810 Mission Avenue
Oceanside, CA 92054

(760) 966-6500

(760) 967-2001 (fax)
GoNCTD.com

Agenda

Thursday, February 20, 2025

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
North County Transit District's mission is to operate an environmentally sustainable and fiscally responsible transit network that provides seamless mobility for all while achieving organizational and operational excellence.

VISION
North County Transit District 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.

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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.

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 before entering the Board Room at NCTD, 810 Mission Avenue, Oceanside, CA. The completed form must be given to the Clerk of the Board before that agenda item is called. 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/82846871954?pwd=ePwWP5oOePYu8jLGGr4qBW7AVaTH9h.1
Passcode: 507406

Phone Participation:
To join the meeting by phone, dial 669-900-6833
Webinar ID: 828 4687 1954
Passcode: 507406

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/.

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.

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.

A. MINUTES

Approve Minutes for NCTD's Regular Board Meeting of January 23, 2025
(Suheil Rodriguez, Director of Administration/Clerk of the Board)

B. CONSENT ITEMS 1 – 4

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) (Attachment 1A and 1B)
(Mary Dover, Chief of Staff)

2. Receive the Monthly Transit Operations Performance Report for December 2024 (S) (Attachment 2A)
(Katie Persons, Director of Service Planning)

3. Receive the FY2024 Annual Transit Operations Performance Report (S) (Attachment 3A)
(Katie Persons, Director of Service Planning)

4. Approve the Purchase of Six COASTER Connection Cutaway Shuttles from A - Z Bus Sales, Inc. (S)
(Lilia Montoya, Chief Operations Officer – Bus)

C. OTHER BUSINESS ITEM 5 AND 6

5. Approve the NCTD's Proposed CY2025 Discretionary Grants Strategy (Attachment 5A)
(Mary Dover, Chief of Staff)

6. Set Public Hearing for Proposed Elimination of BREEZE Routes 334 and 444
(Katie Persons, Director of Service Planning)

- **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 6)
  - Rules for Public Speakers at meetings of the North County Transit District (Page 7)
  - Quorum and Voting Information (Page 8)

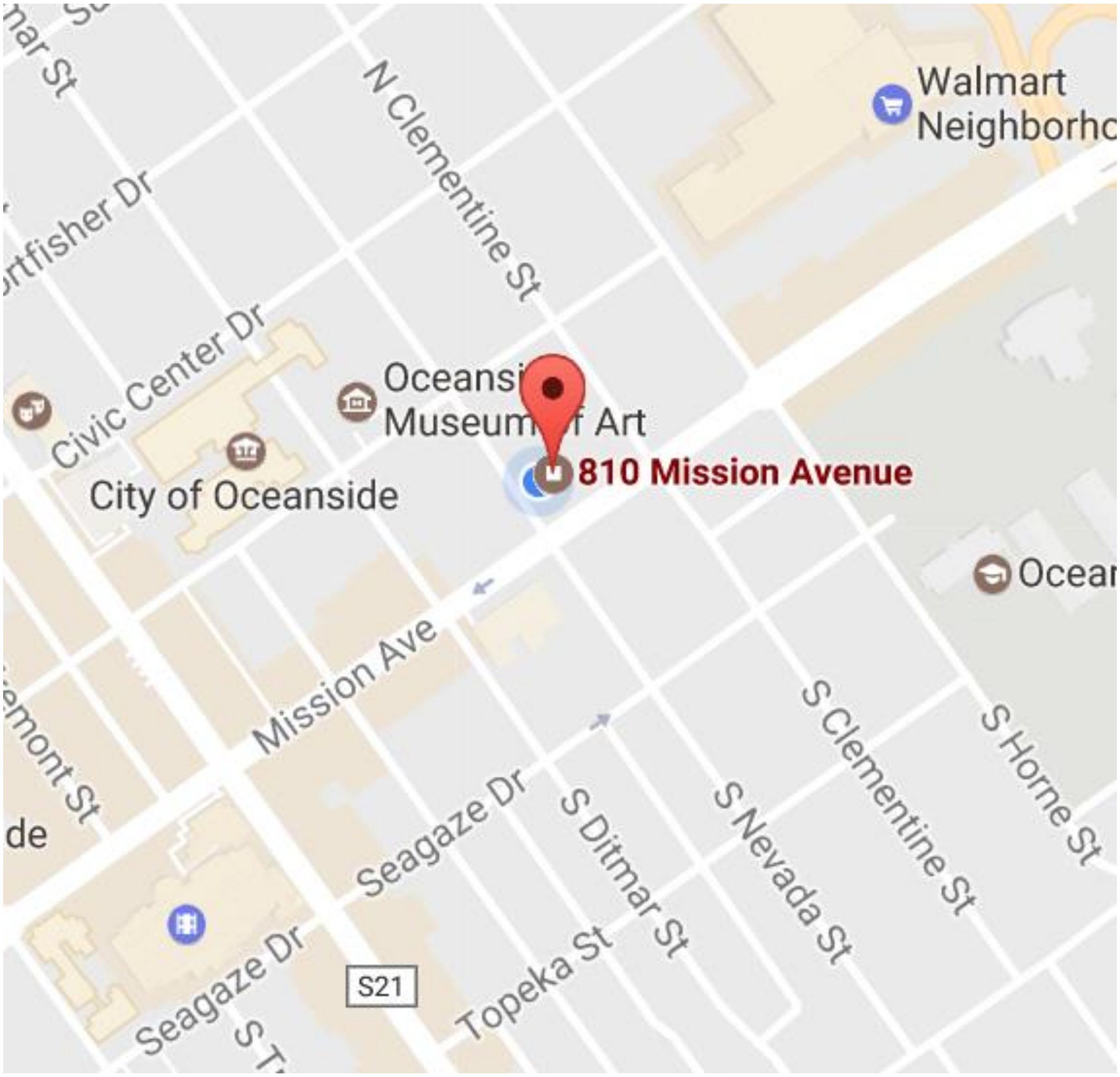
Upcoming Meetings:

- ***Regular Board Meeting: Thursday, March 20, 2025 at 2:00 p.m.***
- ***Marketing, Service Planning and Business Development (MSPBD) Committee Meeting: Monday, March 24, 2025 at 10:00 a.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 DISTRICT

MAP OF NORTH COUNTY TRANSIT DISTRICT 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 DISTRICT

February 13, 2025

To:	North County Transit District 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:	February 20, 2025 at 2:00 p.m.
Posted At:	810 Mission Avenue, Oceanside, CA
Posted Online At:	www.goNCTD.com
Date & Time of Posting:	February 13, 2025 by 5:00 p.m.
Posted By:	Suheil Rodriguez, Clerk of the Board

Rules for Public Speakers at Meetings of the North County Transit District

Per Board policy, all public communications at meetings of the North County Transit District 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 able to address the Board of Directors in the order they were 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 are 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.

4. MODIFICATION OF RULES BY CHAIR

A. The Board Chair may, in his or her absolute discretion, relax the requirements of 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.

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% 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 § 125102.

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**
Source: 2023 Estimate via SANDAG Open Data Portal – Updated November 2024			

MINUTES OF THE REGULAR MEETING OF THE
NORTH COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD ON JANUARY 23, 2025

REGULAR BOARD MEETING

CALL TO ORDER

Board Vice-Chair Priya Bhat-Patel called the Regular Meeting to order at 2:00 p.m.

ROLL CALL OF BOARD MEMBERS

1. Priya Bhat-Patel (City of Carlsbad)
2. Jim Desmond (County of San Diego)
3. Tracy Martinez (City of Del Mar)
4. Jim O'Hara (City of Encinitas)
5. Dane White (City of Escondido) – Alternate
6. Eric Joyce (City of Oceanside)
7. Mike Sannella (City of San Marcos)
8. Jewel Edson (City of Solana Beach) – Participated remotely under AB 2449*
9. Corinna Contreras (City of Vista)
10. Madison Coleman (City of San Diego) – Alternate – Arrived at 2:05 p.m.

*Board Member Edson stated that under the provision of AB 2449 for just cause, she was participating remotely due to an illness. She stated for the record that there were no adults with her in the room.

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Board Member O'Hara 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

None

PUBLIC COMMUNICATIONS

Mike Bollock, City of Oceanside, expressed concerns about low ridership in transit and high rental prices in the city. He commented on the need for affordable housing, including eliminating free or discounted parking to encourage transit use for residents. He expressed his desire for NCTD to be involved in discussions that relate to housing projects in the future.

OTHER BUSINESS ITEM 1

1. Election of the NCTD's Board Chair and Board Vice-Chair for Calendar Year 2025

Suheil Rodriguez, Clerk of the Board, gave a brief presentation regarding the recommendations of the Nominating Committee for Board Chair and Vice-Chair for calendar year 2025.

A discussion ensued regarding Board Alternate White, Board Members Desmond and Joyce's wishes for balanced leadership positions on the Board. Some Board Members expressed discontent with the recommendations and some vouched for the standing recommendation that was put forth by the Nominating Committee.

A motion by Board Member Joyce and a second by Board Member Jim O'Hara was on the floor for the recommendation to elect Priya Bhat-Patel as Board Chair and Corinna Contreras as Vice-Chair. However, immediately after, a substitute motion was made by Board Alternate White and seconded by Board Member Desmond to recommend Priya Bhat-Patel as Board Chair and Mike Sannella as Vice-Chair.

Lori Winfree, Deputy Chief Executive Officer/Chief General Counsel, explained that because a motion and second had been made for both recommendations without a vote having been taken on the first recommendation, a vote had to be taken to determine which pending recommendation was to be voted on. For this vote, Board Alternate White made the motion and Board Member Desmond made the second. Motion failed.

Board Alternate White then requested a weighted vote be used to vote to hear the substitute motion on the recommendation to elect Priya Bhat-Patel as Board Chair and Mike Sannella as Vice-Chair. The call for a weighted vote was seconded by Board Member Desmond. This vote passed with 51% of the vote. A motion for a weighted vote was used to vote on the substitute motion to elect Priya Bhat-Patel as Board Chair and Mike Sannella as Vice-Chair. This passed with 51% of the vote supported by three members: Board Alternate White, Board Member Desmond, and Board Member Sannella in accordance with Public Utilities Code section 125052.

BY WEIGHTED VOTE, ON THE MOTION OF BOARD ALTERNATE WHITE TO APPROVE OTHER BUSINESS ITEM 1, SECONDED BY BOARD MEMBER DESMOND.

AYES: WHITE (16%), DESMOND (25%), SANNELLA (10%)

NOES: EDSON (1%), BHAT-PATEL (12%), MARTINEZ (1%), O'HARA (6%), JOYCE (18%), CONTRERAS (11%)

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSED WITH 51% OF THE VOTE.

APPROVAL OF THE MINUTES OF THE DECEMBER 19, 2024 REGULAR BOARD MEETING

ON THE MOTION OF BOARD MEMBER CONTRERAS TO APPROVE THE MINUTES OF THE DECEMBER 19, 2024 REGULAR BOARD MEETING, SECONDED BY BOARD MEMBER MARTINEZ.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: SANNELLA

MOTION PASSES.

APPROVAL OF CONSENT ITEMS 2 – 13

2. Receive the Monthly Intergovernmental Affairs Report
3. Receive the Monthly Transit Operations Performance Report for November 2024
4. Receive Quarterly Safety and Security Report for the First Quarter of FY2025
5. Receive Quarterly Customer Experience Report for the First Quarter of FY2025
6. Receive the Unaudited Quarterly Financial Report for the First Quarter of FY2025
7. Award Agreement to Express Energy Services, Inc. for the Purchase and Installation of Closed-Circuit TV Cameras and Public Address Speakers for Various Stations and Facilities
8. Authorize Staff to Finalize Agreement No. 25022 with Alliant Insurance Services, Inc. for Insurance Broker Services
9. Approve Supplemental Agreement No. 09 to Agreement No. 19041 with STV Incorporated for Zero Emissions Bus Infrastructure Planning and Design
10. Authorize the Chief Executive Officer to Execute Supplemental Agreement No. 04 to Agreement No. 12024 with Railcar Management, LLC for Rail Maintenance and Configuration Software
11. Award Agreement No. 36912 to A-Z Bus Sales for the Purchase of 15 Paratransit Cutaway Shuttle Vans
12. Approve the NCTD's Board and External Appointments for Calendar Year 2025
13. Approve the FY2026-FY2030 Capital Improvement Program

Prior to the vote, Board Member Joyce made the following comment regarding Consent Item No. 13. He would like NCTD staff to include projects that represent inland cities on the CIP project list, especially those cities that have high ridership. Shawn Donaghy, Chief Executive Officer, added that there is a thoughtful process behind what is included in the CIP project list. One critical project that wasn't listed in the CIP was the SPRINTER fleet replacement, since there are ongoing conversations with state partners and regional agencies.

ON THE MOTION OF BOARD MEMBER DESMOND TO APPROVE CONSENT ITEMS 2 – 13, SECONDED BY BOARD MEMBER JOYCE.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

INFORMATION ITEM 14

14. Receive the Fiscal Year 2024 Financial Audit Results and Annual Comprehensive Financial Report

Eun Park-Lynch, Chief Financial Officer, and Kinnaly Soukhaseum, auditor with Eide Bailley, gave a presentation regarding NCTD's FY2024 Financial Audit Results. The results were favorable, where no instances of noncompliance or findings were reported.

Board Members Desmond and Sannella congratulated NCTD staff on a job well done.

CLOSED SESSION ITEM 15

15. Closed Session Pursuant to Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation – Jacoby v. Metropolitan Transit System, et al. (San Diego County Superior Court Case No. 37-2022-00008212-CU-PA-CTL)

Lori A. Winfree, Chief General Counsel, took the Board into Closed Session at 3:05 p.m. The Closed Session concluded at 3:33 p.m. Chief General Counsel stated that there was no reportable action from the Closed Session.

CHIEF EXECUTIVE OFFICER'S REPORT

Shawn Donaghy, Chief Executive Officer, gave the following report:

- COASTER anniversary event happening in February; more details to follow.
- FTA Triennial Review will be conducted in the next few months.
- Thanked former Chair Jewel Edson for her leadership over the last few years as Board Chair.
- NCTD will be at the Vista Resource Fair on January 24.
- NCTD was notified by SANDAG that TransNet funding will be less than was forecasted for the year, which may have an impact on the existing budget.
- A meeting was held to discuss the LOSSAN Realignment project. Although there has been some thoughtful feedback from stakeholders, we must keep in mind that NCTD will continue to be the owner of the railroad and that will be a key factor in what options are considered.
- Holiday Express was a success. Over 9,700 tickets were sold!

- NCTD participated on a panel at the Local Elected Officials Conference at SDSU.
- NCTD and MTS will host the Bus Roadeo on Saturday, February 1, 2025. All are invited to attend and cheer on the contestants. An email will be sent to the Board with more information.

Board Member Desmond thanked NCTD staff for assisting the County of San Diego with a grant application for planning efforts surrounding the Buena Creek station.

Board Member Joyce reported that the City of Oceanside elected officials will be attending meetings with federal officials soon and appreciates NCTD staff for preparing key talking points that will aid in advocacy efforts. CEO Donaghy added that he will be participating in similar meetings with our local and federal officials and will be happy to advocate for any projects or funding opportunities on behalf of the Board.

BOARD MEMBER REPORTS, COMMENTS, AND CORRESPONDENCE

Board Member Edson reported that the LOSSAN Agency has been awarded a $27 million grant funded by the FRA to increase train frequency on the Amtrak Pacific Surfliner between Los Angeles and San Diego. The frequency of trains will increase from 10 daily trains to 13 beginning in March 2025.

REMAINING PUBLIC COMMUNICATIONS
None

ADJOURNMENT

Board Chair Bhat-Patel adjourned the meeting at 3:44 p.m. Submitted by Suheil Rodriguez, Clerk of the Board, for the North County Transit District.

BOARD CHAIR
North County Transit District

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 the Minutes of the Regular Board Meeting held on January 23, 2025 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 District held on February 20, 2025.

CLERK OF THE BOARD
North County Transit District

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NORTH COUNTY TRANSIT DISTRICT

Agenda Item #

1

STAFF REPORT

RECEIVE THE MONTHLY INTERGOVERNMENTAL AFFAIRS REPORT

Time Sensitive: ☐ **Consent:** ☒

STAFF RECOMMENDATION: Receive the Monthly Intergovernmental Affairs Report for January 2025.

BACKGROUND INFORMATION: Attached are the Monthly Intergovernmental Affairs Reports for January 2025 (Attachments 1A and 1B) submitted by Holland & Knight and Townsend Public Affairs. The monthly reports provide updates on federal and state legislative activity impacting the North County Transit District (NCTD). Highlights of the January reports include:

Legislative Activity and Updates – Federal:

President Trump Issues Executive Order on American Energy – President Donald Trump signed an Executive Order directing all federal agencies to "immediately pause the disbursement of funds" from the *Inflation Reduction Act* and the *Bipartisan Infrastructure Law*. The Trump Administration later clarified that the pause applies primarily to programs that fund green energy and electric vehicle infrastructure. Since the release of the memo, the federal government has resumed the distribution of transit formula dollars and other funding streams unrelated to those described in the Executive Order. Federal department/agency heads are now conducting a review of their "processes, policies, and programs for issuing grants, loans, contracts, or any other financial disbursements of such appropriated funds for consistency with the law." In FY2025, NCTD expects to receive more than $71 million from federal grants. NCTD will closely monitor its federal funding sources to ensure continuity of service throughout this period.

