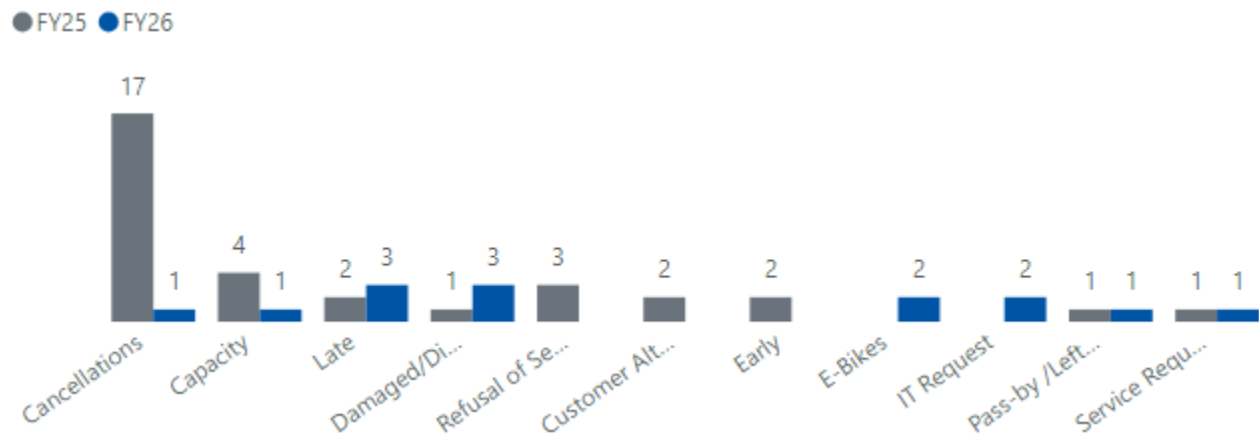
The FY26 goal for COASTER is a maximum of 7 feedback reports per every 100,000 rides. Q2 FY26 results are trending above our target goal.

Q2 FY26 vs Q2 FY25 SPRINTER feedback by Core Category



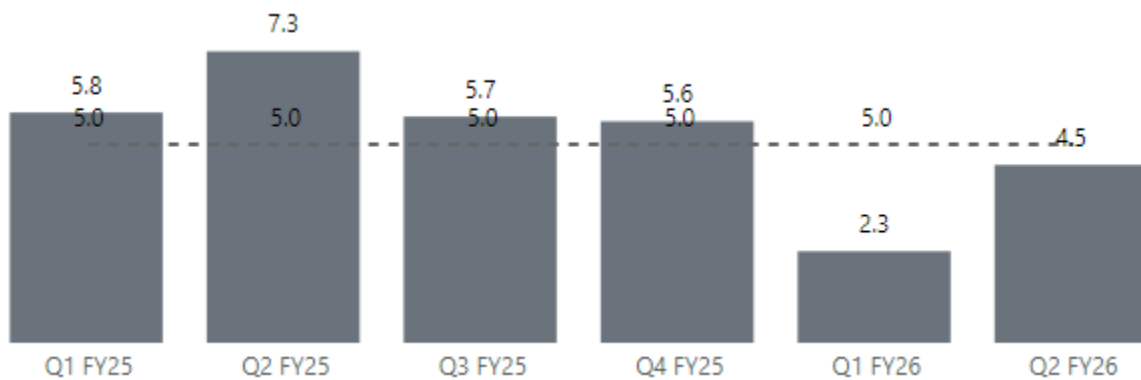
Feedback for SPRINTER is less this quarter than when compared to Q2 last year (16 vs 36). This is due to an decrease in Service issues, Operator, service planning issues and Security concerns. Conversely, policy and equipment related concerns increased.

Q2 FY26 vs Q2 FY25 SPRINTER feedback by top Sub-Codes



In Q2 FY26, SPRINTER saw fewer concerns about service cancellations, capacity, early service, service refusals, and customer altercations. However, late service, vehicle cleanliness/damage, e-bikes, IT requests, left passengers, and service requests increased or remained unchanged.

SPRINTER feedback by Weighted Ridership



The FY26 goal for SPRINTER is a maximum of 5 feedback reports per every 100,000 rides. Q2 FY26 results are trending below our target goal.

STAFF REPORT

RECEIVE THE QUARTERLY REPORT OF CONTRACT ACTIONS ISSUED UNDER THE CHIEF EXECUTIVE OFFICER'S AUTHORITY FOR THE SECOND QUARTER OF FY2026 (OCTOBER – DECEMBER 2025)

Time Sensitive: **Consent:**

**STAFF
RECOMMENDATION:**

Receive the quarterly report of contracts and/or contract modifications for the second quarter of FY2026 (October 1, 2025, to December 31, 2025) issued pursuant to the delegation of authority provided by the Board of Directors to the Chief Executive Officer in Board Policy No. 19 – *Delegation of Authority of the Chief Executive Officer*.

**BACKGROUND
INFORMATION:**

Pursuant to North County Transit – San Diego Railroad (NCTD) Board of Directors (Board) Policy No. 19 – *Delegation of Authority to the Chief Executive Officer*, the Chief Executive Officer or their designee may:

- Award a contract if the initial contract value does not exceed \$500,000 and is within the Board-adopted budget.
- Amend a contract of any value within the Board-adopted budget if the amendment does not exceed \$250,000, singular or cumulative value, and if the amendment does not involve a major change in scope, unless the amendment costs are reimbursable by a third party and an agreement for reimbursement is in place, in which event, the amendment may be of any value.

The Chief Executive Officer must:

- Report contract actions and amendments made in accordance with this authority to the Board on a quarterly basis.

The Chief Executive Officer has delegated authority for the execution of contracts to the Chief Operating Officer – General Services, following review and approval by the Deputy Chief Executive Officer/Chief General Counsel. The list of contract actions for FY2026-Q2 is included in Attachment 10A.

Staff recommends that the Board receive the quarterly report of contracts and/or contract modifications for the second quarter of FY2026 (October 1, 2025, to December 31, 2025), issued pursuant to the delegation of authority provided by the Board to the Chief Executive Officer in Board Policy No. 19.

ATTACHMENT:

10A – Original Commitments \$500,000 in Value or Less and Change Order Commitments \$250,000 in Value or Less

FISCAL IMPACT:

This staff report has no fiscal impact.

COMMITTEE REVIEW:

None

STAFF CONTACT:

Alex Denis, Chief Operating Officer – General Services
E-mail: adenis@nctd.org Phone: 760-966-6537

ATTACHMENT 10A

Original Commitments 500K in Value or Less and Change Order Commitments 250K in Value or Less
October 1, 2025 to December 31, 2025

Order Number	Original Order	Contract Modification	Supplier Description	Service/Product Description	Extended Cost	Fed Funds	Sole Source	Term Contract
37623	X		eBay	LED Converter	\$ 80.28	N		
37643	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 85.00	N		
37588	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 106.00	N		
37579	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 153.00	N		
37650	X		Pacific Metrology	SPR Calibration	\$ 236.59	N		
37599	X		Light Pole Covers	Light Pole Accessories	\$ 299.10	N		
37653	X		eBay	Ford Bracket Fuel Tube Support	\$ 309.89	N		
37586	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 323.00	N		
37626	X		eBay	TwinVision LED Sign Panel Cover	\$ 334.22	N		
37639	X		Pacific Metrology	SPRINTER Calibration Tools	\$ 364.00	N		
37644	X		Allie's Party Equipment	Canopy for Holiday Express	\$ 367.38	N		
37656	X		Bird Electronic dba Bird Technologies	Repair/Calibration Service	\$ 413.00	N		
37647	X		eBay	Cummins Oil Pan	\$ 422.02	N		
37604	X		FireKing	File Cabinet Key Replacements	\$ 482.63	N		
37634	X		Safelite Glass	Ford Windshield Replacement	\$ 509.14	N		
37655	X		Safelite Glass	Unit 299 Windshield Repair	\$ 509.57	N		
37616	X		AK Railroad Materials	Track Bolts	\$ 580.96	N		
37606	X		Pacific Metrology	SPRINTER Calibration Tools	\$ 613.00	N		
37645	X		eBay	Twinvision Control TV Clever Device	\$ 647.08	N		
37577	X		Zemarc Corporation	Lubricator Repairs	\$ 649.75	N		

Order Number	Original Order	Contract Modification	Supplier Description	Service/Product Description	Extended Cost	Fed Funds	Sole Source	Term Contract
37611	X		American Battery	Battery Recycling	\$ 649.76	N		
37581	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 727.00	N		
37628	X		eBay	Twinvision Sign Circuit Board	\$ 768.67	N		
37631	X		Wacky Buttons	Holiday Express Blinking Buttons	\$ 781.21	N		
37587	X		Coastal Occupational Medical Group dba Akeso Occupational Health	Physicals & Screenings	\$ 884.00	N		
37598	X		Leica Geosystems	Radio Test Equip Calibration	\$ 1,062.21	N		
37640	X		eBay	Cummins Flexible Hose	\$ 1,136.63	N		
37600	X		TechSmith	Snagit and Camtasia Software Keys	\$ 1,230.00	N		
37614	X		Aaron Ford of Escondido	Unit 22006 Programiming	\$ 1,251.76	N		
37648	X		UTCRAAS	Parts Shipping	\$ 1,306.45	N		
37607	X		Megadepot	Shackle Padlocks	\$ 1,407.89	N		
37584	X		Santie Oil Company	Fluids & Oils	\$ 1,435.81	N		
37608	X		Meteorcomm LLC	Radio Repair	\$ 2,074.04	N		
37573	X		Questivity, Inc.	Solarwinds Crossings Add	\$ 2,125.79	N		
37646	X		Accuride International	Locking Slides	\$ 2,218.71	N		
37624	X		Dust Collector Services, Inc.	Minor Maintenance/Repairs	\$ 2,265.00	N		
37641	X		Performance Truck Repair Inc.	Training Services	\$ 2,275.00	N		
37595	X		A to Z Enterprises, Inc. DBA RoadOne	Tow from LA Metro-Rodeo	\$ 2,400.00	N		
37601	X		Nexus Holding LLC dba Vortex	Door Repair - BOW	\$ 2,936.25	N		
37620	X		eBay	9 LED Designation Signs	\$ 3,312.35	N		
37622	X		Graffiti Shield, Inc.	Minor Maintenance/Repairs	\$ 3,644.12	N		
37636	X		Railhead Corporation	SPRINTER Safety Flags, Decals, Lights	\$ 3,730.31	N		
37630	X		The Glass Company, Inc.	Minor Maintenance/Repairs	\$ 3,800.00	N		

Order Number	Original Order	Contract Modification	Supplier Description	Service/Product Description	Extended Cost	Fed Funds	Sole Source	Term Contract
37571	X		Vapor Bus International division of WAB	Level 3 Mechanics Training	\$ 3,850.00	N		
37603	X		Downstream Services, Inc.	Minor Maintenance/Repairs	\$ 4,490.53	N		
37613	X		Araya Construction, Inc.	Minor Maintenance/Repairs	\$ 4,723.61	N		
37654	X		S & A Systems, Inc.	Employee Training	\$ 4,805.00	N		
37637	X		Allie's Party Equipment	Holiday Express: Chairs and Stanchion	\$ 4,839.59	N		
37596	X		Active Auto Collision	Repair to NRV 92318	\$ 4,923.73	N		
37580	X		Pump Engineering Co. dba QAIR C	Minor Maintenance/Repairs	\$ 4,950.00	N		
37591	X		Nexus Holding LLC dba Vortex	Minor Maintenance/Repairs	\$ 4,950.00	N		
37617	X		United Rentals	Minor Maintenance/Repairs	\$ 4,950.00	N		
37629	X		Lemkey Ent dba Oceanside Buggy	Oceanside Buggy Wash	\$ 4,999.00	N		
37578	X		Quality Lock & Security Service	Minor Maintenance/Repairs	\$ 4,999.99	N		
37590	X		Araya Construction, Inc.	Minor Maintenance/Repairs	\$ 4,999.99	N		
37592	X		Cal Systems, Inc.	Minor Maintenance/Repairs	\$ 4,999.99	N		
37593	X		Cal Systems, Inc.	Minor Maintenance/Repairs	\$ 4,999.99	N		
37594	X		Traffic Supply, Inc.	Miscellaneous Materials/Parts	\$ 4,999.99	N		
37612	X		Nexus Holding LLC dba Vortex	Minor Maintenance/Repairs	\$ 4,999.99	N		
37625	X		United Rentals	Minor Maintenance/Repairs	\$ 4,999.99	N		
37597	X		North County Locksmith	LECIP Keys/Vault Access Cards	\$ 5,000.00	N		
37610	X		Team Torque, Inc.	Calibration Services	\$ 5,000.00	N		
37609	X		Meteorcomm LLC	Radio Repair	\$ 5,514.08	N		
37583	X		SHI International Corp.	Email Signature Standardization	\$ 5,765.00	N		
37652	X		Raymond Allyn Business Supplies	Furniture - ETC Sheriff Touchdown	\$ 7,485.26	N		
25005		X	Southwest Mechanical Services	HVAC Replacement	\$ 7,724.57	N		
37649	X		Luminator Technology Group Glo	Designation Sign Training	\$ 8,000.00	Y		
37621	X		PRISM	Employee Assistance Program	\$ 8,973.15	N	X	
37638	X		Waxie Enterprises, LLC	Janitorial Supplies	\$ 14,044.32	N		
37627	X		Access Display Group	Minor Maintenance/Repairs	\$ 22,138.72	N		
37574	X		Motorola Solutions, Inc.	AVTEC Radio Dispatch Support	\$ 22,624.88	N		
37651	X		ESRI, Inc.	ARCGIS Renewal	\$ 23,702.40	N	X	