President Trump Selects Steven Bradbury as Department of Transportation Deputy Secretary – On January 11, President Donald Trump announced Steven Bradbury as the nominee for Department of Transportation (DOT) Deputy Secretary. During the first Trump Administration, Bradbury served in a variety of roles including Acting Deputy Secretary of Transportation, Acting Secretary of Transportation, and his Senate-confirmed position as General Counsel for the DOT. The U.S. Senate must confirm Bradbury before he can take office.

Rep. Mike Levin Named to Appropriations Committee **–** Rep. Mike Levin (CA-49) was appointed to the House Appropriations Committee on January 7. The Appropriations Committees in the House and Senate draft annual spending legislation that distributes vast federal resources to various programs, including public transit. Rep. Levin represents large portions of NCTD's service area, including the cities of Oceanside, Vista, Carlsbad, Encinitas, Solana Beach, and Del Mar, as well as Camp Pendleton and areas of unincorporated San Diego County. In a statement, Rep. Levin identified various spending priorities including the protection of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor which spans his entire district.

Legislative Activity and Updates – State:

State Budget – In January, Governor Gavin Newsom presented a budget preview which, despite a projected $2 billion deficit from the Legislative Analyst's Office, delivered a balanced $322.2 billion budget with no deficit and a modest surplus, backed by $16.9 billion in reserves. Newsom's budget maintained the $5.1 billion in funding for transit of which NCTD is set to receive $113 million. In the next several weeks, the Legislature will hold budget committee hearings to receive additional information on the proposals contained within the Governor's budget proposal, as well as work to develop their own list of priorities.

Ralph M. Brown Act Modernization Legislation Update **–** In late January, two Brown Act modernization measures were introduced in the Assembly and Senate. AB 259 (Rubio) would make certain provisions added to the Brown Act by Assembly Bill 2449 (Rubio, 2022) permanent, including options for local agencies to invoke alternative Brown Act meeting procedures in the event of a board member's absence in connection with a "just cause" or "emergency circumstance." SB 239 (Arreguin) would expand existing teleconferencing provisions under the Brown Act by allowing certain subsidiary bodies of local agencies to use alternative teleconferencing procedures while maintaining public access and transparency. SB 239 would also impose specific requirements for agenda posting, public participation, and on-camera visibility during meetings. Subsidiary bodies overseeing police oversight, elections, or budgets are exempt from teleconferencing provisions. NCTD will monitor these bills to ensure the NCTD Board complies with applicable Brown Act provisions, should they pass the Legislature.

California Zero Emission Regulations – The California Air Resources Board (CARB) maintained its commitment to enforcing Advanced Clean Fleets (ACF) regulations on state and local fleets despite recent shifts at the federal level. These regulations mandate a phased transition of medium- and heavy-duty vehicle fleets to zero-emission alternatives. Separately, CARB recently withdrew three pending waivers with the Environment Protection Agency, including its In-Use Locomotive regulation. This regulation would have banned any locomotive that is 23 years or older from operating in California and required railroads to fully transition to zero-emission locomotives by 2047. NCTD currently operates Siemens Tier-4 locomotives for the COASTER Commuter Rail, which are among the cleanest in the nation and reduce emissions by nearly 90% compared to Tier-0 locomotives.

Grant Activity

Below is an overview of successful grant awards in Calendar Year (CY) 2024, as well as successful and pending awards year-to-date in CY 2025. NCTD was the lead applicant for these grant applications, except where otherwise noted.

CY 2024		CY 2025	
Successful Awards		**Pending Awards**	**Successful Awards**
San Dieguito Double Track Phase 2 (INFRA) ***$53.9 million***		Bus Stop Improvements (Community Project Funding) ***$250,000***	
Battery Electric Buses (Community Project Funding) ***$500,000***		Bus Network Redesign (Caltrans) ***$446,307***	
San Dieguito Double Track Phase 2 (SANDAG – ITIP) ***$62 million***		Buena Creek Grade Separation (Caltrans) ***$262,467***	
SPRINTER Double Tracking – East (RAISE) ***$10.2 million***		SPRINTER Infrastructure Investment Program (BUILD) ***$3.2 million***	
San Dieguito Double Track Phase 2 (SB 125) ***$36.4 million***			
Eastbrook to Shell Double Track and DMB5 (TIRCP) ***$38.5 million***			
Gender Action Plan (Caltrans) ***$367,591***			
Transit Signal Priority – 303 (Caltrans) ***$344,521***			
Total Successful: $202,212,112	**Total Pending: $4,158,774**		

ATTACHMENT: 1A – Federal Monthly Legislative Report (Holland & Knight) – January 2025
1B – State Monthly Legislative Report (Townsend) – January 2025

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

Holland & Knight

ATTACHMENT 1A

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

Memorandum

Date: January 27, 2025

To: North County Transit District

From: Holland & Knight LLP

Re: Federal Update – January 2025

This memorandum provides an overview of federal policy developments of importance to the North County Transit District, including those related to:

- Donald Trump Sworn-in as 47th President, Takes Quick Action on the Economy and Border
- President Trump Issues Executive Order on American Energy; Pauses Disbursement of IIJA and IRA Funds for EV Charging Stations and Green New Deal Priorities
- Rep. Levin Named to Appropriations Committee
- House T&I Holds Hearing on Surface Transportation Reauthorization Priorities
- House T&I Committee Makes Subcommittee Leadership Changes
- President Trump Temporarily Pauses All Regulatory Activities
- President Trump Selects Steven Bradbury as DOT Deputy Secretary
- Round-Up of Open Grant Opportunities

<u>Donald Trump Sworn-in as 47th President, Takes Quick Action on the Economy and Border</u>

- On January 20, Donald Trump was sworn in as U.S. President after years spent campaigning to return to the Oval Office. Trump replaced Joe Biden, who left Washington for the Bay Area to begin his retirement and exit from public service.

- Once complete with a ceremonial parade and speeches, the President returned to the White House, where he began signing dozens of executive orders addressing key issues he campaigned on. One of his first actions was directing federal department leads to make lowering the cost of living a priority. The President also signed orders to eliminate diversity, equity, and inclusion programs in the federal government, as well as telework policies and certain hiring practices.

- As the new administration continues to issue policy changes and executive orders in the coming months, many will take several months to implement. The Holland & Knight team will continue to keep NCTD updated on all developments coming from the White House.

President Trump Issues Executive Order on American Energy; Pauses Disbursement of IIJA and IRA Funds for EV Charging Stations and Green New Deal Priorities

- As part of his executive actions on Monday, President Trump signed an executive order entitled: "Unleashing American Energy", including an array of presidential actions to advance his energy/infrastructure priorities.

- The executive order directs all federal agencies to "immediately pause the disbursement of funds" from the Inflation Reduction Act (IRA) and the Bipartisan Infrastructure Law (BIL), including but not limited to funds for electric vehicle charging stations from the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. Officials further clarified in a follow-up memo that the pause applies primarily to programs that fund green energy and electric vehicle infrastructure. Since the release of the memo, the federal government has resumed the distribution of highway and transit formula dollars and other funding streams unrelated to those described in the executive order.

- During this 90-day period, department/agency heads are directed to conduct a review of their "processes, policies, and programs for issuing grants, loans, contracts, or any other financial disbursements of such appropriated funds for consistency with the law" and submit a report to the National Economic Council (NEC) and White House OMB detailing their findings.

Rep. Levin Named to Appropriations Committee

- Rep. Mike Levin (D-CA) was named as one of the newest members of the powerful House Appropriations Committee. The Appropriations Committee in the House and Senate draft annual government spending legislation that allocates dollars to fund programs like transit, highways, and rail.

- For the 119th Congress, Rep. Levin will serve on the Energy and Water Development and Related Agencies Subcommittee as well as the Military Construction, Veterans Affairs, and Related Agencies Subcommittee.

House T&I Holds Hearing on Surface Transportation Reauthorization Priorities

- On January 15, the House Transportation & Infrastructure (T&I) committee held a hearing entitled: "America Builds: The State of the Nation's Transportation System." The hearing was intended to explore the current state of the transportation system, investments in transportation/infrastructure, and challenges affecting the supply chain.

- Much of the hearing focused on evaluating the Bipartisan Infrastructure Law (BIL) and discussing how different levels and types of investment will impact various communities across the nation.

- Witnesses for the hearing included:
  - The Honorable Jeff Landry, Governor, State of Louisiana
  - The Honorable Vanessa Fuentes, Council Member and Mayor Pro Tem, City of Austin, Texas; and Chair, National League of Cities Transportation and Infrastructure Services Committee, on behalf of The National League of Cities
  - Ms. Sarah Galica, Vice President, Transportation, The Home Depot
  - Mr. Seth Schulgen, Vice President, Williams Brothers Construction, on behalf of The Associated General Contractors of America.

- This hearing is the first of many the committee will hold on the Surface Transportation Reauthorization. With the Surface Transportation Reauthorization set to expire in 2026, members will have over a year to submit their priorities to the relevant committees. In the past, Congress has required an extension to allow members additional time to complete the bill and could require a waiver to complete the next reauthorization.

<u>House T&I Committee Makes Subcommittee Leadership Changes</u>

- On January 21, the House Transportation & Infrastructure (T&I) Committee Chair Sam Graves (R-MO) announced changes to subcommittee chairmanships to account for Rep. Rick Crawford (R-AR) being appointed to serve as Chair of House Permanent Select Committee on Intelligence.

- The following members have been appointed to subcommittee chair roles:
  - Rep. Rick Crawford (R-AR): Vice Chair, House T&I Committee
  - Rep. David Rouzer (R-NC): Chair, Highways and Transit Subcommittee
  - Rep. Daniel Webster (R-FL): Chair, Railroads, Pipelines, and Hazardous Materials Subcommittee
  - Rep. Mike Ezell (R-MS): Chair, Coast Guard and Maritime Transportation Subcommittee

<u>President Trump Temporarily Pauses All Regulatory Activities</u>

- On January 20, President Trump signed an executive order: "Regulatory Freeze Pending Review". This executive order pauses ongoing regulatory activities, including proposed and recently published rules, until a Trump administration official is in place to review and approve said rule. President Trump issued a similar regulatory freeze via executive order at the beginning of his first term in 2017, as did President Biden in 2021.

- The executive order specifically details that any proposed rules sent to the Federal Register that have yet to be published will be withdrawn for review. Furthermore, the executive order also delays the effective dates of recently published rules that have yet to take effect by 60 days.

- This regulatory freeze provides the Trump Administration with the opportunity to determine which regulations align with their priorities, and which ones to rescind or rewrite.

President Trump Selects Steven Bradbury as DOT Deputy Secretary

- On January 11, President Trump announced Steven Bradbury as the nominee for Department of Transportation (DOT) Deputy Secretary. Bradbury is a veteran DOT official and a distinguished fellow at the Heritage Foundation. He contributed to the Heritage Foundation's Project 2025 chapter on transportation.

- Bradbury served as General Counsel at DOT during the first Trump Administration. During the Bush administration, Bradbury served as Principal Deputy and Acting Assistant Attorney General for the Office of Legal Counsel at the Department of Justice (DOJ).

Round-Up of Open Grant Opportunities

- BUILD Grant Program. $1.5 billion available. All applications due January 30, 2025.
- PROTECT Grant Program. $576 million available. All applications due February 24, 2025.

ATTACHMENT 1B

TOWNSEND PUBLIC AFFAIRS
EST TPA 1998

M E M O R A N D U M

To: North County Transit District Board of Directors
Mary Dover, Chief of Staff

From: Townsend Public Affairs
Casey Elliott, Vice President
Spencer Street, Senior Associate

Date: February 3, 2025

Subject: January 2025 Legislative Monthly Report

STATE UPDATES

The Legislature reconvened in January for the 2025-2026 Legislative Session, commencing with the release of Governor Newsom's proposed FY 2025-26 State Budget. Legislators also began introducing new bills and resumed the Special Session declared by Governor Newsom in November 2024, aimed at allocating funding for potential federal litigation against the administration. In response to the devastating wildfires impacting Southern California communities, the Special Session was expanded to include measures forming a Los Angeles County wildfire recovery package.

Below is an overview of pertinent state actions from the month of January.

STATE BUDGET

Breaking with tradition, the budget presentation was hosted by State Finance Director Joe Stephenshaw at the State Capitol, on January 10, while Governor Newsom remained in Los Angeles monitoring the ongoing wildfire response alongside Mayor Karen Bass and other state officials.

Prior to the January 10 constitutional deadline, the Governor presented a budget preview, which despite a projected $2 billion deficit from the Legislative Analyst's Office, delivered a balanced $322.2 billion budget with no deficit and a modest surplus, backed by $16.9 billion in reserves. The Governor's proposal underscores California's economic leadership while addressing uncertainties posed by the incoming federal administration and anticipated challenges. Overall, the Governor acknowledged that the budget is a living document, subject to refinement during the May Revise period as updated tax receipt data becomes available.

Looking forward to the next several weeks, the Legislature will hold budget committee hearings to receive additional information on the proposals contained within the Governor's budget proposal, as well as work to develop their own list of priorities. The budget subcommittee hearings will continue through the spring until the Governor provides updated financial information, and refined proposals, as part of the May Revise. At that point, the Legislature and Administration will work to reach agreement on a final budget proposal to be adopted prior to June 15. As always, subsequent revisions to the Budget Act can be expected in the later summer months.

Senate Budget and Fiscal Review Committee Informational Hearing

In the last week of January, the Senate Budget and Fiscal Review Committee held an informational hearing containing an overview of Governor Newsom's proposed 2025–26 State Budget. The Committee was scheduled to receive an update from the California Air Resources Board (CARB) on the implementation of Senate Bill 253 (Wiener, 2023). However, due to scheduling conflicts, Committee Chair Senator Scott Wiener announced that the update from CARB will be presented during the first week of February.

The Legislative Analyst's Office (LAO) presented an overview of the Governor's budget, highlighting key proposals and fiscal projections for the upcoming fiscal year. Overall, the LAO stated that while the Governor's proposed FY2025–26 budget appears balanced, ongoing structural deficits pose significant long-term challenges, and the LAO reiterated the importance of prudent fiscal management to mitigate projected structural deficits in the coming years.

The LAO recommended that policymakers take a cautious approach to new spending initiatives and consider additional strategies to strengthen the state's fiscal position. Some recommendations include identifying further opportunities for cost containment, reassessing revenue policies, or implementing structural reforms to reduce long-term expenditure growth. The report suggests that careful fiscal management in the coming years will be essential to maintaining budget stability and avoiding deeper cuts in the future.

Overall, the questions and comments from Committee Members focused on ensuring fiscal responsibility while balancing the need for continued investments in education, housing, climate action, and social services. Numerous legislators expressed concerns over proposed funding shifts, the sustainability of certain programs, and the potential long-term consequences of the budgetary decisions.

Looking forward, Budget Subcommittees in both Houses will begin detailed reviews of specific budget areas, and will begin to hold hearings where legislators, experts, and the public can provide testimony on funding priorities and potential revisions.

Department of Finance Issues Workload Budget Letter

In mid-January, the California Department of Finance released a Budget Letter providing updated guidance for the 2025-26 Budget process. Despite a balanced budget and minor revenue growth outlined in the Governor's January proposal, future structural deficits and uncertainties, including delayed tax filings due to recent fires in Los Angeles and Ventura counties, necessitate fiscal caution. Consequently, the Administration will not propose April 1 Finance Letter spending adjustments or May 1 capital outlay adjustments, and the May Revision process will focus on reevaluating budget requests under a workload budget framework.

The workload budget definition includes adjustments for enrollment, caseload, population changes, statutory cost-of-living increases, federal mandates, and other factors. Departments are directed to prioritize proposals within this framework, as resource constraints may limit funding for both new and existing adjustments. Key deadlines for Spring Budget Change Proposals are February 7 for general requests and February 10 for Capital Outlay requests. Agencies are advised to ensure compliance with these parameters, and agencies/departments are cautioned that they "should have no expectation of full funding for either new or existing proposals or adjustments." The budget will continue to evolve over the coming months as legislative budget subcommittees evaluate the Governor's January Budget proposal.

STATE LEGISLATURE

In January, Legislators introduced hundreds of new measures, which will continue in the coming weeks, leading up to the bill introduction deadline on February 21. The February 21 bill introduction deadline will signal a change in legislative action, with the beginning of legislative policy committee hearings to kickstart the bill consideration process that runs until September 12. So far, approximately 708 bills (including measures introduced in the Special Session), resolutions, and constitutional amendments have been introduced since December 2.

Notable measure introductions include:

BILL	SUMMARY/STATUS
AB 259 (Rubio)	Eliminates the sunset on provisions added to the Brown Act by Assembly Bill 2449 (Rubio, 2022), which provides local agencies the option to invoke alternative Brown Act meeting procedures in the event of a board member's absence in connection with a "just cause" or "emergency circumstance." *Status: Pending Policy Committee Referral*
AB 286 (Gallagher)	Requires the Public Utilities Commission to reduce the kilowatt-per-hour rate for electricity charged to ratepayers by not less than 30%. *Status: Pending Policy Committee Referral*
AB 295 (Macedo)	Expands the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 to include water storage, conveyance, and groundwater recharge projects that provide public benefits and drought preparedness. *Status: Pending Policy Committee Referral*
AB 307 (Petrie-Norris)	The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, known as Proposition 4, allows for $10 billion in bonds to fund projects related to water safety, drought, wildfire resilience, and climate solutions. Approved in the November 2024 election, it allocates $1.5 billion for wildfire prevention. Within this, $25 million is designated for new fire detection technologies by the Department of Forestry and Fire Protection. This measure requires that $10 million (from the $25 million for fire detection technologies) be specifically allocated for the ALERTCalifornia fire camera mapping system. *Status: Pending Policy Committee Referral*

AB 342 (Haney)	Authorizes Department of Alcoholic Beverage Control to issue an “additional serving hours license” if the local governing body of the city, in which the licensed premises is located, adopts an ordinance that meets certain requirements. The “additional serving hours license” allows licensees to sell or give alcoholic beverages until 4:00am on Thursday, Friday, Saturday, and certain holidays. *Status: Pending Policy Committee Referral*
AB 353 (Boerner)	Requires broadband internet service providers to offer affordable home internet to California residents. *Status: Pending Policy Committee Referral*
SB 90 (Seyarto)	The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, known as Proposition 4, allows for $10 billion in bonds to fund projects related to water safety, drought, wildfire resilience, and climate solutions. Approved in the November 2024 election, it allocates $1.5 billion for wildfire prevention. This measure expands the list of fundable projects to include improvements to public evacuation routes, firefighting support facilities like mobile rigid dip tanks and water storage, and enhancements to fire engines and helicopters. *Status: Pending Policy Committee Referral*
SB 222 (Wiener)	Allows individuals to file civil lawsuits for damages of $10,000 or more against parties responsible for climate disasters or extreme weather events linked to climate change, that meets specific criteria. *Status: Pending Policy Committee Referral*
SB 227 (Grayson)	Extends the Green Empowerment Zone for the Northern Waterfront area of Contra Costa County from its current sunset of January 1, 2028, to January 1, 2040, and would also add the Cities of El Cerrito, Pinole, Richmond, and San Pablo, upon resolutions from each city. *Status: Pending Policy Committee Referral*

First Extraordinary Session Update

On January 22, the Special Session Budget Committees in both legislative houses convened to consider measures within a Los Angeles County wildfire recovery package, along with legislation to allocate funding for anticipated federal lawsuits against the administration. On January 23, both houses approved the measures included in the Los Angeles wildfire response and recovery package. These measures contain an urgency statute, allowing for immediate implementation upon being signed into law. On the same day, Governor Newsom signed the following wildfire recovery legislation into law:

ABX1 4 (Gabriel and Wiener) Allocates **up to $1.5 billion in one-time** General Fund for immediate disaster relief efforts, such as emergency protective measures, evacuations, sheltering for survivors, household hazardous waste removal, assessment and remediation of post-fire hazards such as flash flooding and debris flows, traffic control, air quality and water and other environmental testing.

SBX1 3 (Wiener and Gabriel) allocates the following one-time General Fund for the LA Wildfire relief recovery:

- **$4 million one-time General Fund** to the Department of Housing and Community Development for a grant program to help local governments in areas impacted by the Los Angeles wildfires, to provide additional planning, review, and building inspection resources for purposes of expediting building approvals during the recovery period after the fires (available until June 30, 2028).

- **$1 million one-time General Fund** to the Department of General Services Los Angeles and Pasadena school districts and affected charter schools to rebuild damaged facilities (available until June 30, 2026).

- **Up to $1 billion one-time General Fund** for state departments/agencies to address emergency needs in wildfire-affected areas, subject to the DOF's approval, until the state of emergency ends.

In late January, the special session considered the measures below, which are aimed at allocating funding for future federal lawsuits against the Trump Administration.

SBX1 1 (Wiener and Gabriel) allocates up to $25 million to the Department of Justice (DOJ) to defend the state against federal enforcement and legal actions, pursue affirmative litigation against federal government actions, and take authorized administrative measures to mitigate federal impacts. This measure mandates annual reporting by the DOJ to the Joint Legislative Budget Committee on administrative activities and the use of outside counsel. Additionally, the DOJ must maintain a public website that details litigation efforts against the federal government. The allocated funds are available for encumbrance until June 30, 2026, and for expenditure until June 30, 2028.

SBX1 2 (Wiener and Gabriel) allocates funding to support legal and immigration services for vulnerable populations. It appropriates $10 million to the Judicial Council, distributed through the Legal Services Trust Fund Commission, to provide legal aid to individuals at risk of detention, deportation, eviction, wage theft, and other safety threats due to federal actions. An additional $10 million is designated for immigration services through the Department of Social Services, and $5 million is allocated to the California Access to Justice Commission to support nonprofit legal service providers. Up to 2.5% of funds in relevant programs may be used for administrative costs. The funding is available for encumbrance until June 30, 2026, and for expenditure until June 30, 2028, with all programs requiring regular reporting to the Joint Legislative Budget Committee.

Ralph M. Brown Act Modernization Legislation Update

In March 2020, Governor Gavin Newsom issued an Executive Order to provide flexibility under public meeting requirements to local governments in response to the COVID-19 pandemic. The

Executive Order temporarily suspended specific provisions of the Ralph M. Brown Act (Brown Act), enabling public agencies to hold meetings via teleconference without the traditional in-person attendance requirements. Public agencies were still required to provide a method for public participation, ensuring the continuity of governmental operations while prioritizing public health and safety during the crisis. The temporary suspension under the Governor's Executive Order expired on September 30, 2021. Since then, legislators have introduced various measures to modernize and expand provisions in the Brown Act.

In late-January, two Brown Act modernization measures were introduced in the Assembly and Senate. **AB 259** introduced by Assembly Member Blanca Rubio makes permanent certain provisions added to the Ralph M. Brown Act by Assembly Bill 2449 (Rubio, 2022). AB 2449 (Rubio, 2022) provides local agencies the option to invoke alternative Brown Act meeting procedures in the event of a board member's absence in connection with a "just cause" or "emergency circumstance."

SB 239 introduced by Senator Jesse Arreguín expands existing teleconferencing provisions under the Ralph M. Brown Act by allowing certain subsidiary bodies of local agencies to use alternative teleconferencing procedures while maintaining public access and transparency. This measure imposes specific requirements for agenda posting, public participation, and on-camera visibility during meetings. Subsidiary bodies overseeing police oversight, elections, or budgets are exempt from teleconferencing provisions. SB 239 (Arreguín) is a reintroduction of AB 817 (Pacheco, 2023), which failed passage in the 2023-24 Legislative Session. SB 239 (Arreguín) currently contains amendments which were recommended by the Senate Local Government Committee for AB 817 (Pacheco, 2023), which were not incorporated into AB 817.

Currently, AB 259 (Rubio) and SB 239 (Arreguín) are pending committee assignment.

CARB's 2025 Priorities: Advanced Clean Fleets (ACF) Regulations and Local Government Compliance

As cities and counties across California continue working toward a cleaner transportation future, the California Air Resources Board (CARB) has reaffirmed its commitment to enforcing Advanced Clean Fleets (ACF) regulations on state and local fleets. Despite recent shifts at the federal level—including CARB's withdrawal of several Clean Air Act waiver requests—the requirements for public sector fleets remain in place. Local governments therefore must continue their compliance efforts as CARB moves forward with its broader climate agenda.

ACF Regulations: What Cities and Counties Need to Know

The ACF regulations are a key component of California's strategy to transition medium- and heavy-duty vehicle fleets to zero-emission alternatives. These regulations mandate a phased transition, requiring local governments to begin replacing aging fleet vehicles with zero-emission alternatives. The timeline for compliance is already underway:

- January 1, 2024 – State and local agencies must begin replacing fleet vehicles with zero-emission alternatives.

- 2025-2035 – Compliance benchmarks will increase incrementally, leading up to a full transition by 2045.

Although CARB withdrew three pending EPA waivers—affecting ACF requirements for private and federal fleets, in-use locomotive standards, and commercial harbor craft regulations—the agency has been clear that the ACF rules still apply to public sector fleets. Cities and counties should not assume exemptions or delays in enforcement.

Potential State Mandate Reimbursement

One major development stemming from CARB's waiver withdrawal is the potential reclassification of ACF regulations as reimbursable state mandates. Previously, CARB maintained that ACF was not a state mandate because it applied to both public and private fleets. However, with private sector enforcement now uncertain, local governments may be able to file a test claim with the Commission on State Mandates to seek reimbursement for the costs incurred in complying with the regulations. This process is complex and often takes years to yield funding, but it could provide some financial relief for local agencies burdened by the transition.

Next Steps for Local Agencies

Local governments should remain proactive in ensuring compliance with the ACF regulations while also exploring potential cost recovery options. Key actions include:

- Continuing Compliance Efforts: The regulations remain in effect—cities and counties should stay on track with their fleet transition plans and compliance.

- Staying Engaged with CARB's Broader Priorities: In addition to ACF, CARB's 2025 agenda includes updating SB 375 VMT targets, landfill methane regulations, carbon capture rules, and corporate climate risk reporting. Local agencies should track these developments to ensure they remain informed about new regulatory requirements that could impact their operations.

Resources

- CARB's Jan. 23rd meeting recording (Steve Cliff's presentation at 1:32:00): CAL-SPAN
- State-Mandated Cost Programs: State Controller's Office
- Mandate Reimbursement Guidance: Commission on State Mandates

Electricity Rates and the Impact on State Climate Policy

In early January, the Legislative Analyst's Office (LAO) released a report analyzing climate policies in California, aimed at assisting the Legislature and other stakeholders in understanding the relationship between electricity rates and climate initiatives. The report explores key questions about residential electricity rates, including the primary drivers behind the state's high rates and their broader implications, particularly for California's climate change objectives.

The state's residential electricity rates are among the highest in the nation and are increasing at a pace that exceeds both inflation and rate growth in other states. Although the report states that the reasons for the high rate have not been quantified, the report examines potential causes of the increase. Potential factors include significant wildfire-related expenses, the state's ambitious greenhouse gas (GHG) reduction policies, and operational differences among utilities. Additionally, cost-reduction programs for low-income households and incentives for rooftop solar systems shift costs to other ratepayers, increasing rates for those who do not qualify from these programs. The report also states that higher rates have also been seen for customers of IOUs, as compared to those served by publicly owned utilities (POUs).

The Legislature potentially faces complex decisions in balancing affordability, sustainability, and climate adaptation. These include balancing ambitious greenhouse gas (GHG) reduction goals with the resulting costs to ratepayers, funding infrastructure needed for increased electrification, and determining how much of the funding for statewide climate policies should come from electricity rates versus other revenue sources. Additionally, rising wildfire-related costs could require decisions about balancing risk reduction with ratepayer affordability and funding appropriate utility mitigation efforts. Finally, designing fair utility rate structures, such as fixed charges, could require careful consideration to encourage beneficial electricity use while limiting financial burdens on vulnerable households.

California Begins Legal Battles with Federal Government

On January 21, California joined seventeen other states in a lawsuit challenging President Trump's executive order that aims to revoke birthright citizenship for children born in the U.S. The lawsuit, filed in the U.S. District Court for the District of Massachusetts, argues that the order violates the Fourteenth Amendment and the Immigration and Nationality Act. California Attorney General Rob Bonta called the order a direct attack on Americans' fundamental rights, emphasizing its potential to render children born after February 19 stateless, deportable, and ineligible for federal services. The coalition of attorneys general is seeking an immediate injunction to halt the order before it takes effect.

The lawsuit highlights the potential ramifications of the executive order, including denying citizenship to children who would have otherwise been entitled to it just days earlier. This policy could impact state programs like Medi-Cal and the Children's Health Insurance Program, restricting healthcare access for low-income families. Legal experts, including UC Berkeley Law's Daniel Farber, believe the administration's argument faces significant legal hurdles, making its success in court uncertain.

NORTH COUNTY TRANSIT DISTRICT

Agenda Item # 2

STAFF REPORT

RECEIVE THE MONTHLY TRANSIT OPERATIONS PERFORMANCE REPORT FOR DECEMBER 2024

Time Sensitive: ☐ **Consent:** ☒

STAFF RECOMMENDATION: Receive the Monthly Transit Operations Report for December 2024.

BACKGROUND INFORMATION: The Monthly Transit Operations Performance Report (TOPR) provides an overview of North County Transit District's (NCTD) performance trends by mode as they relate to budgeted goals and minimum performance standards for each month of the fiscal year. 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. The monthly TOPR uses the same symbology from the annual TOPR and is explained below:

Systemwide Performance

December 2024 systemwide ridership was 644,543, which is 6.1% above the budgeted goal and 9.8% above the December 2023 ridership of 586,977. December 2024 was also at 87% of FY19 pre-pandemic levels.

BREEZE Performance

BREEZE boardings for December totaled 426,527, above the budgeted goal of 392,012 by 8.8% and an 11.8% increase compared to December 2023. December 2024 was also 88.2% of FY19 pre-pandemic levels. BREEZE on-time performance (OTP) was 82.9% for the month which is below the minimum performance standard of 88%.

COASTER Performance

COASTER boardings for December totaled 61,913, below the budgeted goal of 63,086 by 1.9% but a 2.2 % increase compared to December 2023. December 2024 was also 66.4% of FY19 pre-pandemic levels. COASTER OTP was 96.9% for the month which is above the minimum performance standard of 95%.

SPRINTER Performance

SPRINTER boardings for December totaled 138,009, just below the budgeted goal of 138,056 by less than 0.1% but a 3% increase compared to December 2023. December 2024 was also 92.8% of FY19 pre-pandemic levels. SPRINTER OTP was 97.6% for the month which is above the minimum performance standard of 95%.

FLEX Performance

FLEX boardings for December totaled 7,379, above the budgeted goal of 4,458 by 65.5% and a 114.6% increase compared to December 2023. December 2024 was also 318.6% of FY19 pre-pandemic levels. FLEX OTP was 82.4% for the month which is below the performance standard of 88%.

LIFT Performance

LIFT boardings for December totaled 8,713, above the budgeted goal of 7,965 by 9.4% and a 14.1% increase compared to December 2023. December 2024 was also 69% of FY19 pre-pandemic levels. LIFT OTP was 90.4% for the month which is below the minimum standard of 92%. LIFT productivity, measured by passengers transported per revenue hour, was 2.12 for the month, which is above the minimum performance standard of 1.80 passengers per revenue hour.

NCTD+ Performance

NCTD+ boardings for December totaled 2,002, below the budgeted goal of 2,046 by 2.2%. NCTD+ OTP was 91.1% for the month which is below the minimum standard of 92%.

Youth Opportunity Pass (YOP) Performance

Youth pass usage for December 2024 totaled 93,707, a 10.4% increase compared to December 2023.