Order Number	Original Order	Contract Modification	Supplier Description	Service/Product Description	Extended Cost	Fed Funds	Sole Source	Term Contract
37582	X		APMFG Fabricators, Inc.	Bus Shelter-Bench-Trash Recepticle	\$ 27,013.79	N	X	
37040	X		A - Z Bus Sales	Additional Paint on 6 Cutaway Buses	\$ 36,429.02	N	X	
37576	X		GovConnection, Inc dba Connect	Unitrends Maint and Supplies	\$ 36,532.46	N		X
37633	X		Fleet Analytics	GPS and Diagnostics Hardware	\$ 44,640.00	N		X
37602	X		Blue Angel International LLC	Carts for Waste Rigs at COF	\$ 56,526.14	Y		
25062	X		Peacock Enterprises, Inc.	Batteries - Buses and Non-Revenue	\$ 77,538.76	Y		X
24031	X		Royal Entertainers	Holiday Express Characters	\$ 77,666.25	Y		
26011	X		Rite-Way Roof Corporation	OTC Customer Service Roof Replacement	\$ 79,558.28	N		
37632	X		Snap-On Industrial, division of IOS	Bus Maintenance Specialty Tools	\$ 82,114.36	N		
25065		X	Vincor Construction, Inc.	GAO Plumbing Improvements	\$124,902.53	Y		
25068	X		Shaw Integrated & Turf Solutions	GAO 1st and 2nd Floor Carpet Project	\$127,364.89	N		
37563	X		e-Track, Inc.	Electronic Key Cabinets	\$143,630.00	N		
26009	X		D&B Property Maintenance	Steam Cleaning Services	\$149,999.00	N		X
37572	X		Pure Cleaning Services	Commercial Pressure Cleaning Services	\$149,999.00	Y		X
37615	X		Vulcan, Inc.	Ballast and Aggregate Supply	\$160,000.00	Y		X
26010	X		Mackone	First and Second Floor Painting - GAO	\$164,691.46	N	X	
26007	X		Devin C Rouse dba DCRail Advisory	ZEST Program Support	\$225,000.00	N		X
26006	X		MCCi, LLC	LaserFiche Support	\$397,376.49	Y		X
26002	X		Courval Scheduling, Inc. dba CSCHEd	Scheduling Support Consulting Services	\$491,178.00	N		X
26013	X		Quinn Covarrubias	As-Needed Legal Services	\$499,999.99	N		X
26016	X		Hanna Brophy	As-Needed Legal Services	\$499,999.99	N		X

STAFF REPORT | **ADOPT RESOLUTION NO. 26-07 AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS, ASSURANCES, AND AUTHORIZED AGENT FORMS FOR CYCLE A OF THE FY2025-2026 LOW CARBON TRANSIT OPERATIONS PROGRAM FOR THE DEL MAR FAIRGROUNDS PLATFORM**

Time Sensitive: **Consent:**

STAFF RECOMMENDATION: Adopt Resolution No. 26-07 authorizing the execution of the Certifications, Assurances, and Authorized Agent Forms for Cycle A of the FY2025-2026 Low Carbon Transit Operations Program (LCTOP) for the Del Mar Fairgrounds Platform.

BACKGROUND INFORMATION: The San Diego Association of Governments (SANDAG) and the North County Transit – San Diego Railroad (NCTD) are leading efforts to replace the 107-year-old wooden trestle San Dieguito Rail Bridge, add 2.1 miles of track improvements, including 1.1 miles of new double track between Solana Beach and Del Mar, and add a special events platform at the Del Mar Fairgrounds for Amtrak Pacific Surfliner and NCTD COASTER trains.

The new special events platform will be located on the west side of the fairgrounds to reduce vehicular traffic congestion and provide improved transit options for special event attendees. The platform, upper passenger connection ramps, and stairs will be constructed within the existing NCTD-owned railroad right-of-way. The platform will accommodate trains with as many as 10 cars and is expected to reduce traffic on local streets during special events.

NCTD secured funding of \$53.9 million from the Federal Rail Administration (FRA) for the replacement of the San Dieguito Rail Bridge and has committed to fund \$36.4 million towards the construction of the platform, which includes LCTOP funds. LCTOP was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility. LCTOP’s program guidelines define the criteria for project eligibility.

Staff recommends that the Board of Directors Adopt Resolution No. 26-07 authorizing the execution of the Certifications, Assurances and Authorized Agent Forms for Cycle A of the FY2025-2026 Low Carbon Transit Operations Program for the Del Mar Fairgrounds Platform.

ATTACHMENT: 11A – Resolution No. 26-07

FISCAL IMPACT: There is no direct fiscal impact with adoption of this Board resolution; however, Board adoption of this resolution is required to receive funding under the LCTOP Program.

COMMITTEE REVIEW: None

STAFF CONTACT: **Eun Park-Lynch, Chief Financial Officer**
E-mail: eparklynch@nctd.org Phone: 760-967-2858

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

RESOLUTION NO. 26-07

**AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND
ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE DEL MAR FAIRGROUNDS PLATFORM (\$1.9 MILLION)**

WHEREAS, the North County Transit District, operating as North County Transit – San Diego Railroad and referred to herein as NCTD, is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

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

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, NCTD wishes to delegate authorization to execute these documents and any amendments thereto to Shawn M. Donaghy, Chief Executive Officer, and his designees;

WHEREAS, NCTD wishes to implement the LCTOP project listed above,

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

NOW THEREFORE, BE IT FURTHER RESOLVED that Shawn M. Donaghy, Chief Executive Officer, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW THEREFORE, BE IT FURTHER RESOLVED that Shawn M. Donaghy, Chief Executive Officer, has designated the following positions as NCTD Authorized Agents for the LCTOP program and any amendments thereto with the California Department of Transportation:

Eun Park-Lynch, Chief Financial Officer
Pete Kovacevic, Accounting Manager – Projects & Grants
Lauren Williams, Grants Administrator

NOW THEREFORE, BE IT FURTHER RESOLVED by the Board of Directors of the North County Transit District that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY2025-2026 Cycle A LCTOP funds:

Project Name: Del Mar Fairgrounds Platform

Amount of LCTOP funds requested: \$1,995,555

Description of Project: Construction of a special events passenger rail platform at the Del Mar Fairgrounds to provide direct intercity and COASTER rail service, eliminating the need for a rubber-wheel shuttle connection from the Solana Beach station. The project will increase transit ridership, reduce vehicle miles traveled, and decrease greenhouse gas emissions, by offering a one-seat ride to events attracting over one million annual visitors.

Benefits to Priority Populations: The Del Mar Fairgrounds Platform will improve the frequency, reliability, and travel time of passenger rail service along the LOSSAN corridor, enhancing transit access for low-income and disadvantaged communities throughout the greater San Diego region. Priority populations who depend on transit for access to employment, education, and regional destinations will benefit from improved connectivity and expanded service options, including direct access to employment opportunities at the Fairgrounds for transit-dependent workers, while providing an affordable transportation alternative for riders traveling to major regional destinations.

Contributing Sponsor: San Diego Association of Governments (SANDAG)

PASSED, APPROVED AND ADOPTED at the regular meeting of the Board of Directors of the North County Transit – San Diego Railroad this 16th day of April 2026.

BOARD CHAIR
North County Transit – San Diego Railroad

CERTIFICATION

I, Suheil Rodriguez, duly appointed and qualified, Clerk of the Board of the North County Transit District, do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Board of Directors of the North County Transit District adopted at a legally convened meeting of the Board of Directors of the North County Transit – San Diego Railroad held on the 16th day of April 2026.

CLERK OF THE BOARD
North County Transit – San Diego Railroad

RESOLUTION NO. 26-07

**AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND
ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE DEL MAR FAIRGROUNDS PLATFORM (\$1.9 MILLION)**

EXHIBIT A

CERTIFICATIONS AND ASSURANCES

FY 2025-2026 LCTOP Certifications and Assurances

Lead Agency: North County Transit District

Project Title: Del Mar Fairgrounds Platform

Prepared by: North County Transit District

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, the Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call

verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
 - a. Annual Project Activity Reports October 30th each year.
 - b. A Close Out Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
 - d. Project Outcome Reporting as defined by CARB Funding Guidelines.
 - e. Jobs Reporting as defined by CARB Funding Guidelines.
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs subject to repayment by the Lead Agency to the State.

Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.
3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Shawn M. Donaghy
(Print Authorized Agent)

Chief Executive Officer
(Title)

(Signature)

(Date)

RESOLUTION NO. 26-07

**AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND
ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE DEL MAR FAIRGROUNDS PLATFORM (\$1.9 MILLION)**

EHIBIT B

AUTHORIZED AGENT FORM

**FY 2025-2026 LCTOP
Authorized Agent**

AS THE **Chief Executive Officer**

(Chief Executive Officer/Director/President/Secretary)

OF THE **North County Transit District**

(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Eun Park-Lynch, Chief Financial Officer *OR*
(Name and Title of Authorized Agent)

Pete Kovacevic, Accounting Manager – Projects & Grants *OR*
(Name and Title of Authorized Agent)

Lauren Williams, Grants Administrator
(Name and Title of Authorized Agent)

Shawn M. Donaghy Chief Executive Officer
(Print Name) *(Title)*

(Signature)

Approved
this 16th *day of* April 20 26

STAFF REPORT

ADOPT RESOLUTION NO. 26-08 AUTHORIZING PARTICIPATION IN THE CALIFORNIA DISASTER AND CIVIL DEFENSE MASTER MUTUAL AID AGREEMENT

Time Sensitive: **Consent:**

STAFF RECOMMENDATION:

Adopt Resolution No. 26-08 authorizing NCTD to enter into the California Disaster and Civil Defense Master Mutual Aid Agreement and directing staff to file a certified copy of the Resolution with the California Governor's Office of Emergency Services (State Disaster Council).

BACKGROUND INFORMATION:

The California Disaster and Civil Defense Master Mutual Aid Agreement ("Master Mutual Aid Agreement") establishes California's statewide framework for public agencies to provide and receive assistance during disasters and emergencies. Participation allows agencies to request or furnish personnel, equipment, and other resources to support emergency response and recovery efforts.

The North County Transit District, operating under and pursuant to Public Utilities Code sections 125000, et seq., and operating as North County Transit – San Diego Railroad ("NCTD"), is also evaluating participation in the California On-Scene Emergency Coordination (CALCORD) system administered by the California Governor's Office of Emergency Services (CalOES), which provides a statewide interoperability communication channel for on-scene coordination during multi-agency emergencies. Participation in CALCORD requires NCTD to first be a signatory to the Master Mutual Aid Agreement.

By entering into the Master Mutual Aid Agreement, NCTD would become part of California's established mutual aid system. This would allow NCTD to request assistance from other jurisdictions during emergencies and, when resources are available, to provide assistance to other agencies.

Participation is voluntary and subject to the availability of NCTD resources. Any personnel deployed under mutual aid remain employees of NCTD, and NCTD retains responsibility for their compensation and workers' compensation coverage. Mutual aid is generally provided without reimbursement unless otherwise authorized.

Staff recommends that the Board of Directors adopt Resolution No. 26-08 authorizing participation in the Master Mutual Aid Agreement. Following approval of the Master Mutual Aid Agreement, staff anticipates evaluating and, if appropriate, executing the CALCORD Agreement administratively.

ATTACHMENT:

12A – Draft Resolution No. 26-08 Authorizing Participation in the California Disaster and Civil Defense Master Mutual Aid Agreement

FISCAL IMPACT:

There is no fee to enter into the Master Mutual Aid Agreement. Potential costs may arise if NCTD provides mutual aid, including personnel time and equipment use, which are generally not reimbursed unless otherwise authorized.