ATTACHMENT: 2A – Monthly Transit Operations Performance Report, December 2024

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Katie Persons, Director of Service Planning**
Email: kpersons@nctd.org Phone: 760-966-6683

ATTACHMENT 2A

Transit Performance Report - December 2024

SYSTEM Performance (All Modes)	Budget Goal[1]	December 2024	Variance from Goal/Standard	December 2023	Variance from Prior Year
Total Boardings	607,623	644,543	6.1%	586,977	9.8%
Average Weekday Boardings	22,685	24,289	7.1%	22,946	5.9%
Average Saturday Boardings	18,039	15,747	-12.7%	13,804	14.1%
Average Sunday Boardings	9,849	11,917	21.0%	9,837	21.1%
BREEZE Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	392,012	426,527	8.8%	381,366	11.8%
Average Weekday Boardings	14,843	16,216	9.3%	15,137	7.1%
Average Saturday Boardings	11,048	10,049	-9.0%	8,502	18.2%
Average Sunday Boardings	6,020	7,631	26.8%	6,018	26.8%
Boardings per Revenue Hour	11.3	12.2	7.9%	10.9	12.5%
Percent of Scheduled Service Operated	99.98%	99.64%	-0.3%	99.55%	0.1%
Major Mechanical Failures	34	43	26.5%	43	0.0%
Other Mechanical Failures	0	0	0.0%	4	-100.0%
Chargeable Accidents	5	10	100.0%	10	0.0%
On-time Performance	88.0%	82.9%	-5.8%	84.8%	-2.3%
Passenger Concerns	73	60	-17.8%	60	0.0%
COASTER Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	63,086	61,913	-1.9%	60,565	2.2%
Average Weekday Boardings	2,133	2,216	3.9%	2,143	3.4%
Average Saturday Boardings	2,787	1,916	-31.3%	2,042	-6.2%
Average Sunday Boardings	1,192	1,287	8.0%	1,250	3.0%
Boardings per Revenue Hour	58.0	58.7	1.2%	57.7	1.7%
Percent of Scheduled Service Operated	100.0%	99.8%	-0.2%	99.8%	0.0%
Major Mechanical Failures	2	0	-100.0%	0	0.0%
Other Mechanical Failures	0	0	0.0%	1	-100.0%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	95.0%	96.6%	1.7%	95.8%	0.8%
Passenger Concerns	4	9	125.0%	8	12.5%
SPRINTER Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	138,056	138,009	0.0%	133,968	3.0%
Average Weekday Boardings	5,142	5,122	-0.4%	5,203	-1.6%
Average Saturday Boardings	3,858	3,460	-10.3%	3,051	13.4%
Average Sunday Boardings	2,441	2,770	13.5%	2,441	13.5%
Boardings per Revenue Hour	69.4	88.5	27.6%	67.9	30.4%
Percent of Scheduled Service Operated	100.0%	78.4%	-21.6%	99.6%	-21.2%
Major Mechanical Failures	1	11	1000.0%	13	-15.4%
Other Mechanical Failures	0	0	0.0%	5	-100.0%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	95.0%	96.0%	1.0%	96.6%	-0.6%
Passenger Concerns	7	22	214.3%	4	450.0%
FLEX Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	4,458	7,379	65.5%	3,439	114.6%
Average Weekday Boardings	166	283	70.5%	127	122.8%
Average Saturday Boardings	146	166	13.5%	103	61.2%
Average Sunday Boardings	65	129	100.0%	63	104.8%
Passengers per Revenue Hour	2.16	3.33	54.6%	2.41	38.3%
Major Mechanical Failures	2	2	0.0%	0	200.0%
Other Mechanical Failures	0	0	0.0%	0	0.0%
Chargeable Accidents	0	0	0.0%	1	-100.0%
On-time Performance	88.0%	82.4%	-6.3%	87.9%	-6.2%
Passenger Concerns	4	2	-50.0%	0	200.0%
LIFT Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	7,965	8,713	9.4%	7,639	14.1%
Average Weekday Boardings	335	373	11.3%	336	11.0%
Average Saturday Boardings	134	117	-12.4%	106	10.4%
Average Sunday/Holiday Boardings	65	68	4.3%	65	4.6%
Passengers per Revenue Hour	1.80	2.12	18.0%	2.03	4.8%
Major Mechanical Failures[2]	2	1	-50.0%	1	0.0%
Other Mechanical Failures[2]	0	0	0.0%	0	0.0%
Chargeable Accidents	1	1	0.0%	3	-66.7%
On-Time Performance	92.0%	90.4%	-1.8%	94.3%	-4.2%
Passenger Concerns	13	10	-23.1%	7	42.9%
NCTD+ Performance	**Budget Goal / Performance Standard[1]**	**December 2024**	**Variance from Goal/Standard**	**December 2023**	**Variance from Prior Year**
Total Boardings	2,046	2,002	-2.2%	0	100.0%
Average Weekday Boardings	66	79	19.7%	0	100.0%
Average Saturday Boardings	66	39	-40.9%	0	100.0%
Average Sunday Boardings	66	32	-51.5%	0	100.0%
Passengers per Revenue Hour	1.80	3.06	70.2%	0.00	100.0%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	92.0%	91.1%	-0.9%	0.0%	100.0%
Passenger Concerns	3	1	-66.7%	0	100.0%
Median Wait Time (minutes)	20:00	14:09	-29.3%	00:00	0.0%

[1] Budgeted goals are developed every fiscal year within budget documents and are based upon ridership projections and past performance while minimum performance standards are generally set forth in each modal operations and maintenance contract. Rail standards continue to adhere to the minimum performance standards established in past contracts.

NORTH COUNTY TRANSIT DISTRICT

Agenda Item #

3

STAFF REPORT

RECEIVE THE FISCAL YEAR 2024 ANNUAL TRANSIT OPERATIONS PERFORMANCE REPORT

Time Sensitive: ☐ **Consent:** ☒

STAFF RECOMMENDATION: Receive the Fiscal Year (FY) 2024 Annual Transit Operations Performance Report.

BACKGROUND INFORMATION: The Annual Transit Operations Performance Report (TOPR) provides an overview of the North County Transit District's (NCTD) performance trends by mode as they relate to budgeted goals and minimum performance standards for FY2024. NCTD's performance goals are developed as part of the annual operations budget development process. Minimum performance standards are set forth in applicable modal operations and maintenance contracts. Final performance results are included in the statistical section of NCTD's Annual Comprehensive Financial Report and reported to the National Transit Database.

The TOPR aligns NCTD's service principles with measurable performance indicators to monitor progress toward NCTD's defined goals. The annual TOPR includes a system summary for NCTD's FY2024 performance, as well as key performance indicators for NCTD's modal operations. The modal section provides a three-year trend for each metric, as well as a dashboard indicator that demonstrates whether NCTD achieved its corresponding FY2024 goal.

NCTD staff regularly monitors the performance indicators included in this TOPR and provides updates through the monthly TOPRs provided to the Board of Directors. Measuring key areas of performance allows NCTD to identify areas for improvement and link transit performance to investment decisions in the District's capital and operating budgets. The FY2024 TOPR includes a summary of ongoing measures to ensure a positive customer experience on all NCTD modes.

ATTACHMENT: 3A – Transit Operations Performance Report, FY2024

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Katie Persons, Director of Service Planning**
E-mail: kpersons@nctd.org Phone: 760-966-6683

Annual Transit Operations Performance Report

FY 2024

July 1, 2023 - June 30, 2024

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INTRODUCTION

Background

The Annual Transit Operations Performance Report (TOPR) summarizes the performance of North County Transit District's (NCTD, the District) system for a given fiscal year (FY). The report provides an annual overview to the Board of Directors and other stakeholders on numerous key performance indicators (KPI) for the following modes:

- BREEZE fixed-route bus
- SPRINTER hybrid rail
- COASTER commuter rail
- LIFT paratransit
- FLEX deviated- & point-deviated fixed-route bus
- NCTD+ on-demand microtransit

As part of the TOPR process, NCTD tracks select KPIs and monitors progress toward the agencies defined goals and standards. Table 1 outlines and defines KPIs. For the Annual TOPR, KPIs are organized into four broad categories: Ridership, Customer Safety & Satisfaction, Service Reliability, and Financial Performance.

Table 1. Performance Metrics & Definitions

Metric	Category	Definition	Goal/Standard*
Total Boardings	Ridership	The total individuals boarding a revenue vehicle, excluding operators, transit employees, and contractors.	Established annually with the budget and based on historical trends.
Preventable Accidents	Customer Safety & Satisfaction	The number of preventable accidents per 100,000 miles operated where the operator was at fault.	Established in contractual requirements for operators.
Passenger Concerns	Customer Safety & Satisfaction	The number of passenger concerns per 100,000 boardings.	Established in contractual requirements for operators.
On-Time Performance	Service Reliability	The percentage of actual arrival or departure times that are between an established range at stations and timepoints.	Established in contractual requirements for operators.
Mechanical Failures	Service Reliability	A failure of a mechanical element on a revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip. Mechanical failures that are due to actual movement being limited or safety concerns are categorized as "major mechanical failures," while failures that are due to an agency's policy are considered "other mechanical failures."	Established in contractual requirements for operators.
Farebox Recovery Ratio	Financial Performance	Passenger fares divided by operating costs. Differs from the Transportation Development Act (TDA) farebox recovery ratio reported to the State Controller's office which allows for the exclusion of certain costs and the inclusion of local funds in its calculation.	Established annually with the budget and based on historical trends.

Service Changes & Agency Highlights

NCTD implemented two service changes in FY2024—one in October 2023 and another in June 2024. As illustrated in Figure 1, changes to service included increased weekday and weekend frequencies on BREEZE routes 302 and 303, adjustments to the COASTER weekend schedule, the launch of a new NCTD+ microtransit pilot in San Marcos, and the launch of new COASTER Connection shuttle routes in Sorrento Valley. These new routes included:

- FLEX 471, serving Sorrento Valley East
- FLEX 472, serving Sorrento Mesa
- FLEX 473, serving Carroll Canyon
- FLEX 478, serving North Torrey Pines
- FLEX 479, serving University City and UCSD

Furthermore, as depicted in Figure 2, NCTD marked several significant achievements in FY2024. These activities included securing over $94 million in state and federal grants, advancing transit-oriented development at key SPRINTER stations, and launching new services.

Figure 1. FY2024 Service Changes

October 2023

- Restored BREEZE 302 & 303 to 20-minute headways on weekdays
- Increased weekend frequency on BREEZE 302 & 303

June 2024

- Increased Saturday service to 22 trips and decreased Sunday service to 18 trips to accommodate Del Mar Bluffs stabilization
- Launched COASTER Connection service in Sorrento Valley
- Launched NCTD+ San Marcos microtransit pilot

Figure 2. District Highlights, FY2024

SYSTEM SUMMARY

Table 2. Transit Operations Performance Overview

Ridership	**Total systemwide boardings were over 7.7 million in FY 2024, an 8.0% increase compared to the previous fiscal year and 3.4% above the budgeted goal.** All modes experienced ridership gains, with FLEX and LIFT experiencing the greatest increases at 26.0% and 13.0%, respectively.
Customer Safety & Satisfaction	**There were 133 total preventable accidents in FY 2024.** Incidents decreased across all modes, except BREEZE.
	Passenger complaints on NCTD modes decreased by 12.2% over previous fiscal year. All modes, except SPRINTER and LIFT, experienced increases.
Service Reliability	**On-time performance across the system increased by 2.5% in FY 2024.** Improvements in FLEX and LIFT offset slight decreases on BREEZE, COASTER, and SPRINTER.
	Total mechanical failures increased by 79.2% from the previous year. SPRINTER and FLEX/LIFT experienced the largest increases.
Financial Performance	**Operating expenses across all modes was 1.7% below budget.** Overall operating costs increased compared to the previous fiscal year, but the increase was lower than projected.
	Systemwide fare revenue totaled nearly $11 million, an increase of 7.4% from FY 2023. Consistent year-over-year ridership growth continues to positively impact systemwide fare revenue figures.
	Farebox recovery ratio across all modes was 7.1% in FY 2024. Systemwide farebox recovery did not meet budgeted goal due to lower than anticipated fare revenue and higher operating costs associated with COASTER and SPRINTER.

Figure 3. Systemwide Monthly Ridership, FY23-FY24

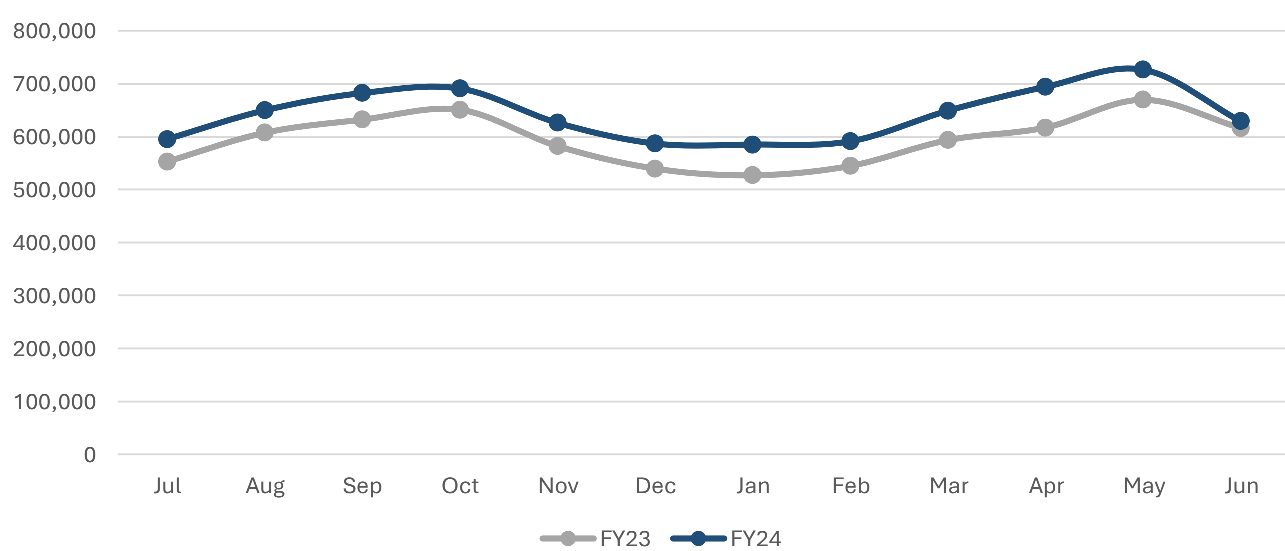


Table 3. Systemwide Performance Summary

Metric	BREEZE	SPRINTER	COASTER	LIFT	FLEX	NCTD+	System Total	% Change from FY23
Total Boardings	4,876,019	1,822,849	852,993	105,244	48,663	146	7,705,914	+8.0%
Boardings per Revenue Hour	11.8	78.2	69.5	2.0	2.8	1.3	14.9	--
Vehicle Revenue Miles	4,892,488	512,781	399,691	903,563	320,948	562	7,030,033	+2.8%
On-Time Performance	83.8%	96.3%	93.7%	90.1%	85.2%	92.2%	90.2%	+2.5%
Mechanical Failures	517	282	22	30		0	851	+79.2%
Preventable Accidents	122	1	1	7	2	0	133	+16.7%
Passenger Complaints	1,002	91	106	142	13	0	1,354	-14.5%
Farebox Recovery	8.4%	3.2%	9.3%	6.1%	3.3%	0.2%	7.1%	-1.2%

BREEZE PERFORMANCE

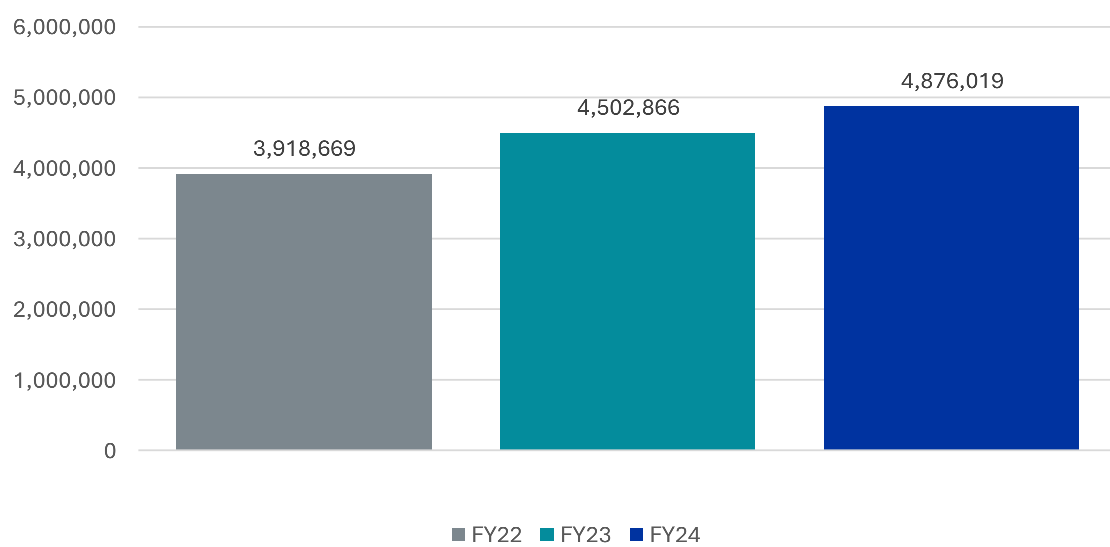
Ridership

Continued restoration of BREEZE service to pre-pandemic levels contributed to positive ridership performance in FY2024. Increased weekday frequency on BREEZE 302 and 303, in conjunction with ongoing school ridership, helped contribute to the strong weekday ridership shown on Table 4. As shown in Figure 4, there were nearly 4.9 million BREEZE boardings in FY2024—exceeding last year's ridership by 8.3% but 2.7% below the budgeted goal.

Table 4. BREEZE Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Revenue Hour
Weekday	15,744	12.4
Saturday	8,766	10.5
Sunday	6,895	8.9

Figure 4. BREEZE Ridership, FY22-FY24

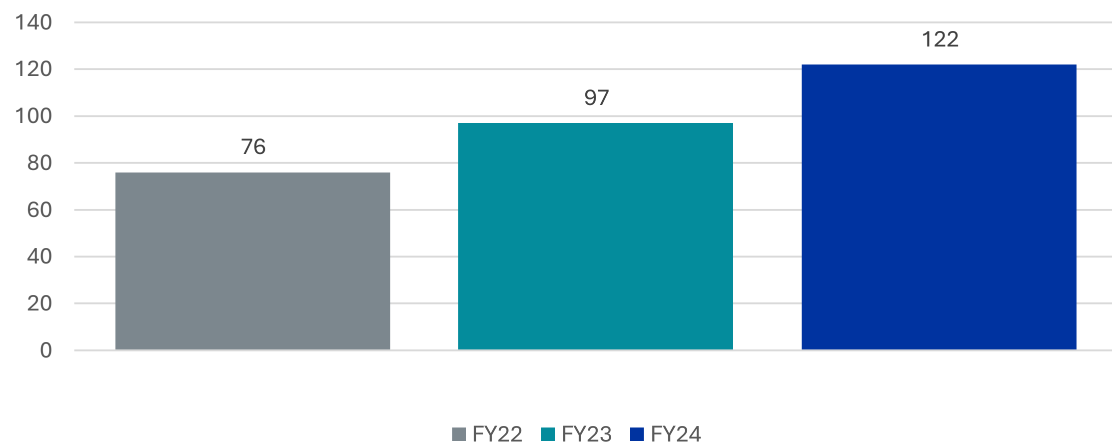


Customer Safety & Satisfaction

Preventable Accidents

There were 122 preventable accidents on BREEZE in FY 2024—117.9% above the minimum contractual standard. As illustrated in Figure 5, BREEZE preventable accidents continued its upward trend with 25.8% increase from the FY2023 total.

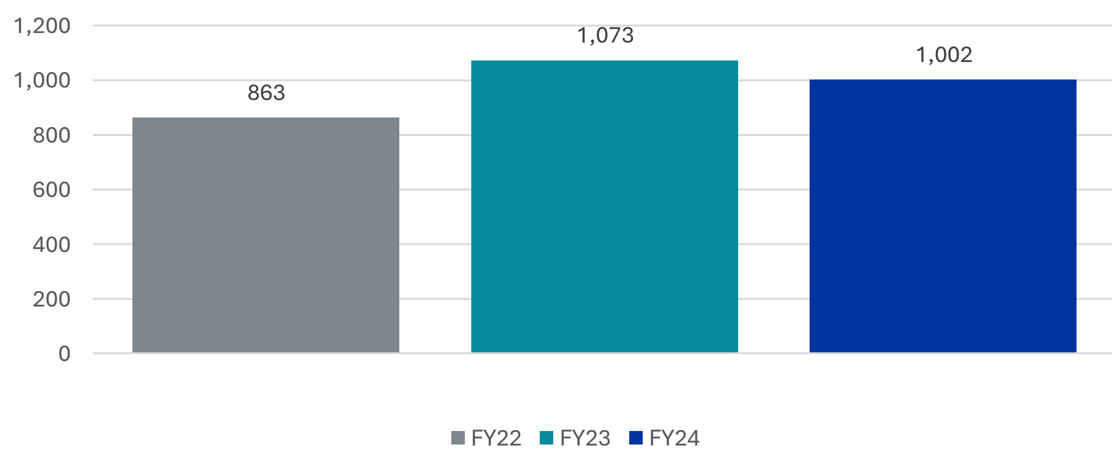
Figure 5. BREEZE Preventable Accidents, FY22-FY24



Passenger Complaints

There were 1,002 passenger complaints on BREEZE in FY2024. As shown in Figure 6, passenger complaints decreased from the previous fiscal year.

Figure 6. BREEZE Passenger Complaints, FY22-FY24

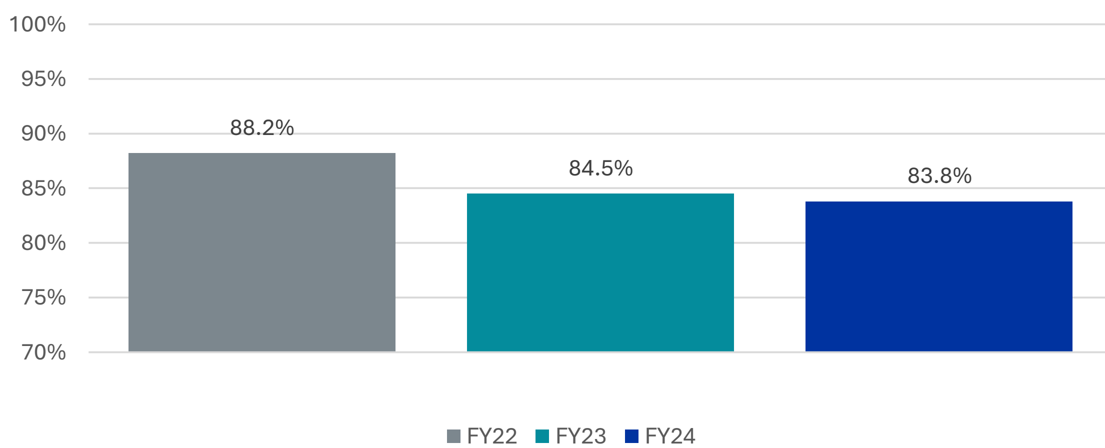


Service Reliability

On-Time Performance

As shown in Figure 7, BREEZE on-time performance was 83.8% in FY2024—below the minimum contractual standard of 88% and a slight decrease from 84.5% the previous year.

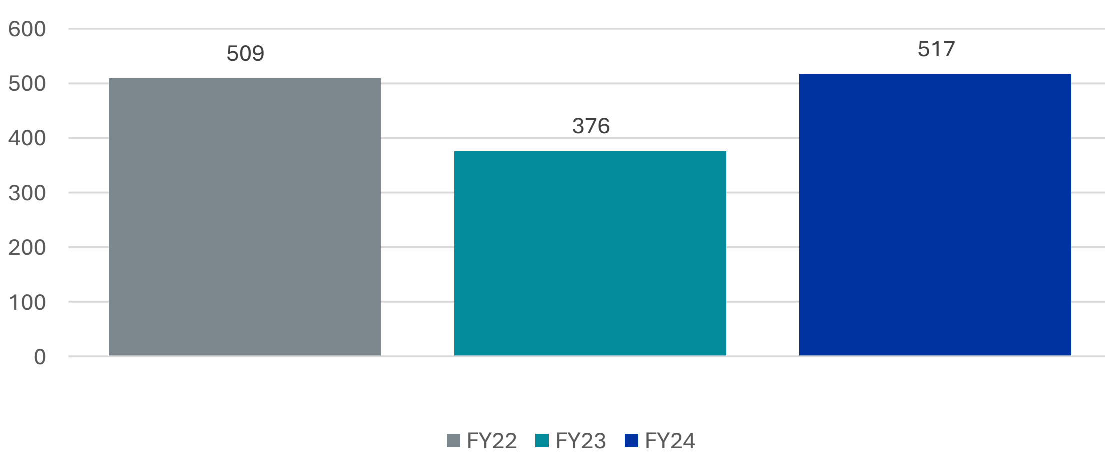
Figure 7. BREEZE On-Time Performance, FY22-FY24



Mechanical Failures

BREEZE mechanical failures in FY2024 totaled 517 and included 484 major mechanical failures. BREEZE exceeded the minimum contractual standard by 28.9% shown in Figure 8.

Figure 8. BREEZE Mechanical Failures, FY22-FY24

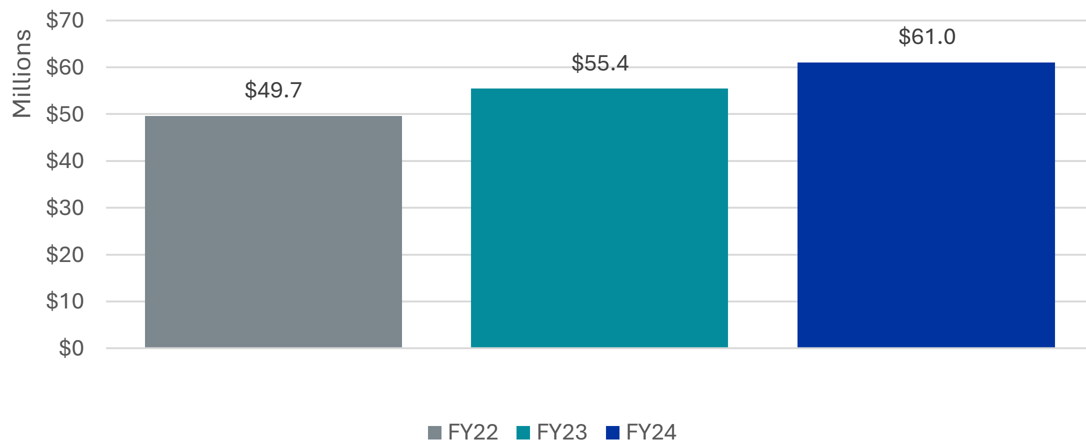


Financial Performance

Operating Expenses

BREEZE operating expenses in FY2024 were roughly 6% below the budgeted goal but increased over 10% compared to the previous fiscal year. Service restorations and inflation have contributed to the growth illustrated in Figure 9.

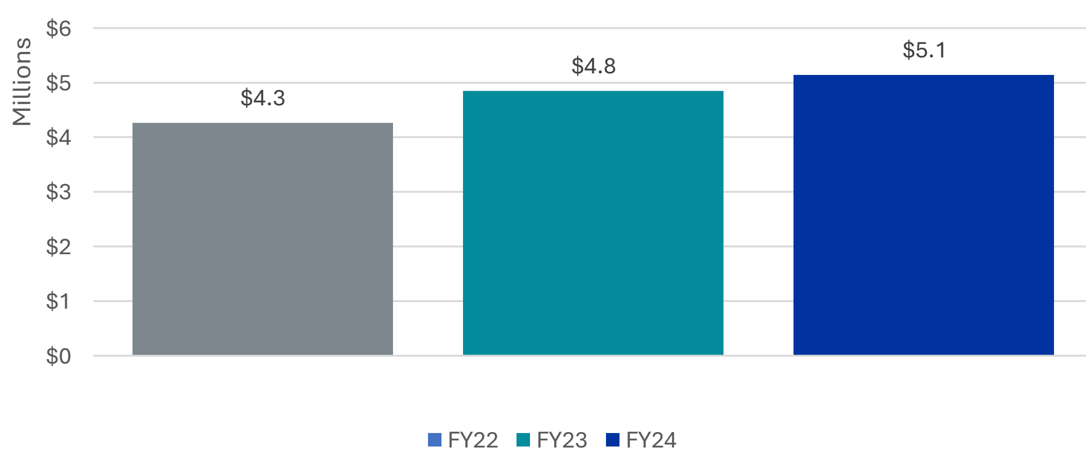
Figure 9. BREEZE Operating Expenses, FY22-FY24



Fare Revenue

As illustrated in Figure 10, fare revenue on BREEZE has shown consistent growth over the last three fiscal years. Fare revenue in FY2024 not only surpassed the budgeted target by 12.5% but also experienced a 6.1% increase compared to the prior year.

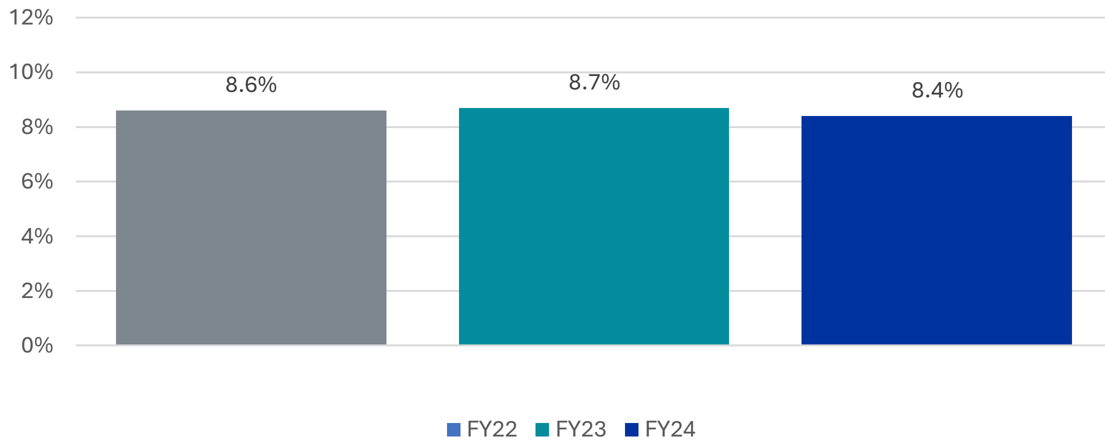
Figure 10. BREEZE Fare Revenue, FY22-FY24



Farebox Recovery

Farebox recovery on BREEZE was 8.4% in FY2024—surpassing the budgeted goal of 7%. As shown in Figure 11, farebox recovery decreased slightly in FY2024.

Figure 11. BREEZE Farebox Recovery, FY22-FY24



SPRINTER PERFORMANCE

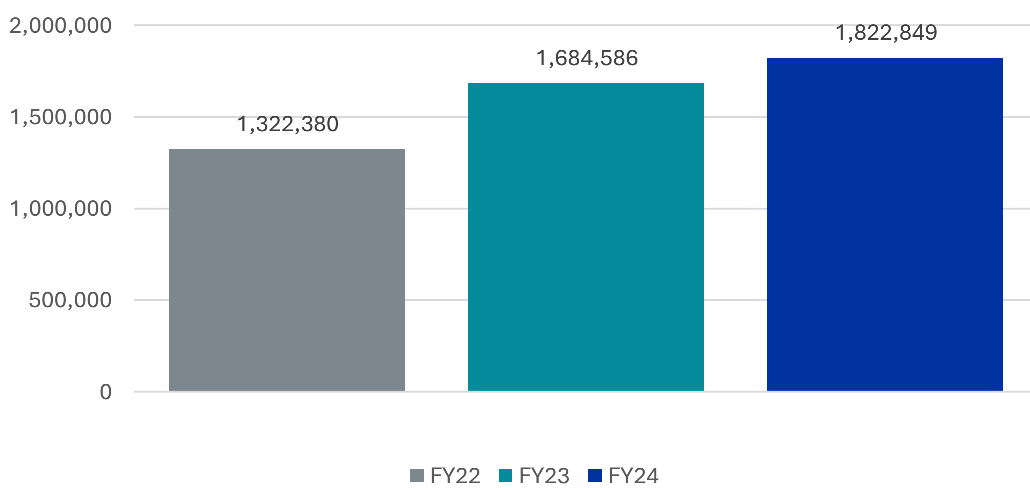
Ridership

As illustrated in Figure 12, there were over 1.8 million SPRINTER boardings in FY2024, an 8.2% increase over the previous year. However, due to hardware-related issues with the fleet's automated passenger counters, ridership was underestimated during the development of the FY2024 Service Implementation Plan and the budgeted goal was adversely affected. As a result, SPRINTER ridership exceeded its budgeted goal by 34%.

Table 5. SPRINTER Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Revenue Hour
Weekday	5,761	83.5
Saturday	3,490	64.5
Sunday	2,929	59.7

Figure 12. SPRINTER Ridership, FY22-FY24

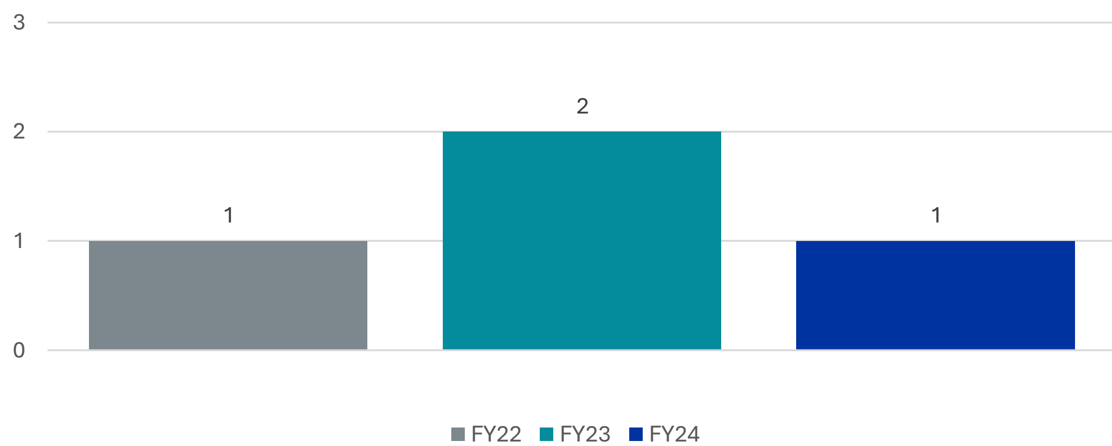


Customer Safety & Satisfaction

Preventable Accidents

In FY2024, only one preventable accident occurred on SPRINTER, 80% below the minimum standard. As shown in Figure 13, this indicates a decline after a brief rise in the previous year.

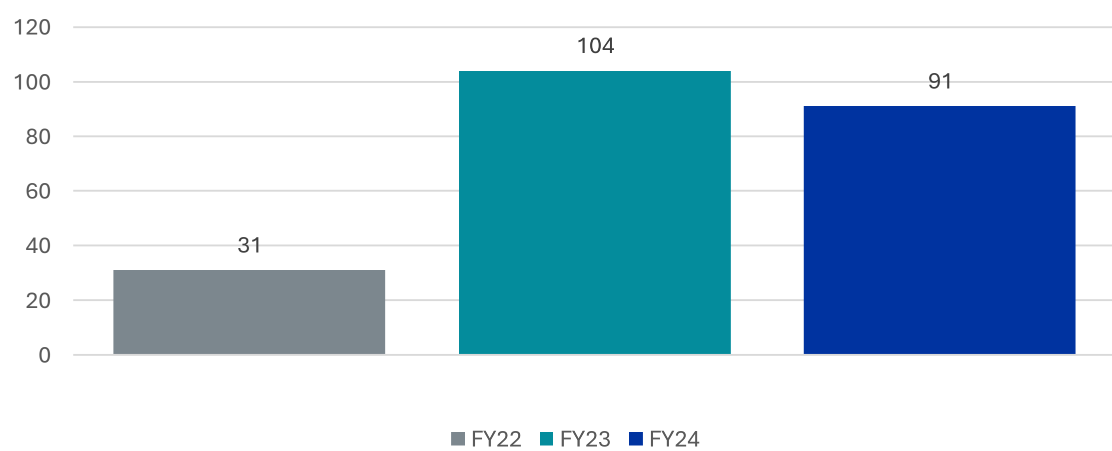
Figure 13. SPRINTER Preventable Accidents, FY22-FY24



Passenger Complaints

There were 91 passenger complaints on SPRINTER in FY2024—meeting but not exceeding the minimum standard. In addition, as shown in Figure 14, complaints decreased 12.5% over the previous fiscal year but remained higher than the total in FY2022.