COMMITTEE REVIEW:

None

STAFF CONTACT:

Lori A. Winfree, Deputy Chief Executive Officer and Chief General Counsel
E-mail: lwinfree@nctd.org Phone: 760-966-6532

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

RESOLUTION NO. 26-08

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE NORTH COUNTY TRANSIT DISTRICT
AUTHORIZING PARTICIPATION IN THE CALIFORNIA DISASTER AND
CIVIL DEFENSE MASTER MUTUAL AID AGREEMENT**

WHEREAS, the State of California has established the California Disaster and Civil Defense Master Mutual Aid Agreement (“Master Mutual Aid Agreement”) to facilitate the provision of mutual aid among public agencies during emergencies and disasters; and

WHEREAS, participation in the Master Mutual Aid Agreement enables public agencies to request and provide personnel, equipment, and other resources to support emergency response and recovery efforts; and

WHEREAS, the North County Transit District, operating under and pursuant to Public Utilities Code sections 125000, et seq., and operating as North County Transit – San Diego Railroad (“NCTD”), desires to participate in the statewide mutual aid system to enhance its ability to respond to emergencies and coordinate with other public agencies; and

WHEREAS, the Master Mutual Aid Agreement requires approval by resolution of the NCTD Board of Directors (Board);

NOW, THEREFORE, BE IT RESOLVED that the Board of NCTD hereby:

1. Approves participation in the California Disaster and Civil Defense Master Mutual Aid Agreement;
2. Authorizes the Chief Executive Officer, or designee, to execute all documents necessary to effectuate NCTD’s participation in the Agreement; and
3. Directs staff to file a certified copy of this Resolution with the State Disaster Council through the California Governor's Office of Emergency Services.

PASSED, APPROVED AND ADOPTED at the regular meeting of the Board of Directors of the North County Transit - San Diego Railroad this 16th day of April 2026.

BOARD CHAIR
North County Transit - San Diego Railroad

CERTIFICATION

I, Suheil Rodriguez, duly appointed and qualified, Clerk of the Board of the North County Transit District, do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Board of Directors of the North County Transit District adopted at a legally convened meeting of the Board of Directors of the North County Transit - San Diego Railroad held on the 16th day of April 2026.

CLERK OF THE BOARD
North County Transit - San Diego Railroad

STAFF REPORT | **APPROVE TASK ORDER AGREEMENT NO. 01 TO AGREEMENT NO. 26000 WITH MOFFATT AND NICHOL FOR PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE**

Time Sensitive: **Consent:**

STAFF RECOMMENDATION: Approve Task Order No. 01 to Agreement No. 26000 with Moffatt & Nichol for preliminary engineering plans and environmental clearance services for rail improvements along the SPRINTER Corridor between Palomar College Station and the Escondido Transit Center in an amount not to exceed \$12,200,431.31.

BACKGROUND INFORMATION: On June 26, 2024, the North County Transit – San Diego Railroad (NCTD) was selected to receive an FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in the amount of \$10,208,556 for preliminary engineering and environmental clearance for rail improvements along the easternmost portion of the SPRINTER rail corridor between Palomar College Station and the Escondido Transit Center. With the required NCTD match, the total project budget is \$12,760,695.

The proposed project includes preliminary engineering and planning for approximately 3.6 miles of double track, three new bridges, a new station platform, and grade crossing improvements. To support these deliverables, NCTD proposes a comprehensive public and stakeholder outreach program, engaging both internal and external stakeholders to ensure regional coordination and local support for future transportation improvements.

On November 20, 2025, the NCTD Board of Directors (Board) awarded Agreement No. 26000 to Moffatt & Nichol for As-Needed Engineering and Environmental Services for SPRINTER Corridor Infrastructure Improvements. Staff sent the Scope of Work to Moffatt & Nichol on January 23, 2026. The final proposal was 1.47% less than the Independent Cost Estimate (ICE) that was completed by staff prior to the request for proposal. Staff determined the price to be fair and reasonable.

Staff recommends that the Board award Task Order No. 01 under Agreement No. 26000 to Moffatt & Nichol for preliminary engineering and environmental clearance services for rail improvements along the SPRINTER Corridor between Palomar College Station and the Escondido Transit Center in an amount not to exceed \$12,200,431.31.

ATTACHMENT: None

FISCAL IMPACT: The total fiscal impact of the proposed contract action is not to exceed \$12,200,431.31. Funding will be provided through the FY 2024 RAISE grant in the amount of \$10,208,556, with the balance funded by local matching funds programmed under Project No. 726001, which has a total approved budget of \$12,760,695.

COMMITTEE REVIEW: None

STAFF CONTACT: Tracey Foster, Chief Development Officer
E-mail: tfoster@nctd.org Phone: 760-966-6674

STAFF REPORT

AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN AGREEMENT TO LEASE 398 VIA EL CENTRO, OCEANSIDE, CA

Time Sensitive: Consent:

STAFF RECOMMENDATION:

Authorize the Chief Executive Officer (CEO) to execute an agreement to lease 398 Via El Centro located in Oceanside, CA for not-to-exceed seven years and an amount not-to-exceed \$1,718,262, and also authorize the CEO to exercise one additional five-year option to further extend the lease term, if it is determined to be in the best interest of NCTD, in an amount not-to-exceed \$1,583,845, for a total not-to-exceed amount of \$3,302,107, should option years be exercised.

BACKGROUND INFORMATION:

The North County Transit District, operating as North County Transit – San Diego Railroad (NCTD), proposes to lease a 12,000-square foot industrial building at 398 Via El Centro in Oceanside (“Facility”) for its Maintenance of Way (MOW) and Maintenance of Signal (MOS) operations. The Facility will house work trucks and specialized vehicles and a large inventory of spare railroad parts, and provides office space for NCTD’s MOW and MOS departments.

The lease will commence on September 1, 2026, with early occupancy in May, and three months of rent abatement. The initial lease term is for seven years, expiring on August 30, 2033, with an optional five-year term from September 1, 2033 through August 30, 2038. The proposed lease rate is \$15,000 per month. In accordance with the lease terms, the rental rate will escalate to 4% per year, and staff has determined that the rental rate is at current market rent value (fair market value).

In addition to the rent under the terms of the lease, NCTD will also pay common area maintenance (CAM) fees. The monthly amount is estimated and reconciled each year to the actual expenses incurred by the lessor. Calendar year 2026 CAM fees are projected to be \$3,840 per month and are estimated to escalate at 3% annually.

The proposed rent and CAM expenses are as follows:

Lease Term	Annual Rent	Estimated Annual CAM	Total Rent
September 1, 2026 - August 30, 2027	\$ 135,000	\$ 34,560	\$ 169,560
September 1, 2027 - August 30, 2028	\$ 187,200	\$ 47,462	\$ 234,662
September 1, 2028 - August 30, 2029	\$ 194,688	\$ 48,886	\$ 243,574
September 1, 2029 - August 30, 2030	\$ 202,476	\$ 50,353	\$ 252,829
September 1, 2030 - August 30, 2031	\$ 210,575	\$ 51,864	\$ 262,439
September 1, 2031 - August 30, 2032	\$ 218,998	\$ 53,420	\$ 272,418
September 1, 2032 - August 30, 2033	\$ 227,758	\$ 55,023	\$ 282,781
Initial Lease Term Total			\$ 1,718,262

Optional Lease Term	Annual Rent	Estimated Annual CAM	Total Rent
September 1, 2033 - August 30, 2034	\$ 236,868	\$ 56,674	\$293,542
September 1, 2034 - August 30, 2035	\$ 246,343	\$ 58,374	\$304,717
September 1, 2035 - August 30, 2036	\$ 256,197	\$ 60,125	\$316,322
September 1, 2036 - August 30, 2037	\$ 266,445	\$ 61,929	\$328,374
September 1, 2037 - August 30, 2038	\$ 277,103	\$ 63,787	\$340,890
Initial Lease Term Total			\$1,583,845
TOTAL NOT TO EXCEED LEASE VALUE			\$3,302,107

The 12,000-square-foot space will be delivered by the landlord in turnkey condition, providing new flooring and paint, restroom and breakroom upgrades, and the landlord will ensure all HVAC, electrical, plumbing and loading doors are in good working condition. Landlord is also offering an exclusive one-year period right of first offer and right of first refusal to purchase the entire property.

Based upon the foregoing, staff recommends the Board authorize the CEO to execute an agreement to lease 398 Via El Centro located in Oceanside, CA for not-to-exceed seven years and an amount not-to-exceed \$1,718,262, and also authorize the CEO to exercise one additional five-year option to further extend the lease term, if it is determined to be in the best interest of NCTD, in an amount not-to-exceed \$1,583,845, for a total not-to-exceed amount of \$3,302,107 should option years be exercised.

ATTACHMENT: None

FISCAL IMPACT: The fiscal impact for the proposed lease is \$1,729,782, and \$1,583,845 for the option to extend, for a total of \$3,313,627. There is no fiscal impact for FY2026 and future lease expenditures will be programmed into future fiscal year operating budgets as required.

COMMITTEE REVIEW: None

STAFF CONTACT: Tracey Foster, Chief Development Officer
E-mail: tfoster@nctd.org Phone: 760-966-6674

STAFF REPORT

**RECEIVE PRESENTATION ON GRADE SEPARATION
PRIORITIZATION**

Time Sensitive: **Consent:**

**STAFF
RECOMMENDATION:**

Receive a presentation on Grade Separation Prioritization.

**BACKGROUND
INFORMATION:**

North County Transit – San Diego Railroad (NCTD) continues to coordinate with member agencies and regional partners to advance grade separation projects that improve safety, reduce conflicts, and enhance transit reliability. Consistent with Board Policy No. 18 – *Railroad Safety and Community Enhancement Projects*, NCTD supports locally initiated rail-based projects and collaborates with jurisdictions to advance projects through planning, funding, and implementation.

Staff has developed a list of priority projects based on NCTD operational needs and is working with SANDAG, who is developing a regionwide approach to identify and prioritize grade separation opportunities throughout San Diego County. This effort includes identifying representative grade crossing locations within each jurisdiction and evaluating them based on considerations such as safety, operational benefits to rail and bus service, and project readiness.

The following locations have been identified for evaluation, with one representative priority location selected per jurisdiction and listed alphabetically:

- City of Carlsbad: Grand Avenue to Tamarack Avenue
- City of Del Mar: Coast Boulevard
- City of Encinitas: Leucadia Boulevard
- City of Escondido: Nordahl Road
- City of Oceanside: El Camino Real
- City of San Diego: Washington Street
- City of San Marcos: Pacific Street & Mission Road
- City of Solana Beach: N/A
- City of Vista: Vista Village
- County of San Diego: Buena Creek

NCTD’s operational prioritization is informed by prior studies, including the North County Comprehensive Multimodal Corridor Plan (CMCP), the BREEZE Speed & Reliability Study, and priorities identified through the Rail Safety & Community Enhancement Committee in March 2023.

Member jurisdictions may consider federal and state funding sources, including the Federal Railroad Administration’s Railroad Crossing Elimination (RCE) Program, Caltrans Sustainable Transportation Planning Grants, and federal and state earmarks, to support development and implementation.

Staff will present an overview of the prioritization approach, the resulting priority list, and ongoing efforts.

ATTACHMENT: 15A – Grade Separation Prioritization Presentation

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Tracey Foster, Chief Development Officer**
E-mail: tfoster@nctd.org Phone: 760-966-6674