Figure 14. SPRINTER Passenger Complaints, FY22-FY24

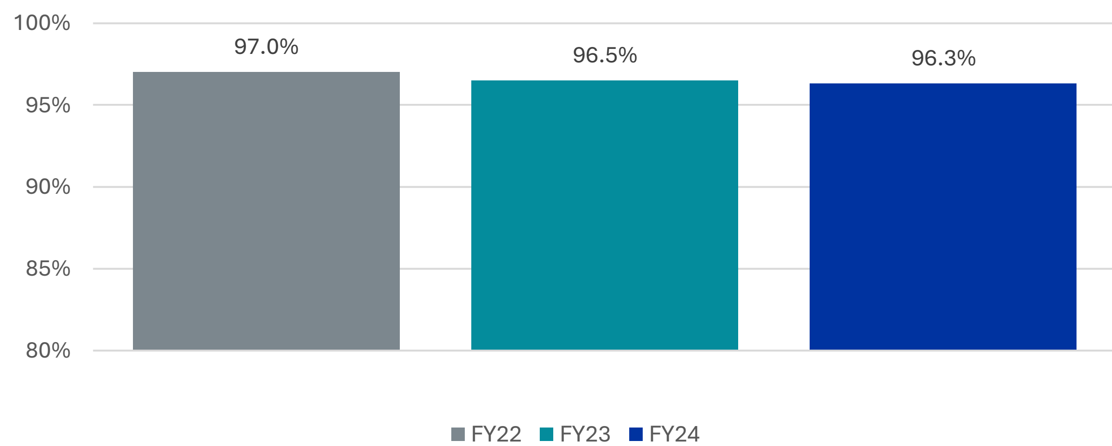


Service Reliability

On-Time Performance

As shown in Figure 15, SPRINTER's on-time performance in FY2024 was 96.3%, slightly down from 96.5% the previous year but above the 95% contractual standard. Mechanical issues accounted for nearly 60% of delays, with other significant causes being police activity (12%), track obstructions (8.3%), and signal & communications issues (7.1%).

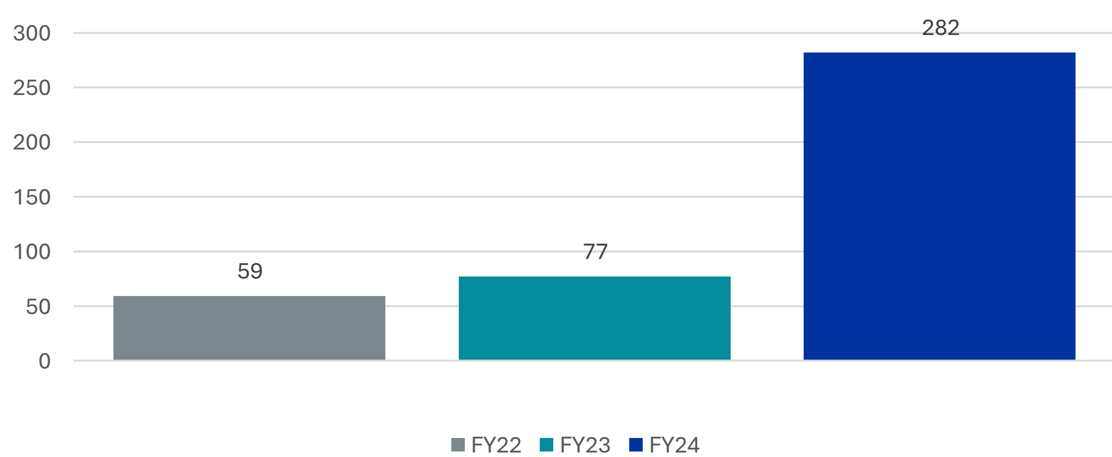
Figure 15. SPRINTER On-Time Performance, FY22-FY24



Mechanical Failures

Due to its aging fleet and unique vehicle requirements, SPRINTER suffered numerous mechanical failures in FY2024. Figure 16As illustrated in Figure 16, it exceeded the minimum standard and increased from the previous year.

Figure 16. SPRINTER Mechanical Failures, FY22-FY24

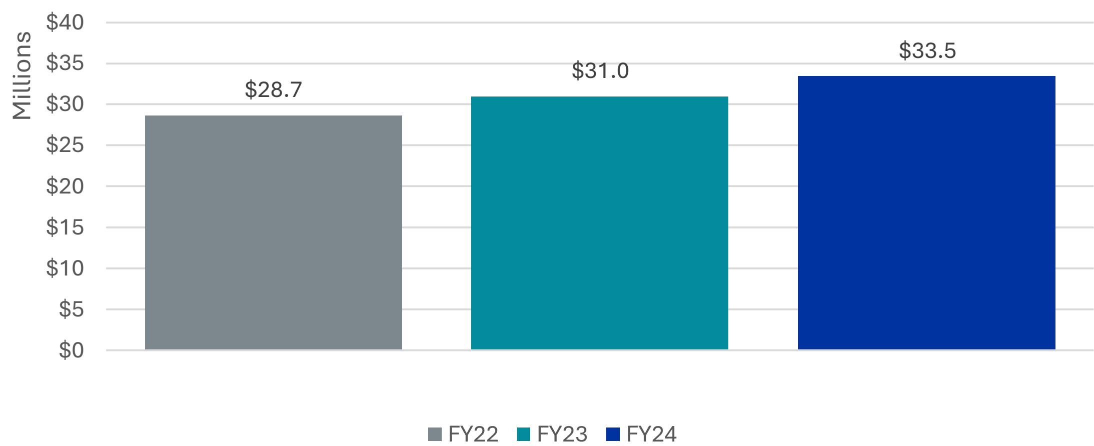


Financial Performance

Operating Expenses

SPRINTER operating expenses totaled $33.5 million in FY2024—19.9% below budgeted and 8.1% greater than the previous year as illustrated in Figure 17.

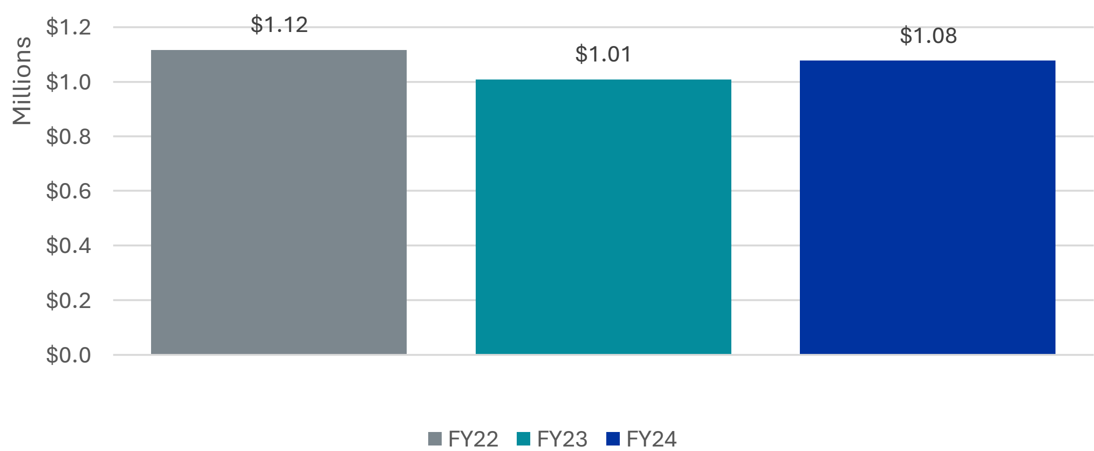
Figure 17. SPRINTER Operating Expenses, FY22-FY24



Fare Revenue

As shown in Figure 18, fare revenue for SPRINTER saw a modest recovery in FY2024 following a dip in the prior year. Despite its limited increase, SPRINTER fare revenue was 33.2% greater than projected.

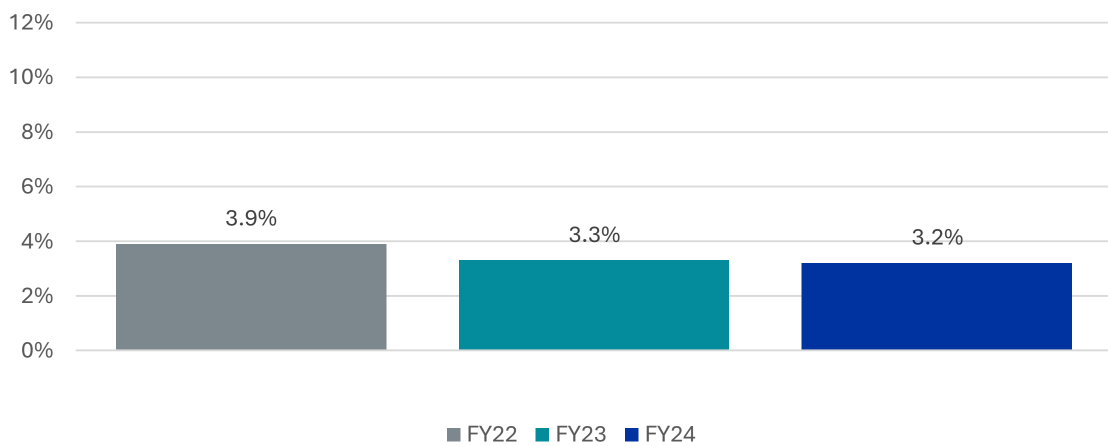
Figure 18. SPRINTER Fare Revenue, FY22-FY24



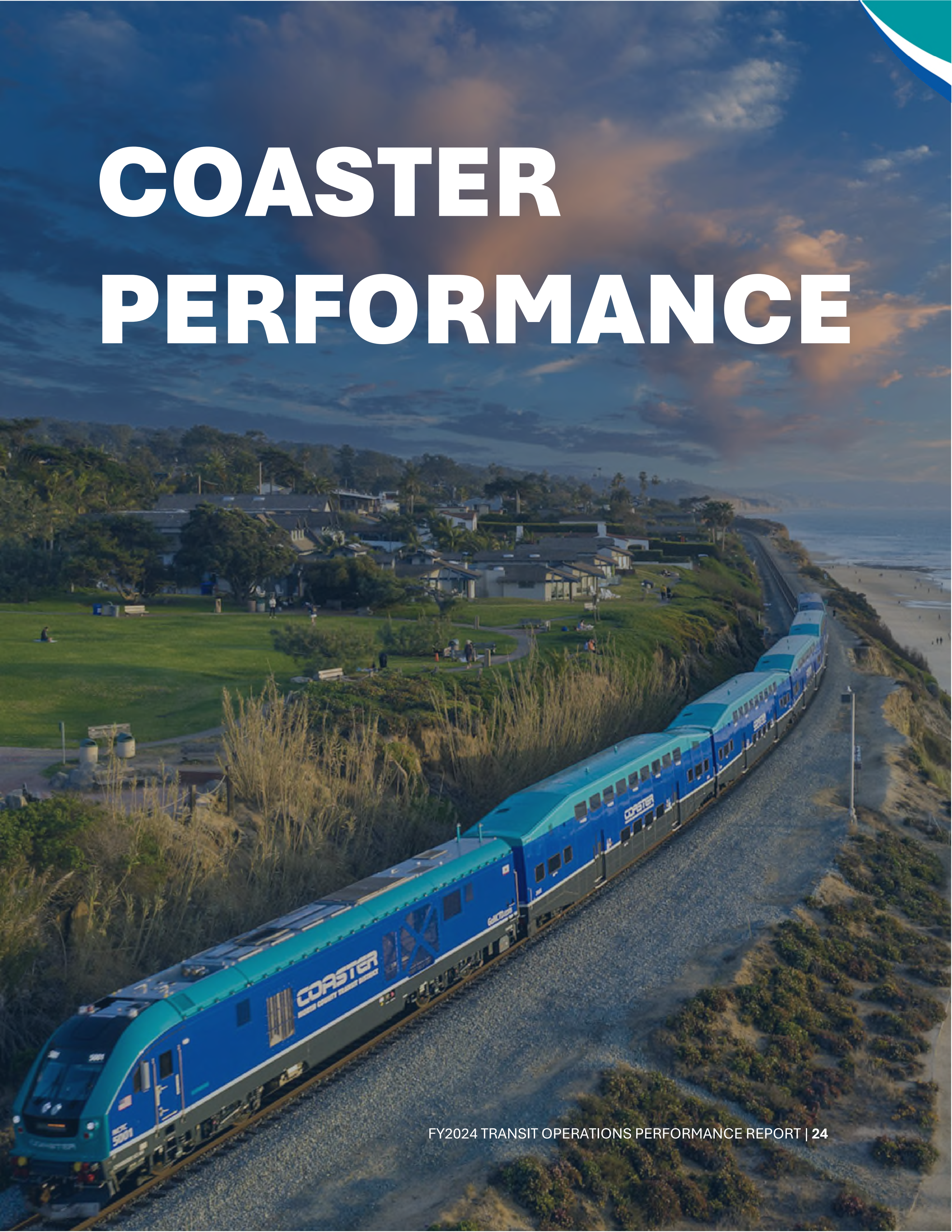
Farebox Recovery

Farebox recovery on SPRINTER was 3.2% in FY2024—above the budgeted goal of 1.9% as illustrated in Figure 19. Figure 19

Figure 19. SPRINTER Farebox Recovery, FY22-FY24



COASTER PERFORMANCE



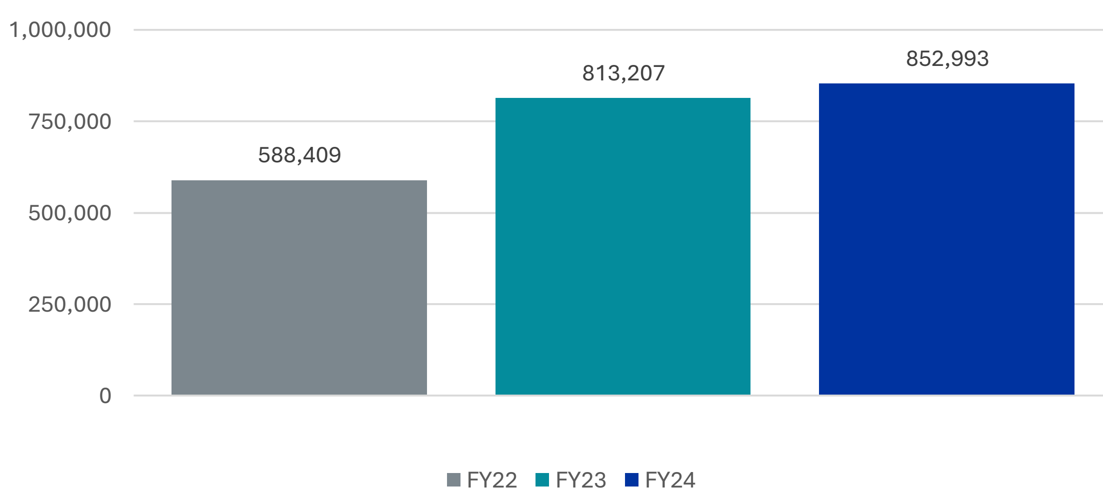
Ridership

COASTER ridership continued to benefit from special event service and leisure trips in FY2024. Despite higher daily boardings on weekdays, COASTER transported more passengers per revenue hour on Saturdays and Sundays, as indicated in Table 6. Overall, COASTER ridership continued its upward trend, with FY2024 boardings increasing by 4.9% over the previous year and up by nearly 45% compared to FY2022.

Table 6. COASTER Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Revenue Hour
Weekday	2,521	66.4
Saturday	2,473	92.3
Sunday	1,781	68.6

Figure 20. COASTER Ridership, FY22-FY24



Customer Safety & Satisfaction

Preventable Accidents

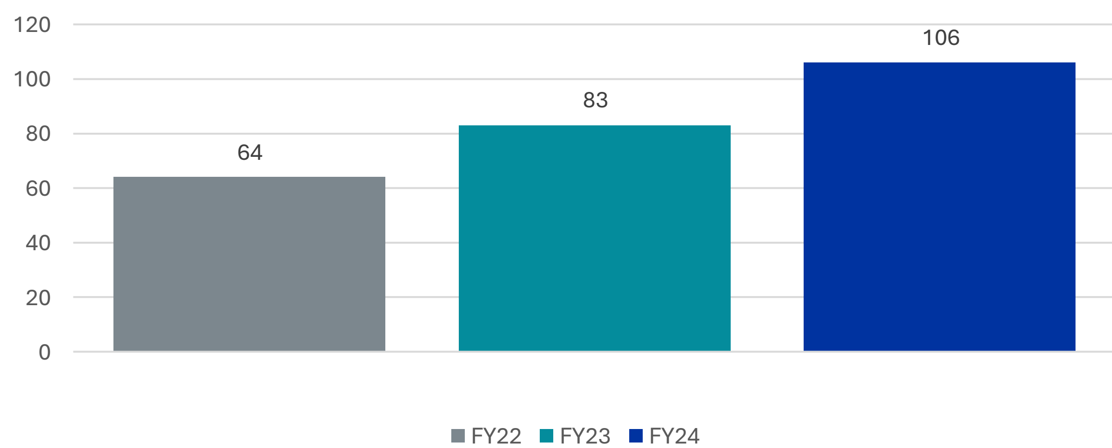
COASTER had a single preventable accident in FY2024—below the minimum standard of 4. As shown in Figure 21, this was the first COASTER preventable accidents in the past three years.