Grade Separation Prioritization



Board Meeting
April 16, 2026

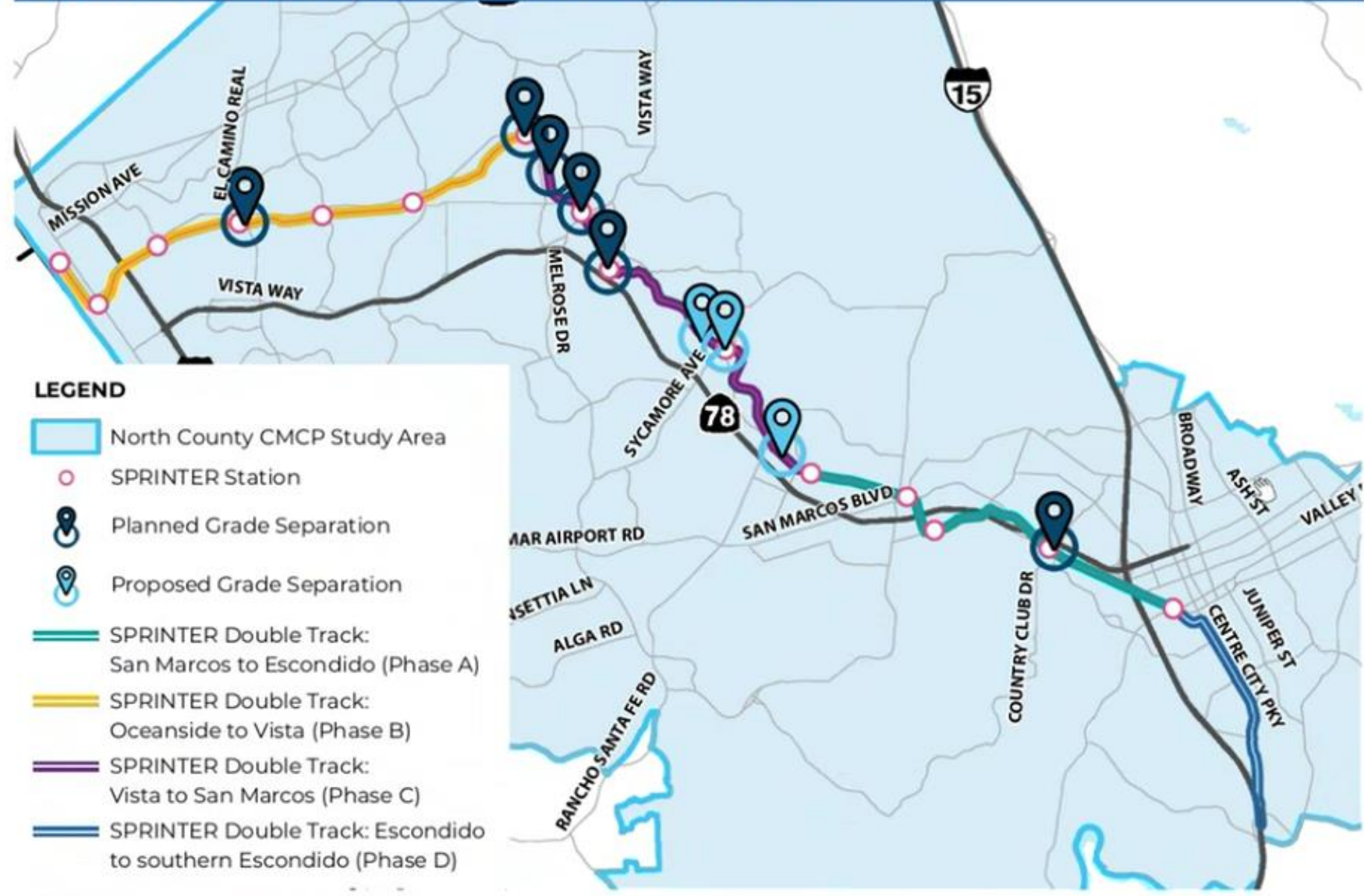
COASTER SPRINTER BREEZE FLEX *LIFT* NCTD

Board Policy No. 18, *Railroad Safety and Community Enhancement Projects*

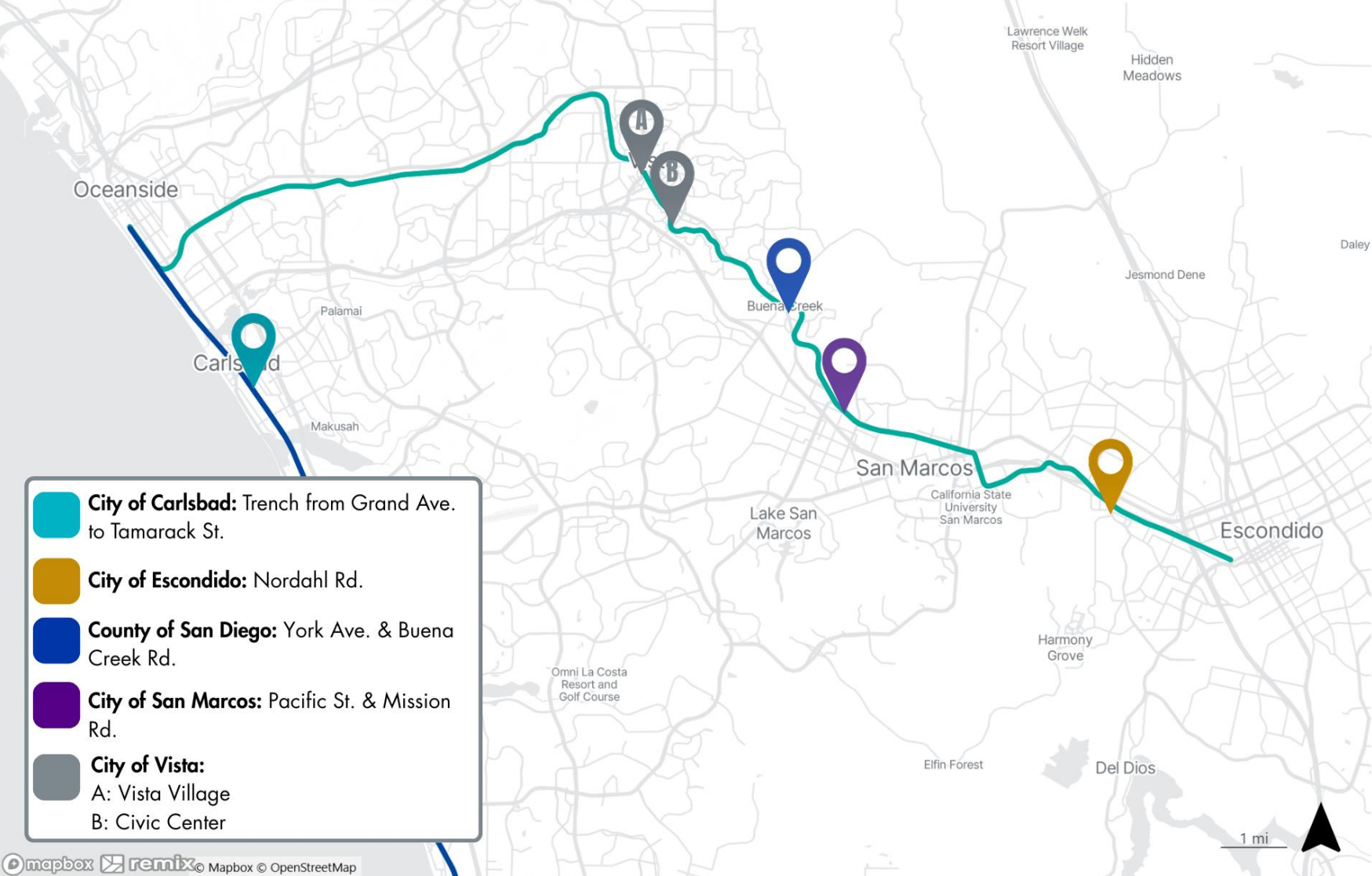
- Provides a framework for NCTD's cooperation on locally initiated, rail-based projects.
- Reiterates NCTD's support of local projects that enhance the quality of life for communities and support safe railroad operations.
- Provides a process for continuous collaboration to improve efficiency in project implementation.
- Supports consensus building and plan development to increase opportunities for grants, cost sharing and other benefits.
- Anticipates full project delivery cycle from concept to implementation to long-term operation and maintenance.

North County Comprehensive Multimodal Corridor Plan (CMCP): Grade Separation Recommendations

Planned and Proposed Grade Separation

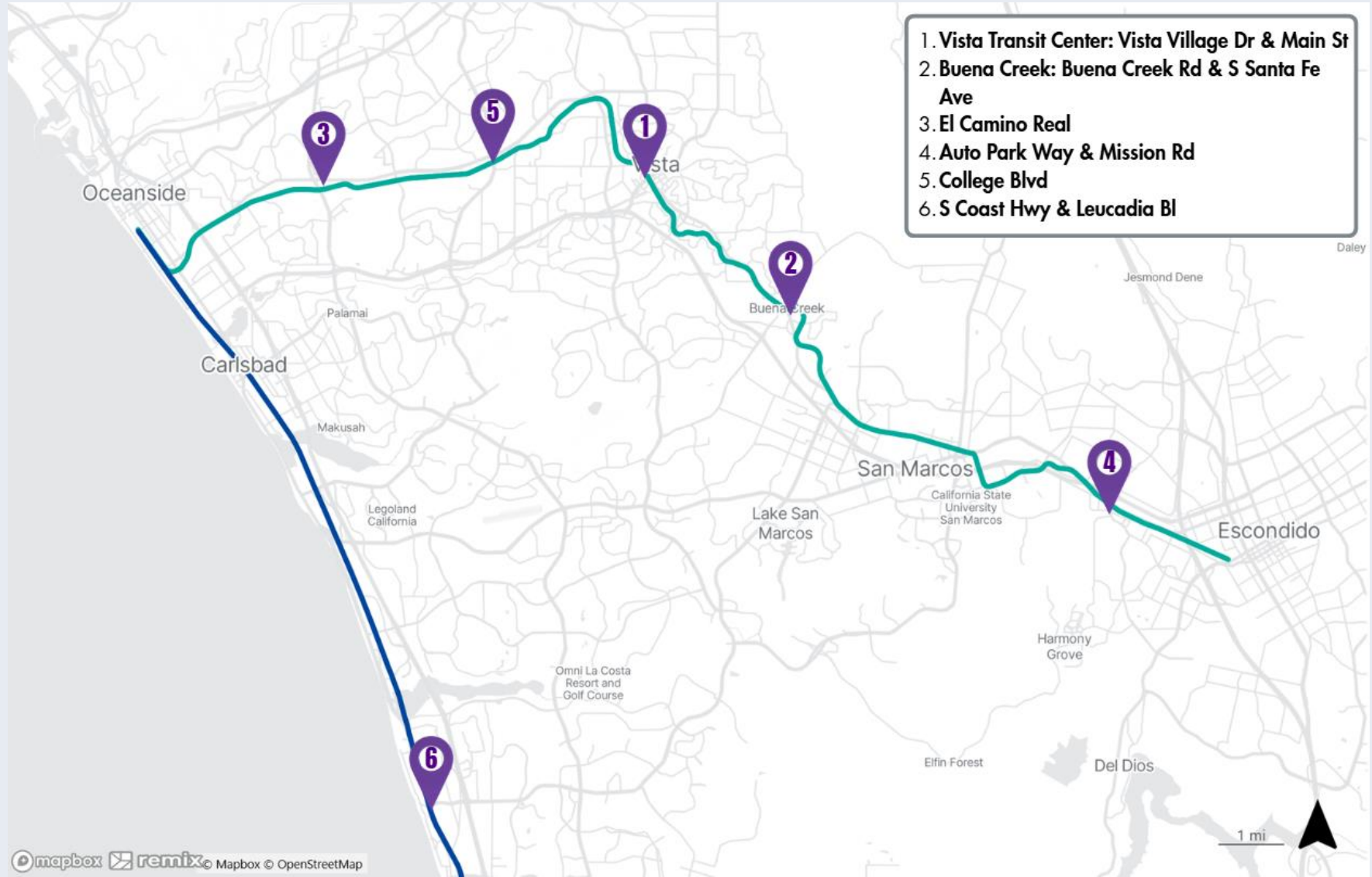
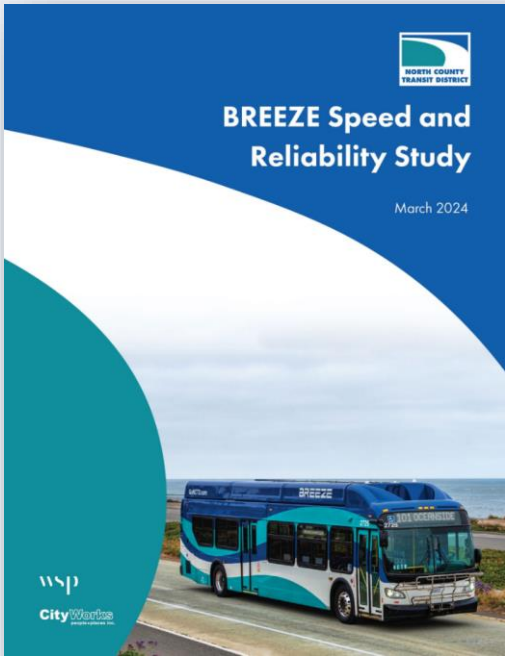


Rail Safety and Community Enhancement Committee Priorities from March 20, 2023



mapbox remix © Mapbox © OpenStreetMap

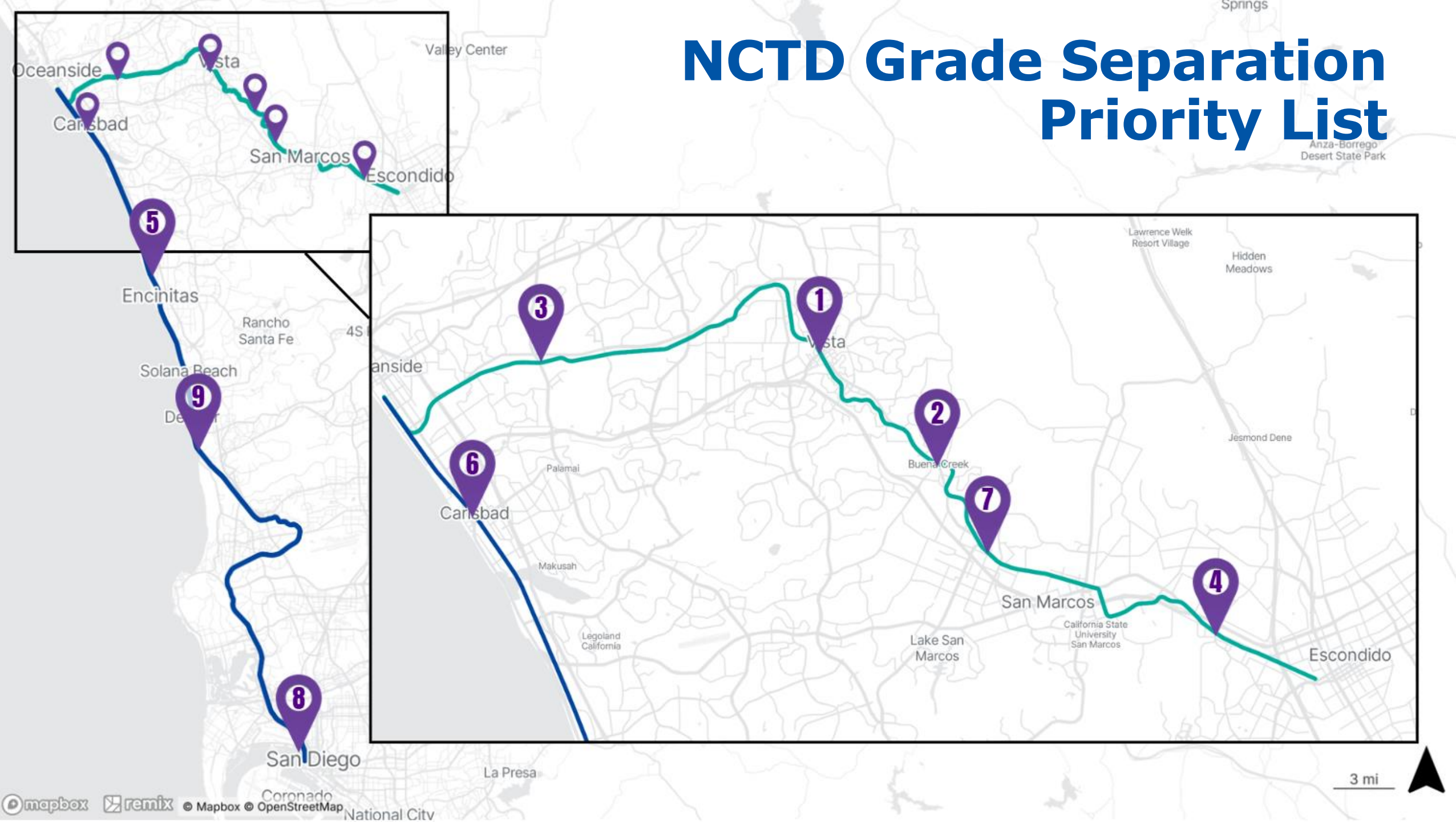
BREEZE Speed & Reliability:



NCTD Grade Separation Priority List

- 1. City of Vista:** Vista Village
- 2. County of San Diego:** Buena Creek
- 3. City of Oceanside:** El Camino Real
- 4. City of Escondido:** Nordahl Road
- 5. City of Encinitas:** Leucadia Boulevard
- 6. City of Carlsbad:** Grand Avenue to Tamarack Avenue
- 7. City of San Marcos:** Pacific Street & Mission Road
- 8. City of San Diego:** Washington Street
- 9. City of Del Mar:** Coast Boulevard

NCTD Grade Separation Priority List



Grade Separation Grant Strategy

Railroad Crossing Elimination (RCE) Program – Federal Railroad Administration

- Provides funding for planning and construction of highway-rail and pathway-rail grade crossing improvement projects with an emphasis on safety and the mobility of people and goods
- Next Notice of Funding Opportunity (NOFO) expected Fall 2026

Sustainable Transportation Planning Grants – Caltrans

- Funds transportation planning projects that support and implement Regional Transportation Plan Sustainable Communities Strategies
- Has historically provided funds for grade separation studies
- Next Call for Projects expected Fall 2026

Federal/State Earmarks

- Funds requested by federal and state representatives for local projects
- Smaller scale, can potentially support grade separation planning studies

Ongoing Efforts

- Vista Transit Center Grade Separation Study: City of Vista & NCTD
- Carlsbad Village Trench: SANDAG, City of Carlsbad & NCTD
- Buena Creek: County of San Diego & NCTD
- Cross Connect Study: City of Encinitas
- SANDAG Regional Rail Crossings Study

FINAL VISTA VILLAGE TRANSIT CENTER GRADE SEPARATION STUDY



July 17, 2025

Prepared for:



NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

810 Mission Avenue
Oceanside, CA 92054

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

Questions?

STAFF REPORT

**REVIEW AND CONSIDER FARE CHANGE PROPOSAL
RECOMMENDATION**

Time Sensitive: **Consent:**

**STAFF
RECOMMENDATION:**

Staff recommends that North County Transit – San Diego Railroad’s (NCTD) Board of Directors:

1. Receive and consider public feedback in accordance with San Diego Associations of Governments (SANDAG) Board Policy 025.E.1.1; and
2. Approve and forward a recommendation to SANDAG to adopt the proposed amendments to the Regional Comprehensive Fare Ordinance, as outlined in Attachment A.

**BACKGROUND
INFORMATION:**

The San Diego Association of Governments (SANDAG) is responsible for establishing the Regional Comprehensive Fare Ordinance and, as part of that role, periodically conducts a Regional Transit Fare Structure Study (“Fare Change Study”) in coordination with NCTD and the San Diego Metropolitan Transit System (MTS).

Fare revenue represents approximately 7% of the NCTD operating budget (about \$12.5 million annually) and is a key source of transit service funding. Fare revenue is a flexible funding source and can be used to cover labor, fuel, maintenance, and other recurring costs of providing transit service in San Diego County. SANDAG, NCTD and MTS periodically update the regional fare structure to ensure prices reflect financial needs, market conditions, and ongoing technological improvements.

SANDAG, NCTD and MTS initiated the Fare Change Study in Summer 2025 to review the potential ridership and revenue impacts of raising ticket prices. As part of a fare change study, multiple phases of community engagement were conducted to understand rider priorities and sentiment.

At NCTD’s December 15, 2025 Performance, Administration and Finance Committee meeting, staff provided an update on Phase I community engagement where NCTD and MTS riders were surveyed about service levels and ticket prices. In general, survey respondents prioritized higher service levels over ticket price.

Staff used this survey data to create two fare increase packages that were presented to the public as part of Phase II community engagement, which was conducted throughout March 2026. Across both scenarios, NCTD proposes to collapse the zone-based fare structure on the COASTER; instead, charging one flat ticket price.

During Phase II community engagement, NCTD staff hosted two virtual workshops, 12 transit center outreach events, and gathered feedback through online and paper surveys. Staff also conducted on-board outreach and rode 17 COASTER, SPRINTER and BREEZE high-ridership trips. In total, more than 200 participants provided feedback on the two packages. Outreach was conducted in

both English and Spanish. Staff reviewed the findings of Phase II community outreach with NCTD’s Executive Committee on April 7, 2026.

High-level findings from the two phases of community engagement of NCTD and MTS riders include:

- Continued support to prioritize service levels over the cost to ride transit
- Clear tolerance for fare increases when financial sustainability strategy is explained
- Phased approach to fare increases is preferred

After the two phases of community engagement, staff is recommending fare changes for NCTD services. The main Adult/Senior/Disabled/Medicare (SDM) category breakdown is listed in the table below. The full fare category breakdown is included in Attachment A.

ADULT Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$3.00	\$3.25	\$2.50
SPRINTER	\$3.00	\$3.25	\$2.50
FLEX	\$6.00	\$6.50	\$5.00
COASTER 1 ZONE	\$6.50	\$7.00	\$5.00
COASTER 2 ZONES			\$5.75
COASTER 3 ZONES			\$6.50

SDM/Y Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$3.00	\$3.00	\$2.50
COASTER 1 ZONE	\$3.25	\$3.50	\$2.50
COASTER 2 ZONES			\$2.75
COASTER 3 ZONES			\$3.25

ADULT Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$7.00	\$7.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$17.00	\$15.00

SDM/Y Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$8.00	\$6.00
COASTER REGIONAL	\$7.50	\$8.50	\$7.50

ADULT Monthly Passes			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$85.00	\$95.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL 1 ZONE	\$185.00	\$190.00	\$140.00
COASTER REGIONAL 2 ZONES			\$161.00
COASTER REGIONAL 3 ZONES			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Monthly Passes			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$28.00	\$30.00	\$23.00
PREMIUM REGIONAL	\$42.00	\$45.00	\$32.00
COASTER REGIONAL 1 ZONE	\$60.00	\$70.00	\$58.00
COASTER REGIONAL 2 ZONES			
COASTER REGIONAL 3 ZONES			
SPRINTER/BREEZE	\$20.00	\$23.00	\$19.00

NCTD provides complementary paratransit service within a defined zone in compliance with the *Americans with Disabilities Act* (ADA). Federal Transit Administration (FTA) regulations (49 CFR § 37.131(c)) provide guidance on service criteria for the provision of complimentary paratransit service, stating that “[t]he fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare ... for a trip of similar length, at a similar time of day, on the entity’s fixed route system.” As such, NCTD proposes charging \$6.00 for a LIFT ADA paratransit one-way ride in Phase I and \$6.50 in Phase II. The current LIFT one-way fare is \$5.00.

If recommended by the NCTD and MTS Boards of Directors, the SANDAG Transportation Committee would consider approval of the fare policy changes at its May and June meetings. NCTD would subsequently adopt formal policy

changes to amend its Bus, Paratransit, and Specialized Transportation Services Fare Management Policy (OPS-3003).

As such, NCTD staff recommends that the NCTD Board of Directors:

1. Receive and consider public feedback in accordance with San Diego Associations of Governments (SANDAG) Board Policy 025.E.1.1; and
2. Approve and forward a recommendation to SANDAG to adopt the proposed amendments to the Regional Comprehensive Fare Ordinance, as outlined in Attachment A.

ATTACHMENT: 16A – Fare Change Proposal Chart
16B – Fare Change Proposals and Public Outreach Presentation

FISCAL IMPACT: Approval of this fare change proposal by the SANDAG Transportation Committee is anticipated to raise fare revenue annually by \$649,287 in Phase I and \$1,227,978 in Phase II.

COMMITTEE REVIEW: Fare change proposals and public feedback were reviewed by the Performance, Administration and Finance Committee on December 15, 2025, and the Executive Committee on April 7, 2026.

STAFF CONTACT: **Mary Dover, Chief of Staff**
E-mail: mdover@nctd.org Phone: 760-967-2895



Fare Change Proposal

ADULT Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$3.00	\$3.25	\$2.50
SPRINTER	\$3.00	\$3.25	\$2.50
FLEX	\$6.00	\$6.50	\$5.00
COASTER 1 ZONE	\$6.50	\$7.00	\$5.00
COASTER 2 ZONES			\$5.75
COASTER 3 ZONES			\$6.50

SDM/Y Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$3.00	\$3.00	\$2.50
COASTER 1 ZONE	\$3.25	\$3.50	\$2.50
COASTER 2 ZONES			\$2.75
COASTER 3 ZONES			\$3.25

ADULT Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$7.00	\$7.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$17.00	\$15.00

SDM/Y Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$8.00	\$6.00
COASTER REGIONAL	\$7.50	\$8.50	\$7.50

ADULT Monthly Passes			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$85.00	\$95.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL 1 ZONE	\$185.00	\$190.00	\$140.00
COASTER REGIONAL 2 ZONES			\$161.00
COASTER REGIONAL 3 ZONES			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Monthly Passes			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$28.00	\$30.00	\$23.00
PREMIUM REGIONAL	\$42.00	\$45.00	\$32.00
COASTER REGIONAL 1 ZONE	\$60.00	\$70.00	\$58.00
COASTER REGIONAL 2 ZONES			\$58.00
COASTER REGIONAL 3 ZONES			\$58.00
SPRINTER/BREEZE	\$20.00	\$23.00	\$19.00

	Phase I	Phase II
Projected Annual Revenue Increase	\$649,287	\$1,227,978
Projected Annual Ridership Loss	140,971 (-1.69%)	235,453 (-2.83%)



Regional: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS Rapid

Premium Regional: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

COASTER Regional: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

SPRINTER/BREEZE: SPRINTER and BREEZE only

SDM: Senior 65+, Disabled, Medicare

Y = Youth ages 6 through 18 ride free with PRONTO app account or card. Ages 5 and under ride free when accompanied by a fare-paying adult



Propuesta de Ajuste de Tarifas

ADULTO Un Solo Trayecto			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
BREEZE	\$3.00	\$3.25	\$2.50
SPRINTER	\$3.00	\$3.25	\$2.50
FLEX	\$6.00	\$6.50	\$5.00
COASTER Zona 1	\$6.50	\$7.00	\$5.00
COASTER Zona 2			\$5.75
COASTER Zona 3			\$6.50

SDM/Y Un Solo Trayecto			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$3.00	\$3.00	\$2.50
COASTER Zona 1	\$3.25	\$3.50	\$2.50
COASTER Zona 2			\$2.75
COASTER Zona 3			\$3.25

ADULTO Pase Diario			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
REGIONAL	\$7.00	\$7.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$17.00	\$15.00

SDM/Y Pase Diario			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$8.00	\$6.00
COASTER REGIONAL	\$7.50	\$8.50	\$7.50

ADULTO Pase Mensual			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
REGIONAL	\$85.00	\$95.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL Zona 1	\$185.00	\$190.00	\$140.00
COASTER REGIONAL Zona 2			\$161.00
COASTER REGIONAL Zona 3			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Pase Mensual			
	Fase I: Otoño de 2026	Fase II: Otoño de 2027	Actual
REGIONAL	\$28.00	\$30.00	\$23.00
PREMIUM REGIONAL	\$42.00	\$45.00	\$32.00
COASTER REGIONAL Zona 1	\$60.00	\$70.00	\$58.00
COASTER REGIONAL Zona 2			
COASTER REGIONAL Zona 3			
SPRINTER/BREEZE	\$20.00	\$23.00	\$19.00

	Fase I	Fase II
Aumento de ingresos anual proyectado	\$649,287	\$1,227,978
Pérdida anual proyectada de pasajeros	140,971 (-1.69%)	235,453 (-2.83%)



Regional: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS Rapid

Premium Regional: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

COASTER Regional: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

SPRINTER/BREEZE: Sólo SPRINTER y BREEZE

SDM: Mayores 65+, Disabled, Medicare

Y = Jóvenes = De 6 a 18 años viajan gratis con la cuenta o tarjeta de la aplicación PRONTO. Niños menores de 6 años, viajan gratis cuando va acompañado de un adulto que paga la tarifa.