Figure 21. COASTER Preventable Accidents, FY22-FY24

Passenger Complaints

There were 106 passenger complaints on COASTER in FY2024—exceeding the minimum standard of 60. Complaints have continued to trend upwards, as shown in Figure 22.

Figure 22. COASTER Passenger Complaints, FY22-FY24

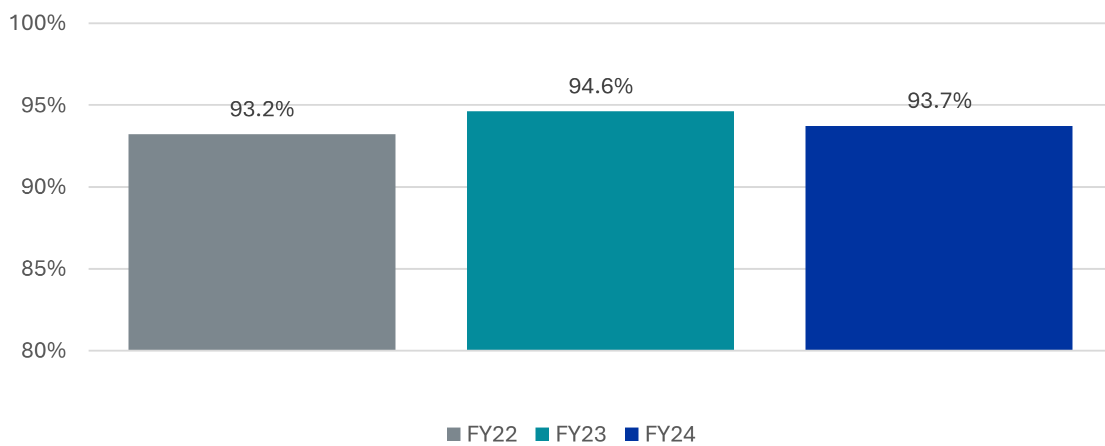


Service Reliability

On-Time Performance

As shown in Figure 23, COASTER on-time performance in FY2024 was 93.7%—slightly down from the previous year and under the 95% contractual standard. Trespasser incidents accounted for nearly a third of delays, with other significant causes being signal & communications issues (16.5%), train-meet delays (12.4%), and mechanical issues (10.2%).

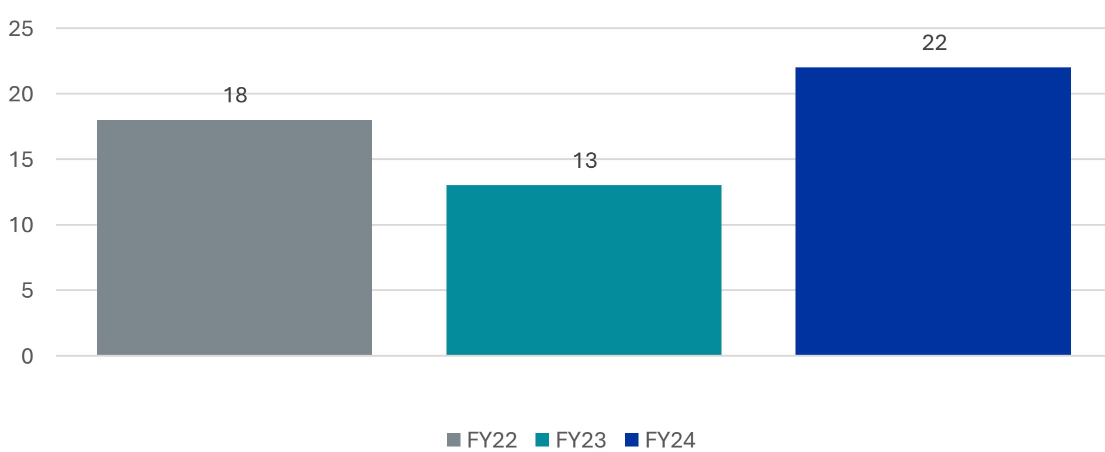
Figure 23. COASTER On-Time Performance, FY22-FY24



Mechanical Failures

COASTER mechanical failures in FY2024 exceeded the minimum standard by 15.8%. As illustrated in Figure 24, COASTER mechanical failures increased 69.2% from the previous year.

Figure 24. COASTER Mechanical Failures, FY22-FY24

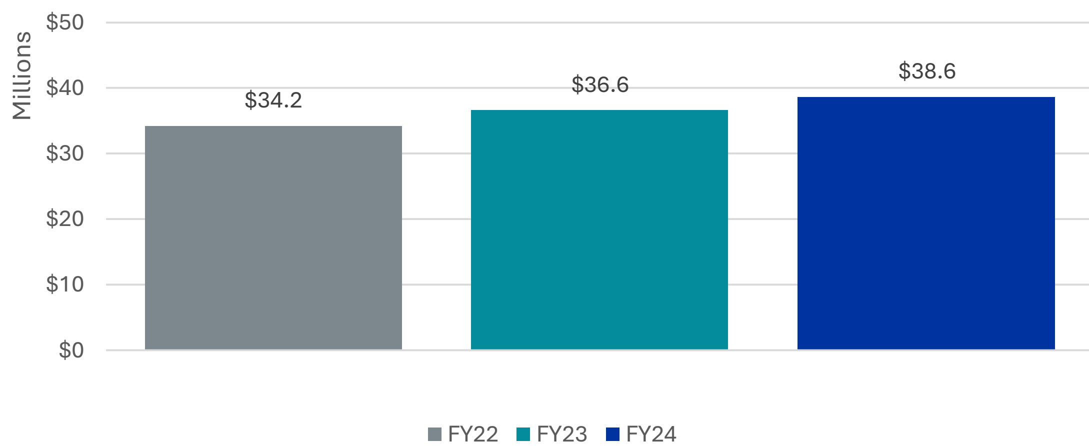


Financial Performance

Operating Expenses

COASTER operating expenses in FY2024 were nearly 17% below budget as shown in Figure 25. Figure 25

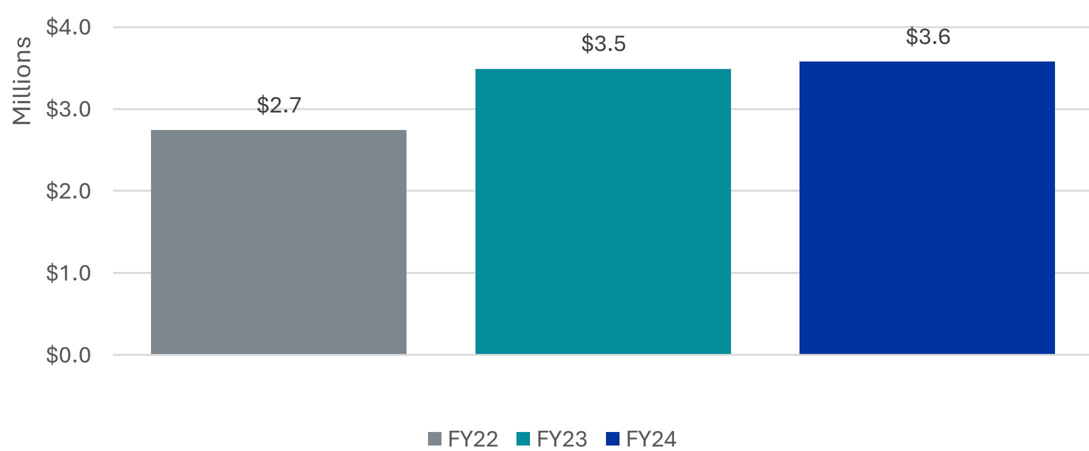
Figure 25. COASTER Operating Expenses, FY22-FY24



Fare Revenue

COASTER fare revenue for FY2024 was 7.5% under budget, and as shown in Figure 26, saw a modest increase compared to the previous year. Nevertheless, despite accounting for just 11% of total ridership in FY2024, COASTER fares represents one-third of overall fare revenue.

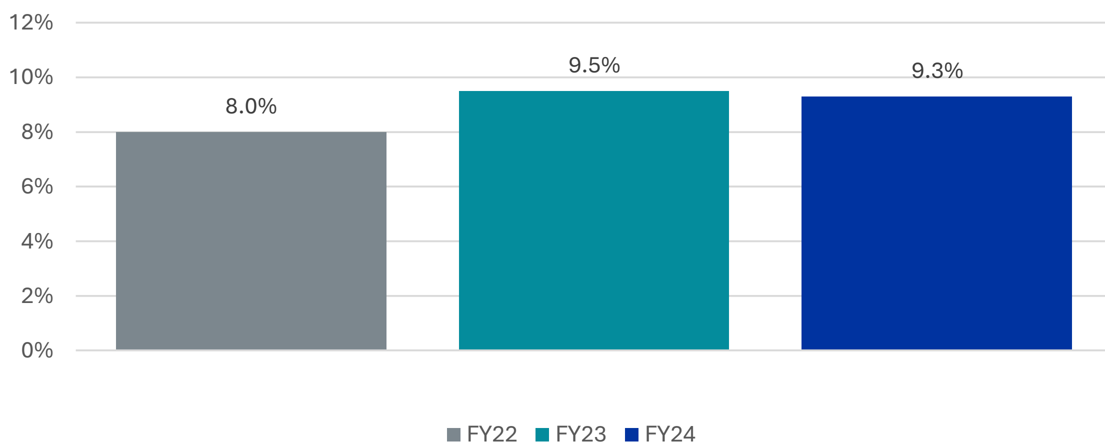
Figure 26. COASTER Fare Revenue, FY22-FY24



Farebox Recovery

Farebox recovery on COASTER was 9.3% in FY2024—above the budgeted goal of 8.3%. However, as Figure 27 illustrates, farebox recovery decreased slightly due to higher operating costs.

Figure 27. COASTER Farebox Recovery, FY22-FY24



LIFT PERFORMANCE

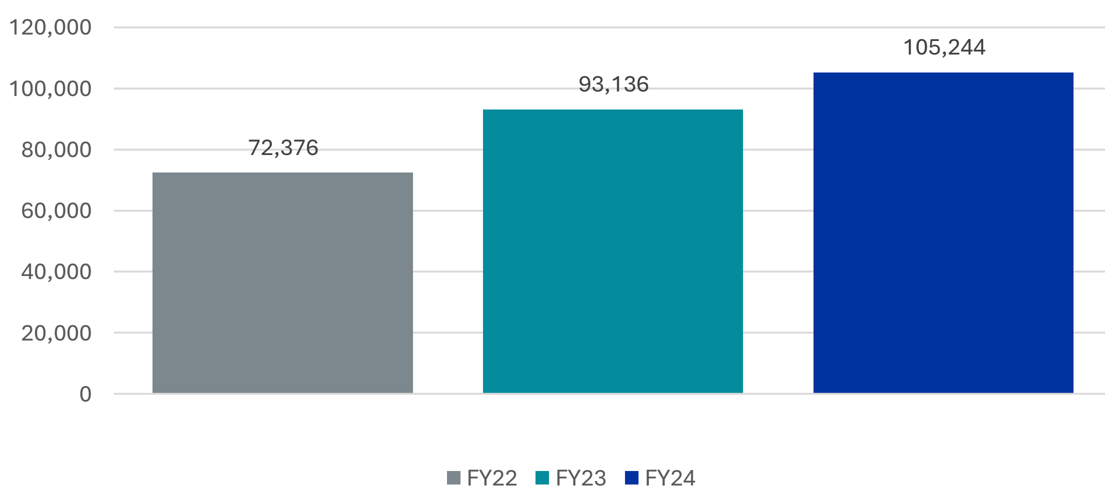
Ridership

There were over 105,000 total boardings on LIFT in FY2024—2.7% above the budgeted goal. As shown in Figure 28, this exceeded the previous fiscal year total by over 13% and continued the three-year growth trend. Additionally, overall boardings per revenue hour were 2.0 which is above the minimum contractual standard of 1.80 for productivity.

Table 7. LIFT Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Revenue Hour
Weekday	376	2.0
Saturday	103	1.6
Sunday	71	1.6

Figure 28. LIFT Ridership, FY22-FY24

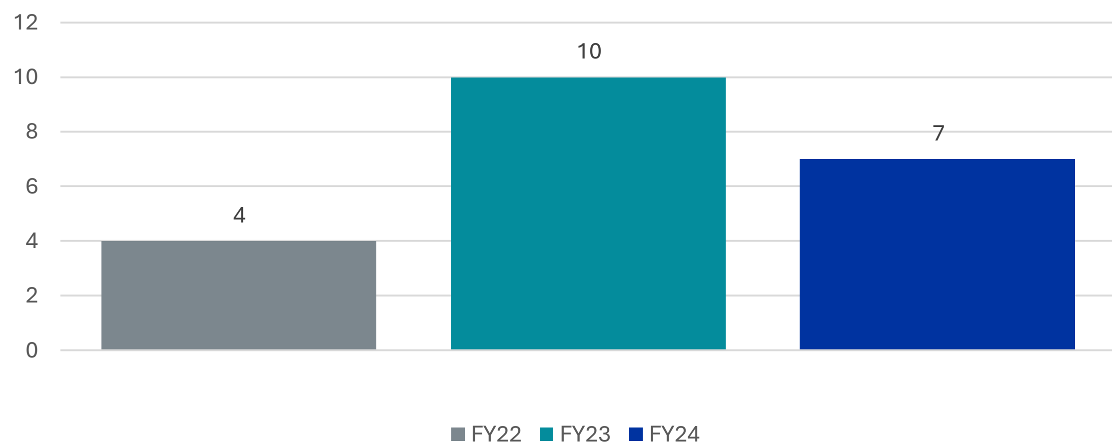


Customer Safety & Satisfaction

Preventable Accidents

There were 7 preventable accidents on LIFT in FY 2024. As shown in Figure 29, LIFT preventable accidents decreased from the previous year.

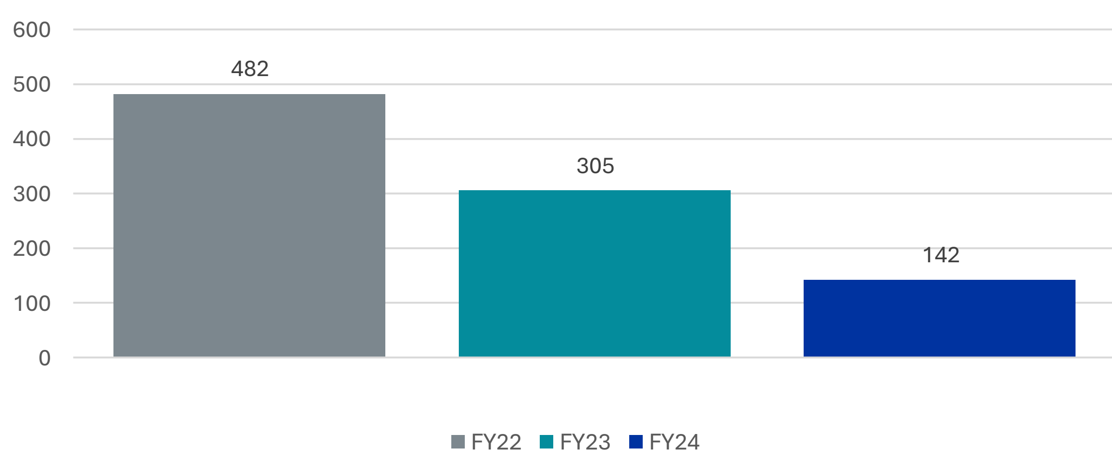
Figure 29. LIFT Preventable Accidents, FY22-FY24



Passenger Complaints

There were 142 LIFT passenger complaints in FY2024—10.1% below the minimum contractual standard. As shown in Figure 30, passenger complaints decreased from the previous fiscal year..

Figure 30. LIFT Passenger Complaints, FY22-FY24

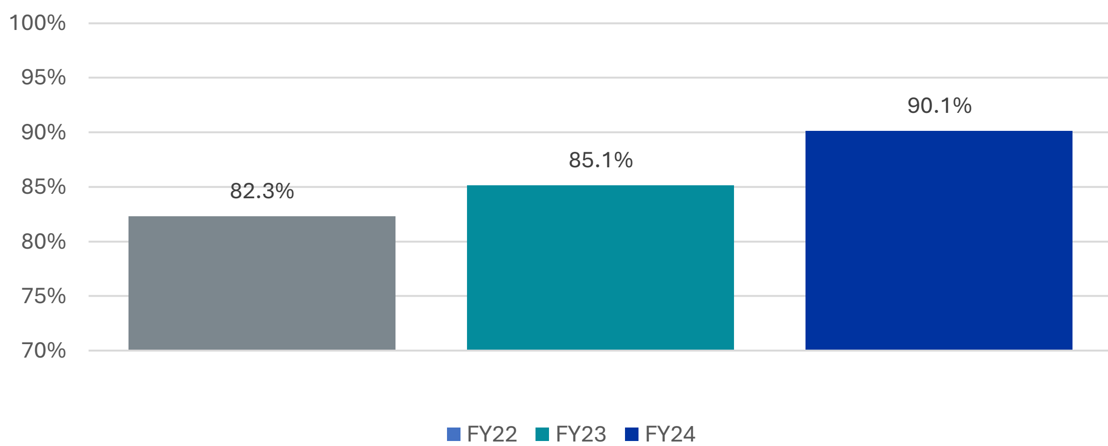


Service Reliability

On-Time Performance

LIFT on-time performance in FY2024 was 90.1%, below the minimum contractual standard of 92% but a major increase from FY2023. Of the 8,118 scheduled trips that were outside the 30-minute pick-up window, 77% were up to 30 minutes past, 19% were between 31 to 60 minutes past, and 4% were over an hour past.