FARE CHANGE PROPOSALS



Is **cost** or **service** more important to you?

Attend a workshop.
Share your opinion.

sdmts.com/FareChange



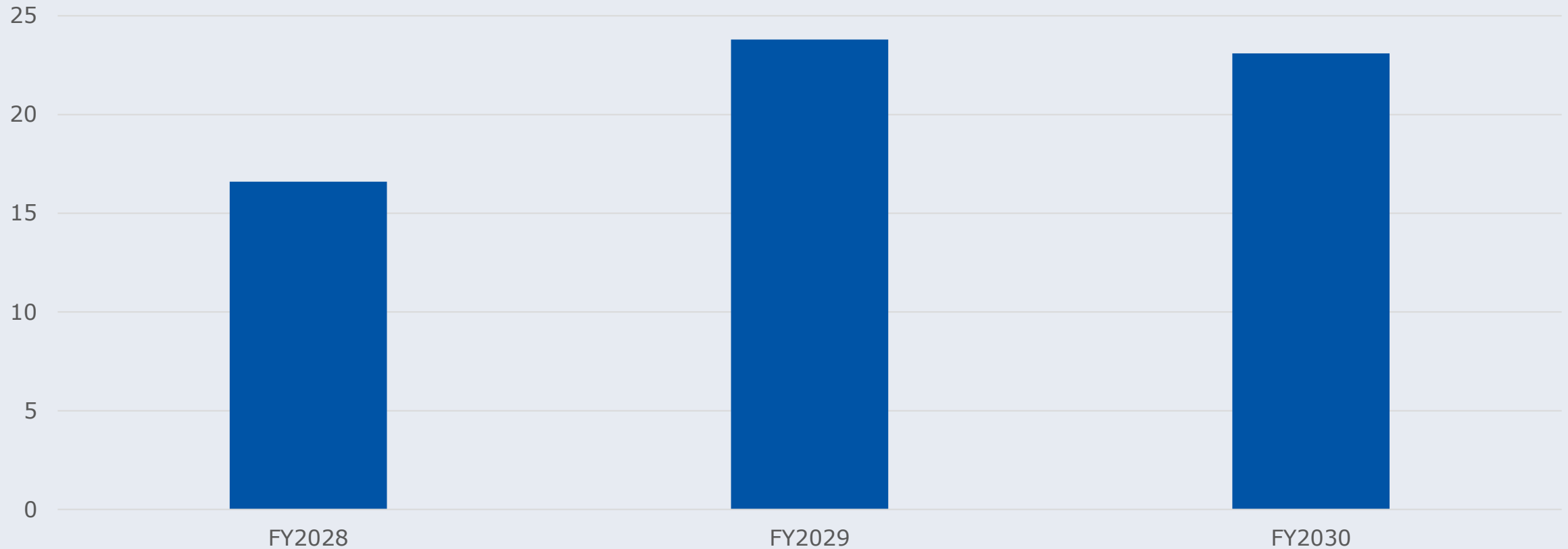
Review and Consider Fare Change Proposal Recommendation

Board of Directors Regular Meeting
April 16, 2026

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD+

NCTD's Funding Gap

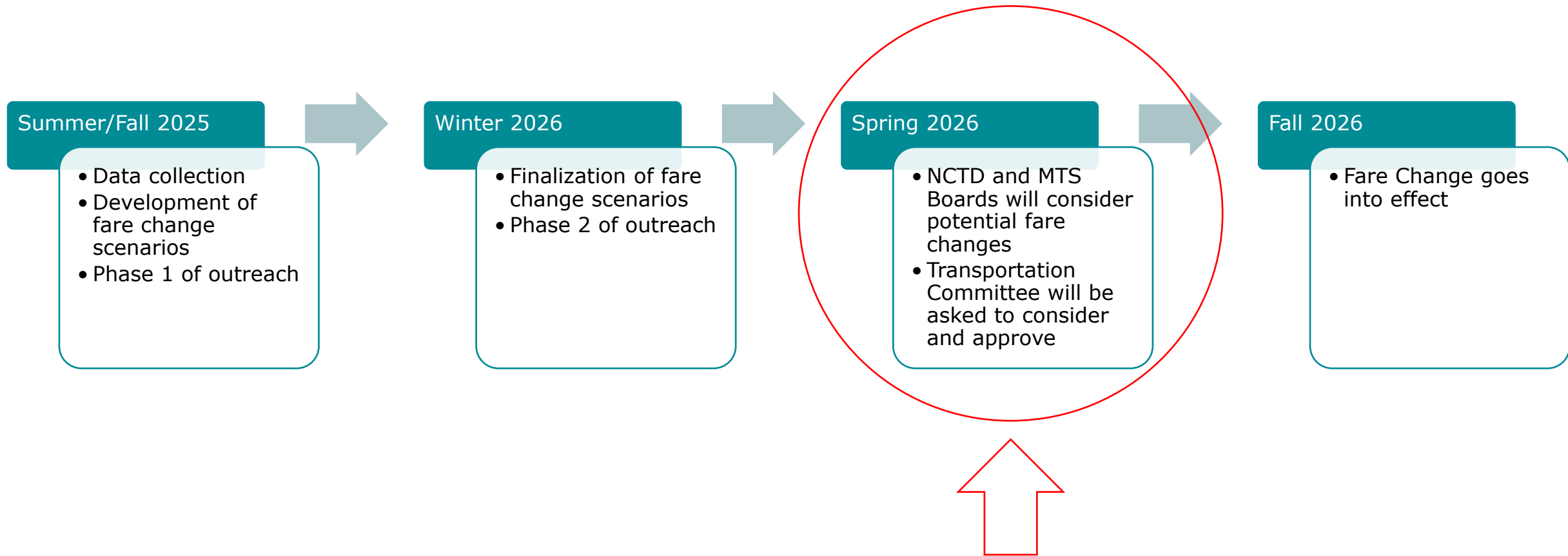
Projected Funding Deficit (in millions)



Closing the Funding Gap

- NCTD is exploring a variety of strategies to close the funding gap, including:
 - Shifting eligible capital resources to cover operating costs
 - Utilizing reserves for capital projects
 - Exploring other revenue sources like lease agreements
 - Managing discretionary expenses, reduce consultant contracts, etc.
 - Reducing service – frequencies, routes, trips, etc.
 - Increasing fares

Fare Change Study Timeline



Peer Agency Review

Transit

Commuter Rail*

	Tri-Met	DART	MUNI	Metrolink	Caltrain
Adult One-Way	\$2.80	\$3.00	\$3.00	\$14	\$8.50
Adult Day Pass	\$5.60	\$6.00	\$5.70	\$15	\$17
Adult Monthly Pass	\$100	\$126	\$86	\$350	\$204

**Ticket prices for comparable distance to Zone 3 COASTER*

Fare Change Package Comparison

	Package A	Package B
Projected Annual Revenue Increase	\$800,719	\$1,573,009
Projected Annual Ridership Loss	176,079 (-2.12%)	268,364 (-3.22%)
High-Level Comparison	Lower adult fare increases, but higher SDM SPRINTER/BREEZE monthly pass	Higher Adult, but lower SDM SPRINTER/BREEZE Monthly pass. Higher fare increase in Adult pass and One-Way.
	Lower Day pass and One-Way fares	Steeper increase in Adult Day Pass and One-Way
	Lower annual revenue/ more service impacts	Higher annual revenue/ fewer service impacts
	Lower projected ridership loss	Higher projected ridership loss

One-Way Fares

ADULT Single Ride/One-Way			
	Package A	Package B	Current
BREEZE	\$3.00	\$3.50	\$2.50
SPRINTER	\$3.00	\$3.50	\$2.50
FLEX	\$5.00	\$5.00	\$5.00
COASTER 1 ZONE	\$6.50	\$8.00	\$5.00
COASTER 2 ZONES			\$5.75
COASTER 3 ZONES			\$6.50

SDM/Y Single Ride/One-Way			
	Package A	Package B	Current
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$2.50	\$2.50	\$2.50
COASTER 1 ZONE	\$3.25	\$4.00	\$2.50
COASTER 2 ZONES			\$2.75
COASTER 3 ZONES			\$3.25

Current COASTER Zones:

- Zone 1: Oceanside to Solana Beach
- Zone 2: Sorrento Valley
- Zone 3: Old Town Transit Center and Santa Fe Depot

Day and Monthly Passes

ADULT Day Pass			
	Package A	Package B	Current
REGIONAL	\$7.00	\$8.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$20.00	\$15.00

SDM/Y Day Pass			
	Package A	Package B	Current
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$7.00	\$6.00
COASTER REGIONAL	\$7.50	\$10.00	\$7.50

ADULT Monthly Passes			
	Package A	Package B	Current
REGIONAL	\$90.00	\$100.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL 1 ZONE	\$185.00	\$196.00	\$140.00
COASTER REGIONAL 2 ZONES			\$161.00
COASTER REGIONAL 3 ZONES			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Monthly Passes			
	Package A	Package B	Current
REGIONAL	\$30.00	\$28.00	\$23.00
PREMIUM REGIONAL	\$42.00	\$39.00	\$32.00
COASTER REGIONAL 1 ZONE	\$60.00	\$76.00	\$58.00
COASTER REGIONAL 2 ZONES			
COASTER REGIONAL 3 ZONES			
SPRINTER/BREEZE	\$23.00	\$20.00	\$19.00

Regional: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS Rapid

Premium Regional: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

Coaster Regional: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

Public Outreach

- 12 in-person outreach events
- Two virtual workshops
- On-board outreach on 17 COASTER, SPRINTER and BREEZE trips
- Online survey
- Social media
- Front-line employee education

Fare Change Proposal

North County Transit – San Diego Railroad (NCTD) and San Diego Metropolitan Transit System (MTS) are seeking the community's feedback on possible fare changes to maintain service levels as projected budget shortages over the next few years may impact service frequency, routes, cleanliness, and overall operations.

What fare changes are being considered?
The region is considering two scenarios – **Package A** and **Package B**. Both eliminate COASTER's zone-based fare structure and propose a single flat fare to simplify pricing for customers.

Package A: • Smaller increases for one-way, day, and monthly passes. <i>These lower fare adjustments may not generate sufficient revenue for transit agencies to maintain current service levels.</i>	Package B: • Higher fare increases • While keeping Senior/Disabled/Medicare fares lower. <i>This approach may generate more revenue and help reduce potential impacts to service levels.</i>
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How Can I Give Feedback?
NCTD will conduct in-person outreach at all Transit centers and stations or you may complete the online survey by scanning the QR code or visiting our website below.

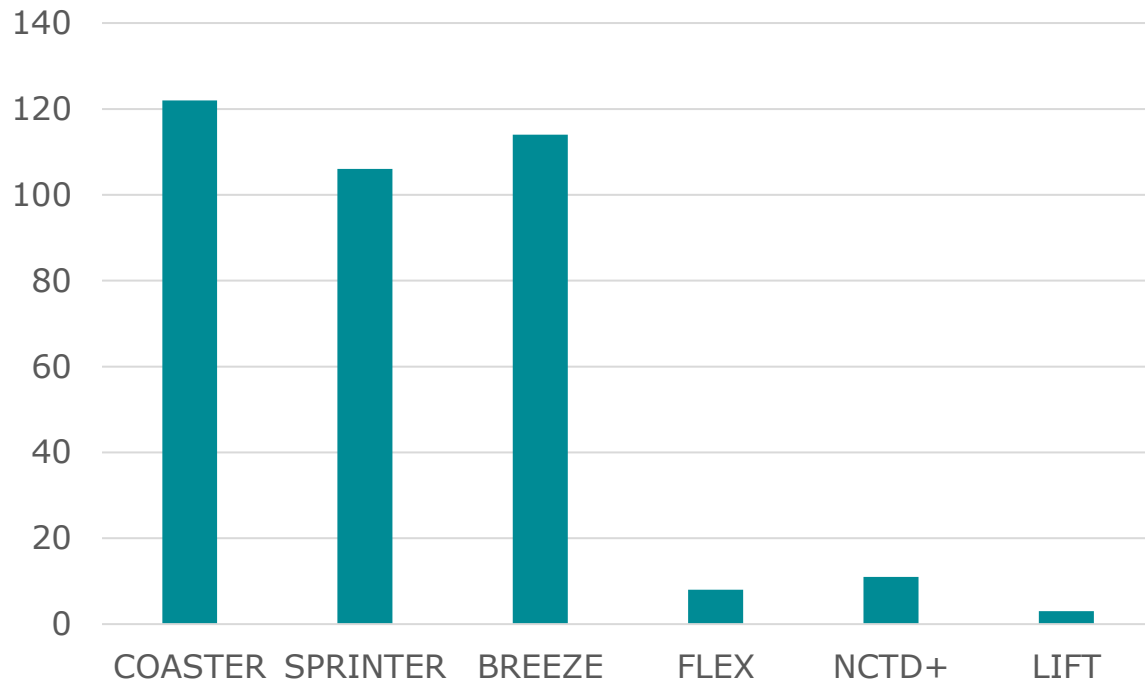
More Information?
• Visit GoNCTD.com/FareChange
• Call NCTD Customer Experience
• (760) 966-6500

Fare Change Proposal
Propuesta de Ajuste de Tarifas

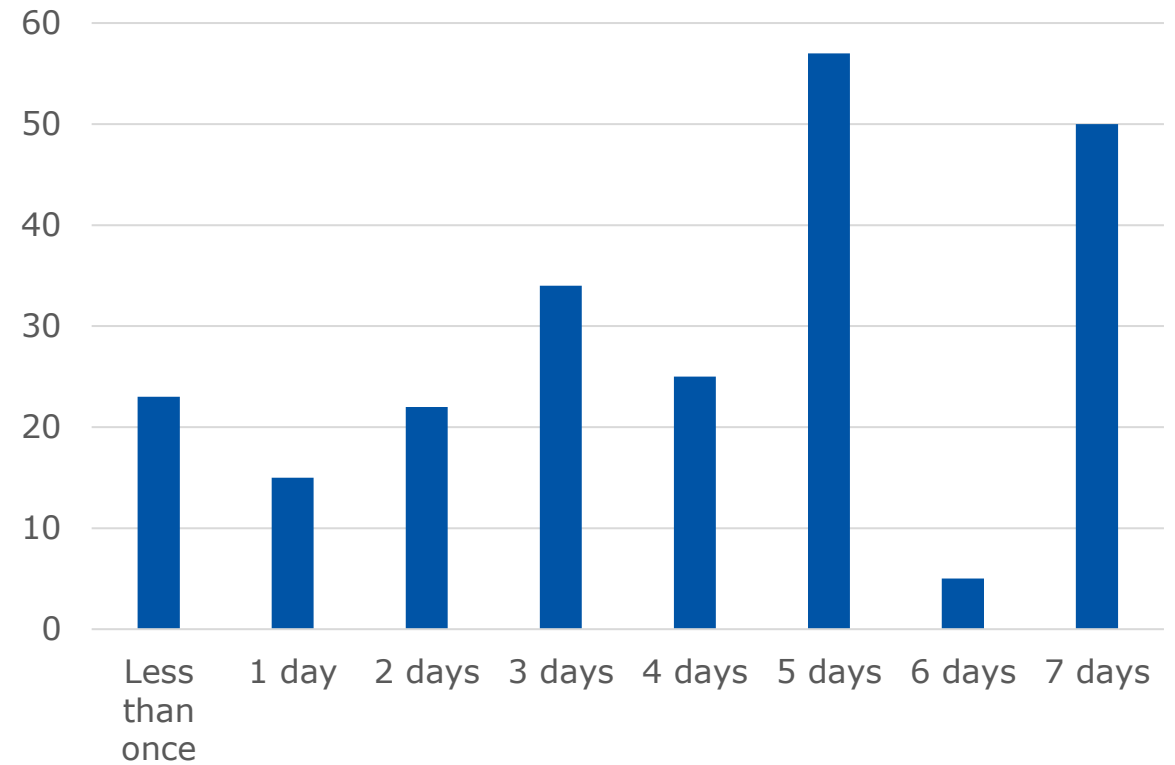
GoNCTD.com/FareChange

Survey Results

Mode

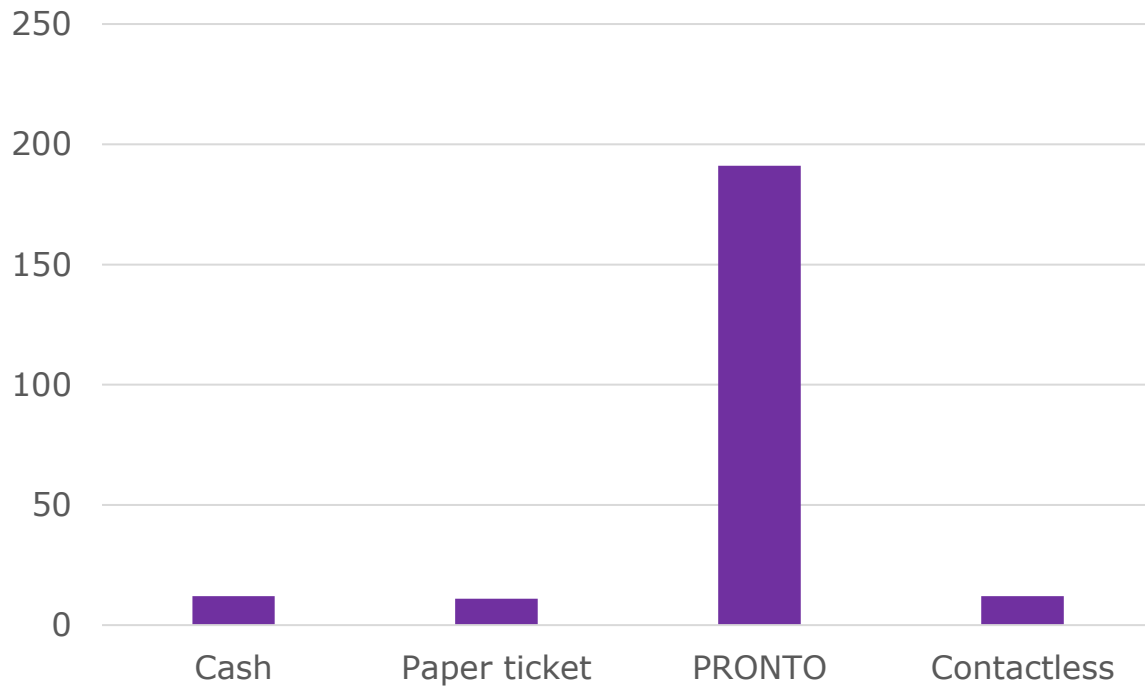


Frequency (per week)

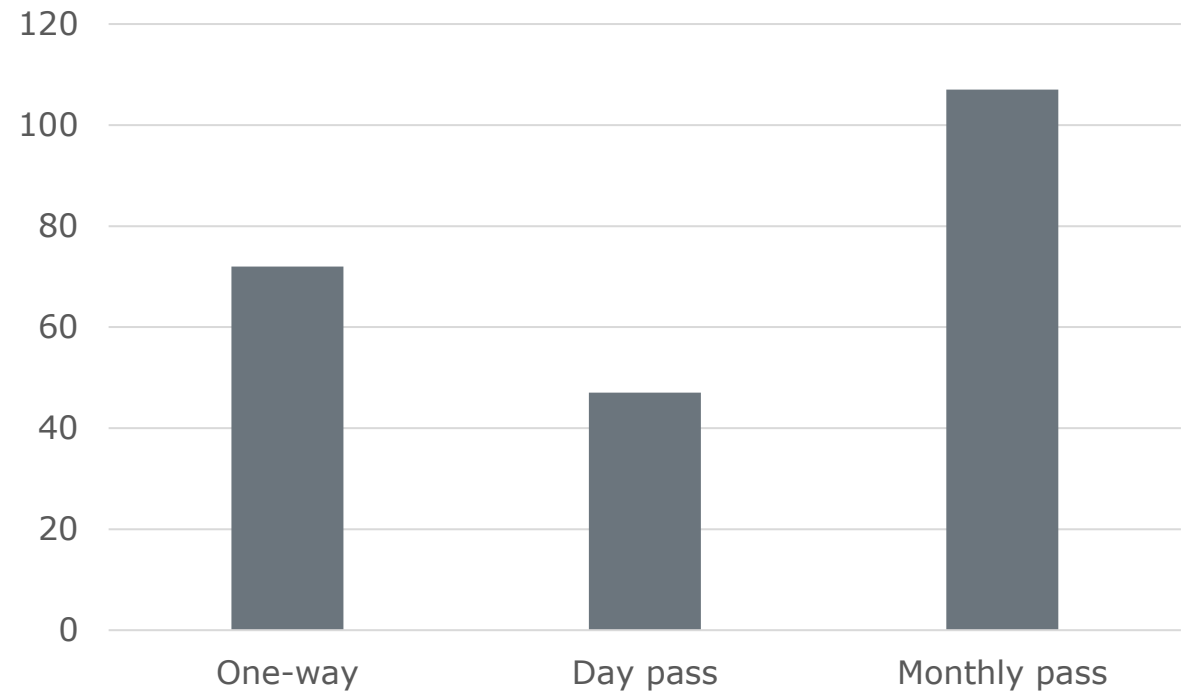


Survey Results

Payment method

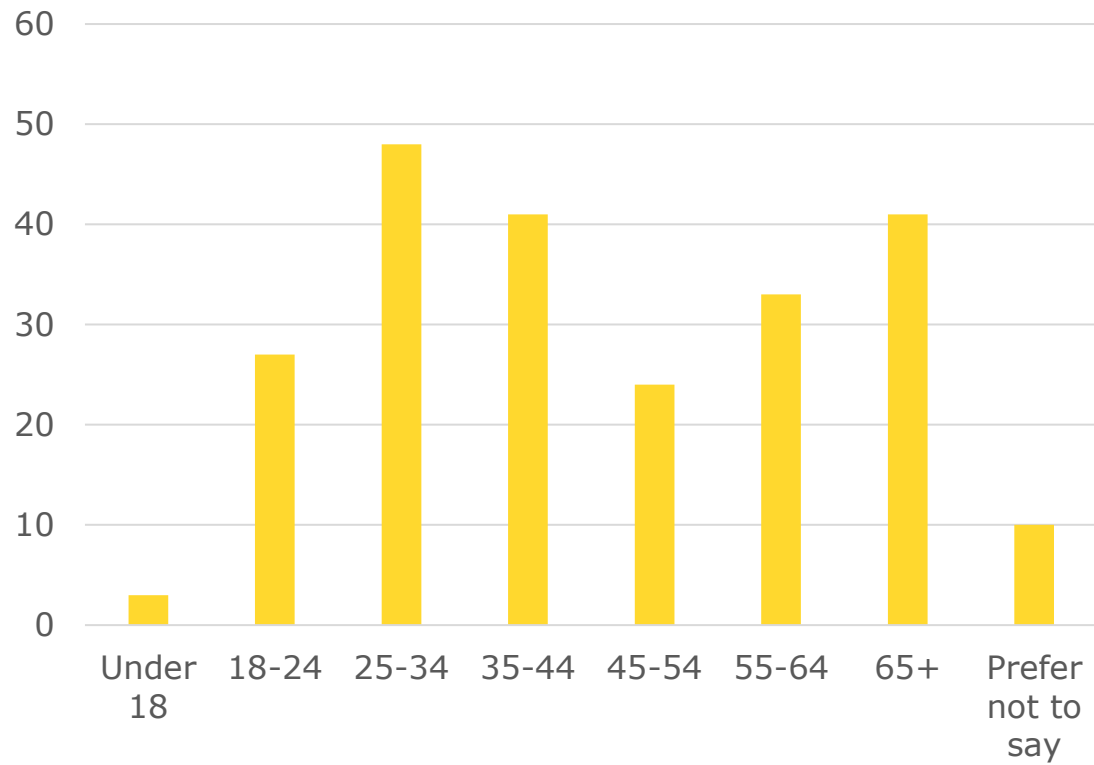


Fare Type

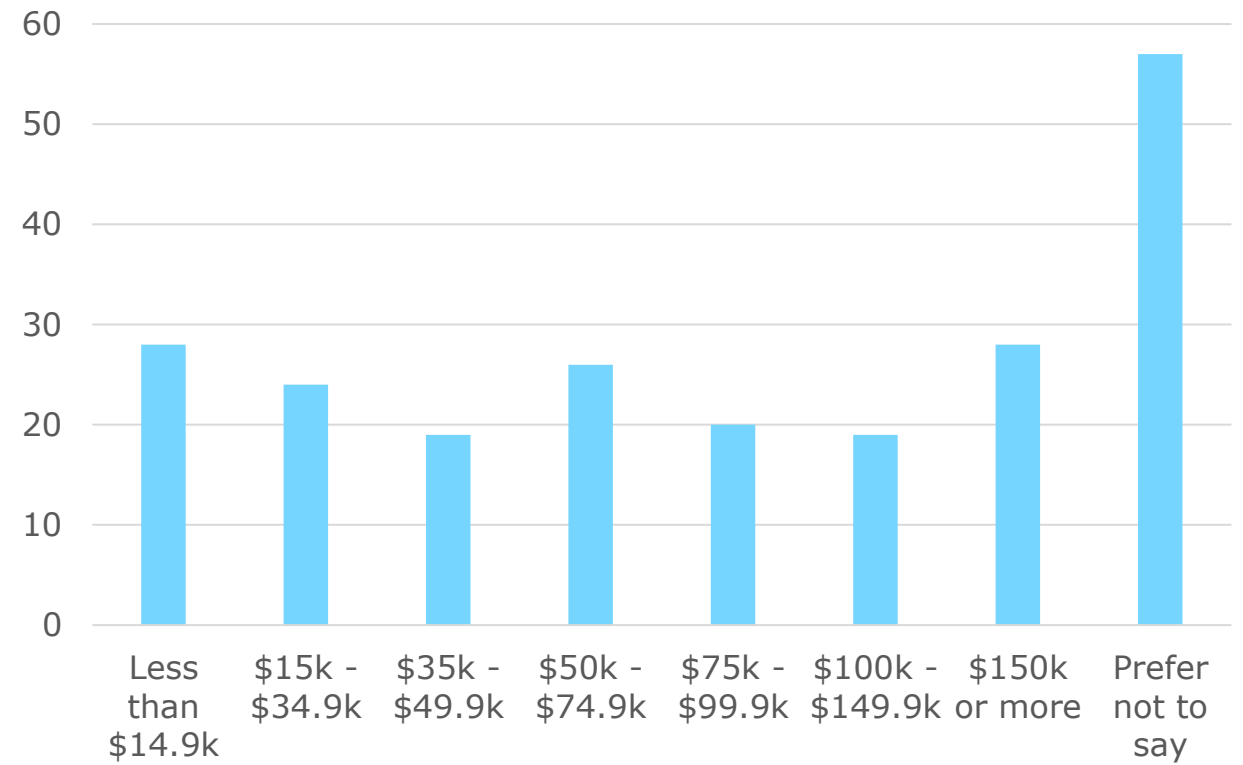


Survey Results

Age

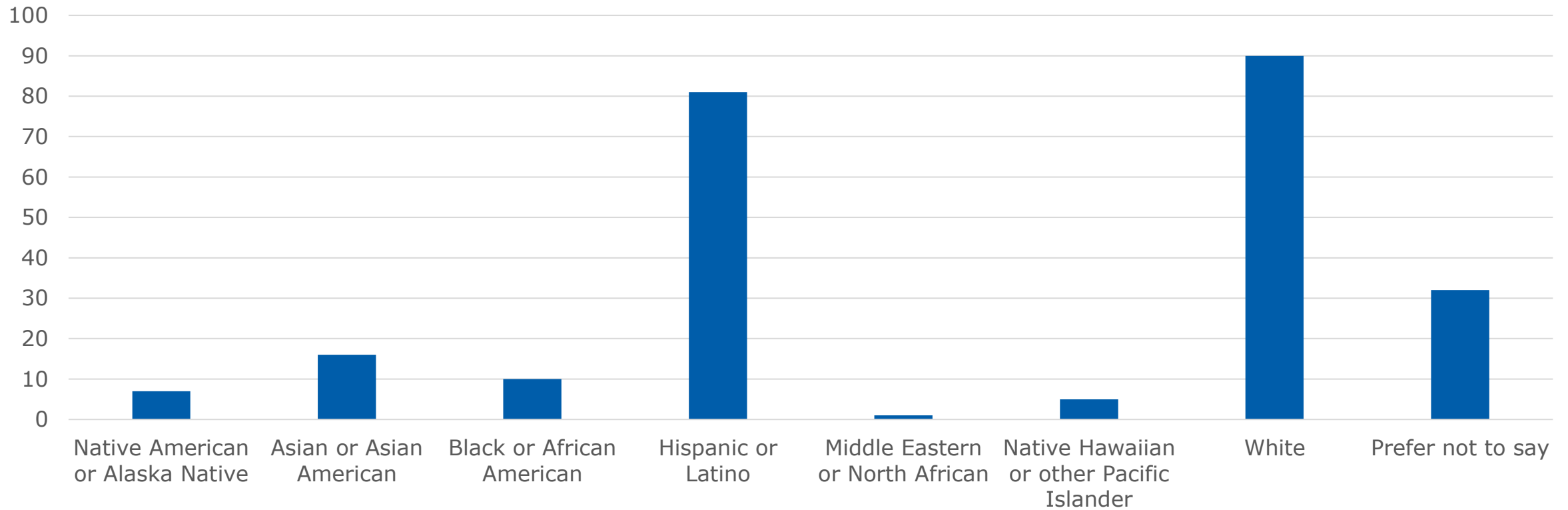


Household income



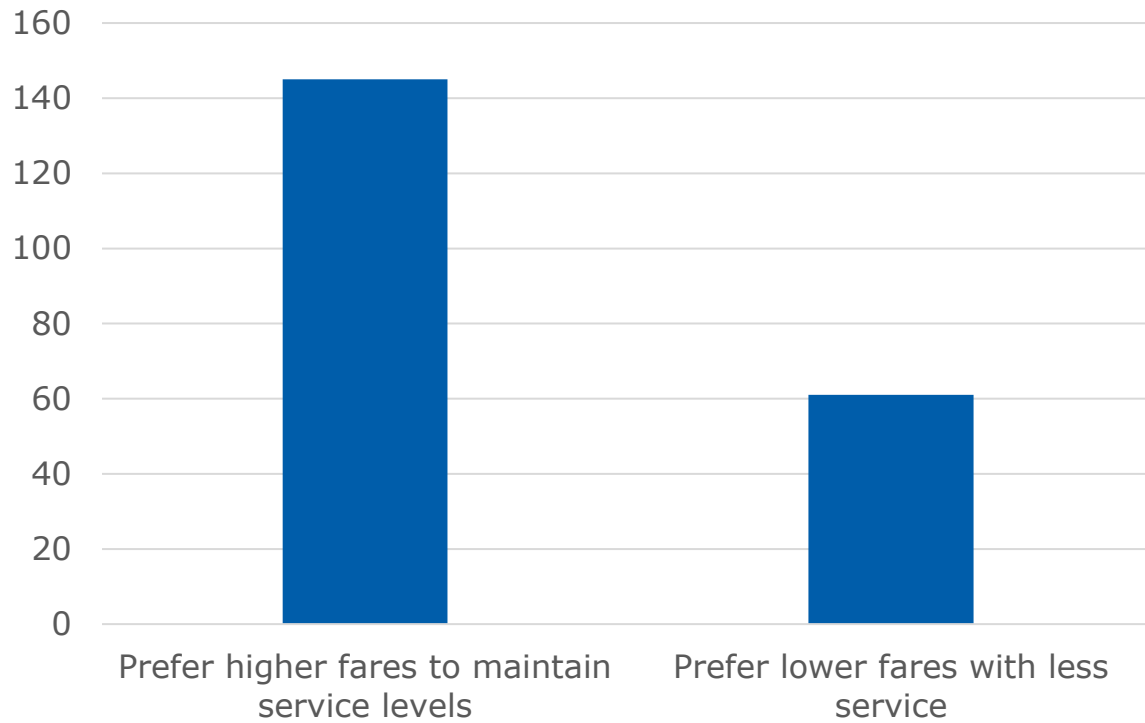
Survey Results

Race or Ethnicity

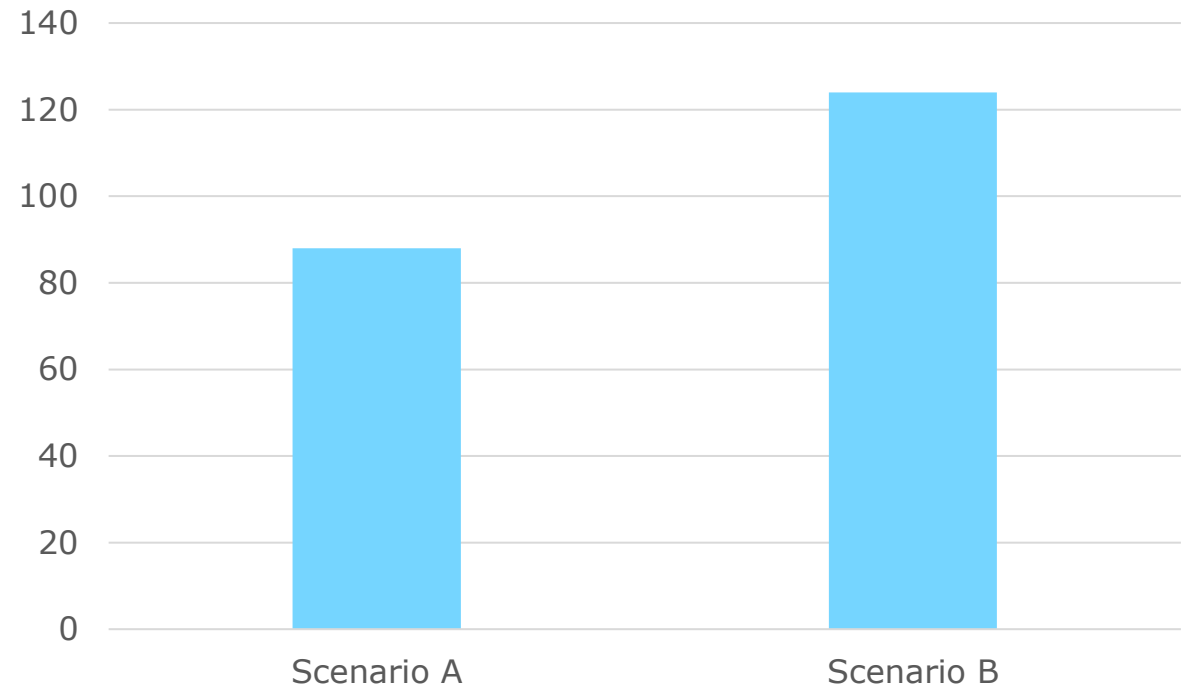


Survey Results

Fares vs. service



Fare scenarios



Fare Change Proposal

Compliance with SANDAG Board Policy:

- SANDAG Fare Policy and Comprehensive Fare Ordinance (Board Policy No. 029)
- Section 2.2: The annual average fare (per passenger) over time, shall generally be consistent with annual increases in regionwide transit cost indicators and/or the rate of inflation

Phased Approach – One-Way

ADULT Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$3.00	\$3.25	\$2.50
SPRINTER	\$3.00	\$3.25	\$2.50
FLEX	\$6.00	\$6.50	\$5.00
COASTER 1 ZONE	\$6.50	\$7.00	\$5.00
COASTER 2 ZONES			\$5.75
COASTER 3 ZONES			\$6.50

SDM/Y Single Ride/One-Way			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
BREEZE	\$1.50	\$1.50	\$1.25
SPRINTER	\$1.50	\$1.50	\$1.25
FLEX	\$3.00	\$3.00	\$2.50
COASTER 1 ZONE	\$3.25	\$3.50	\$2.50
COASTER 2 ZONES			\$2.75
COASTER 3 ZONES			\$3.25

Current COASTER Zones:

- Zone 1: Oceanside to Solana Beach
- Zone 2: Sorrento Valley
- Zone 3: Old Town Transit Center and Santa Fe Depot

Phased Approach – Day/Monthly Passes

ADULT Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$7.00	\$7.00	\$6.00
PREMIUM REGIONAL	\$14.00	\$16.00	\$12.00
COASTER REGIONAL	\$15.00	\$17.00	\$15.00

SDM/Y Day Pass			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$3.50	\$3.50	\$3.00
PREMIUM REGIONAL	\$7.00	\$8.00	\$6.00
COASTER REGIONAL	\$7.50	\$8.50	\$7.50

ADULT Monthly Passes			
	Phase I: Fall 2026	Phase II: Fall 2027	Current
REGIONAL	\$85.00	\$95.00	\$72.00
PREMIUM REGIONAL	\$125.00	\$140.00	\$100.00
COASTER REGIONAL 1 ZONE	\$185.00	\$190.00	\$140.00
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COASTER REGIONAL 3 ZONES			\$182.00
SPRINTER/BREEZE	\$65.00	\$70.00	\$59.00

SDM/Y Monthly Passes			
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COASTER REGIONAL 3 ZONES			
SPRINTER/BREEZE	\$20.00	\$23.00	\$19.00

Regional: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS Rapid

Premium Regional: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

COASTER Regional: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS Rapid, MTS Rapid Express, MTS Rural

Revenue and Ridership Impacts

	Phase I: Fall 2026	Phase II: Fall 2027
Project Annual Revenue Increase	\$649,287	\$1,227,978
Projected Annual Ridership Loss	140,971	235,453
Percentage of Total Ridership	1.69%	2.83%

Next Steps

- NCTD and MTS Boards of Directors consider making a fare change proposal recommendation on April 16, 2026
- Recommended proposals will go to the San Diego Association of Governments (SANDAG) Transportation Committee for final review and approval in late Spring/Summer

Staff Recommendation

1. Receive public feedback as required under San Diego Associations of Governments (SANDAG) Board Policy 025.E.1.1; and
2. Forward a recommendation to SANDAG to make the changes to the Regional Comprehensive Fare Ordinance outlined in Attachment A

Questions?