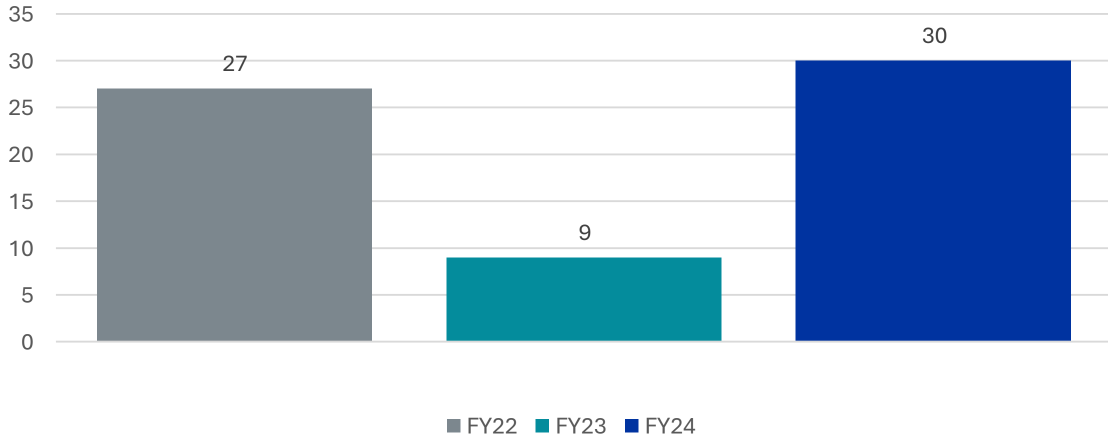
Figure 31. LIFT On-Time Performance, FY22-FY24



Mechanical Failures

Per the agreement with the contractor, the minimum standard for mechanical failures combines LIFT and FLEX modes. As illustrated in Figure 32, LIFT/FLEX mechanical failures increased in FY2024. LIFT failures constituted 70% of the combined total.

Figure 32. LIFT/FLEX Mechanical Failures, FY22-FY24

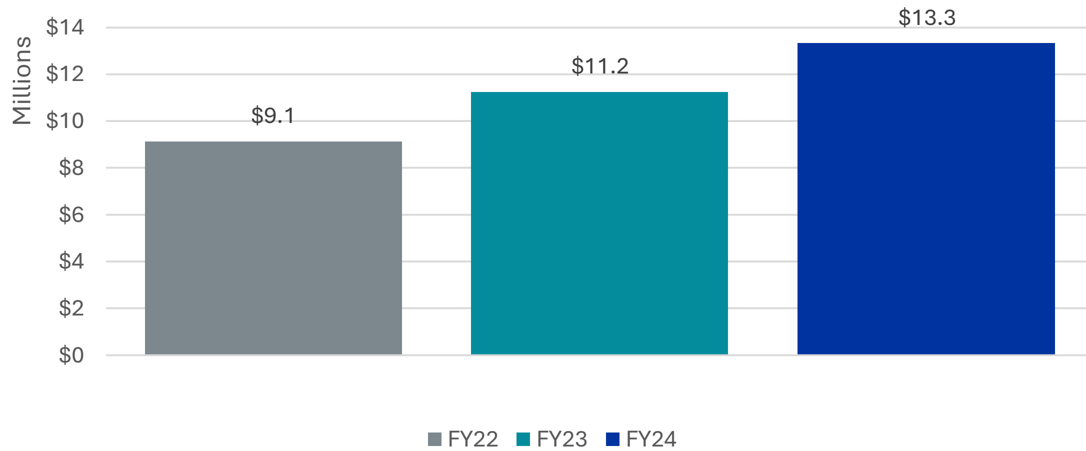


Financial Performance

Operating Expenses

LIFT operating totaled over $13 million in FY2024—only 0.4% above projected. Due in part to increased ridership, this represented an 18.6% increase in operating costs over the previous year.

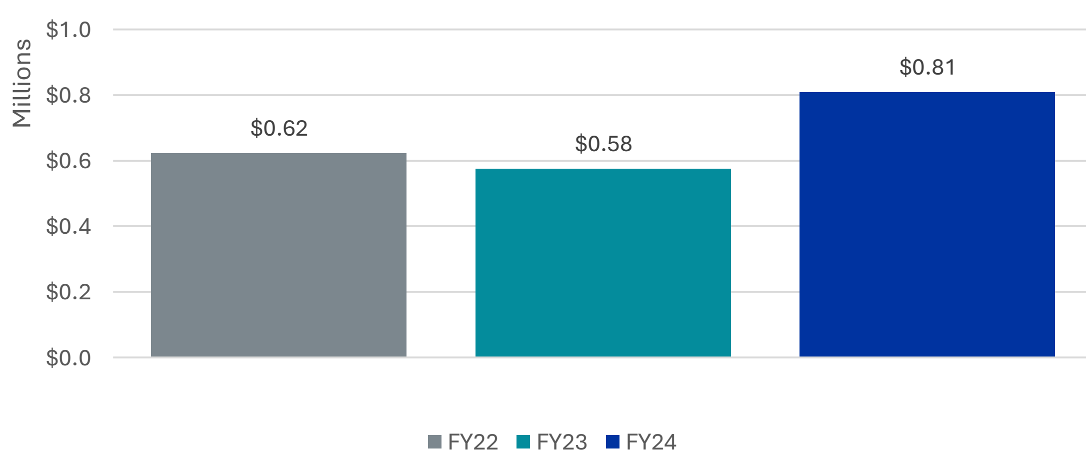
Figure 33. LIFT Operating Expenses, FY22-FY24



Fare Revenue

LIFT fare revenue in FY2024 exceeded the budgeted goal by 69.4%. As illustrated in Figure 34, fare revenue also increased 40.6% compared to previous fiscal year.

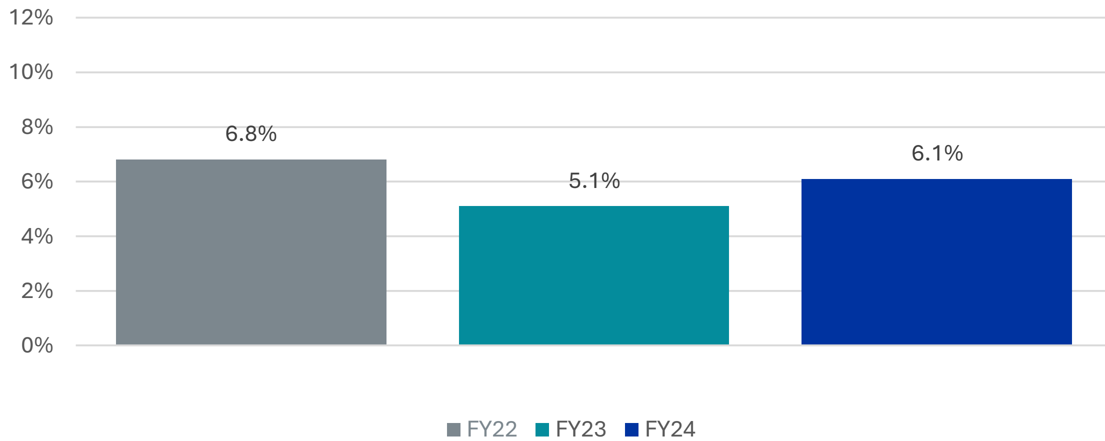
Figure 34. LIFT Fare Revenue, FY22-FY24



Farebox Recovery

LIFT farebox recovery in FY 2024 was 6.1%. As shown in Figure 35, farebox recovery increased a percentage point from the previous year.

Figure 35. LIFT Farebox Recovery, FY22-FY24



FLEX PERFORMANCE

Ridership

As shown in Figure 37, the District introduced five (5) new FLEX routes in Sorrento Valley. New routes and continued growth on existing routes contributed to the 13% increase in FLEX ridership illustrated in Figure 37. Average daily boardings were highest on weekdays, but as shown in Table 8, productivity was higher on Saturdays.

Figure 36. COASTER Connection Routes Map

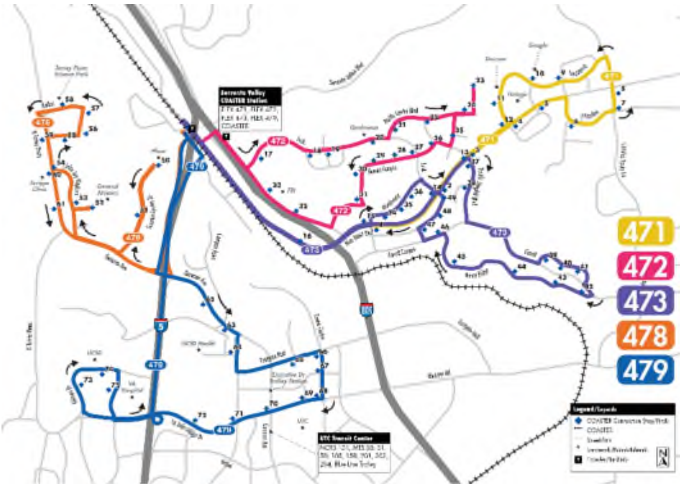
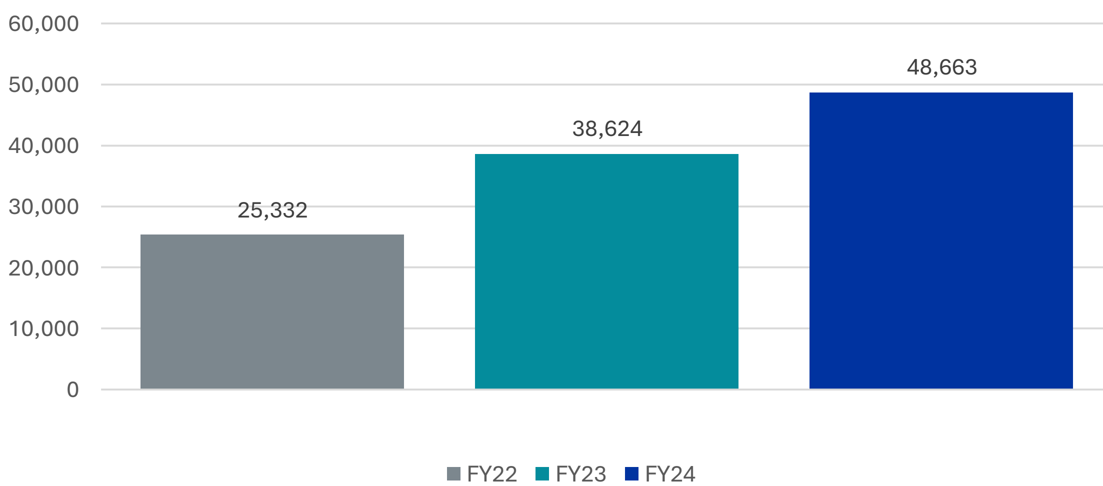


Table 8. FLEX Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Revenue Hour
Weekday	143	2.8
Saturday	111	3.3
Sunday	83	2.3

Figure 37. FLEX Ridership, FY22-FY24

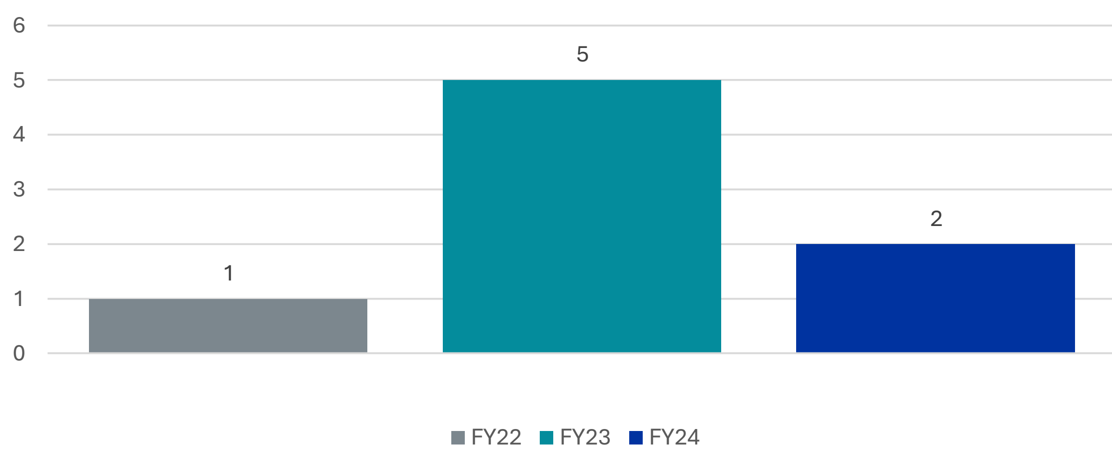


Customer Safety & Satisfaction

Preventable Accidents

There were two (2) preventable accidents on FLEX in FY2024—below the minimum contractual standard. As shown in Figure 38, FLEX preventable accidents decreased 30% from the previous year.

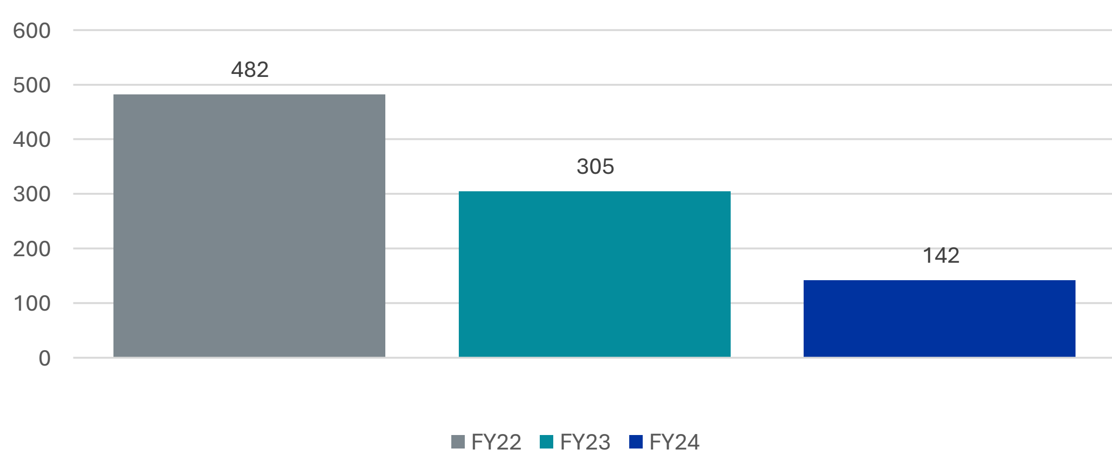
Figure 38. FLEX Preventable Accidents, FY22-FY24



Passenger Complaints

There were 18 FLEX passenger complaints in FY 2023—5.3% below the minimum contract standard. However, as shown in Figure 39, this represented an increase over the previous fiscal year as ridership increased.

Figure 39. FLEX Passenger Complaints, FY22-FY24

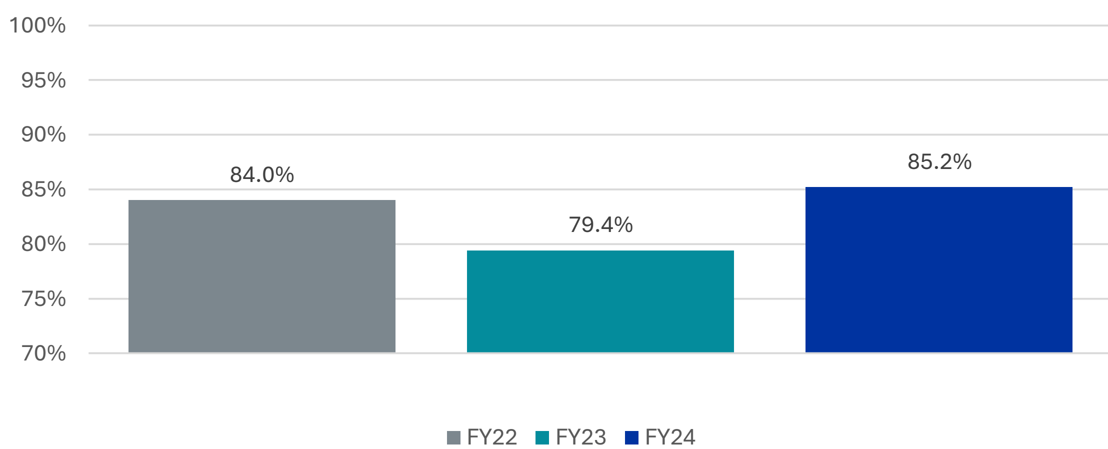


Service Reliability

On-Time Performance

FLEX on-time performance in FY2024 was 85.2%, below the minimum contractual standard of 95%. However, as shown in Figure 40, on-time performance increased significantly from the previous year.

Figure 40. FLEX On-Time Performance, FY22-FY24



Mechanical Failures

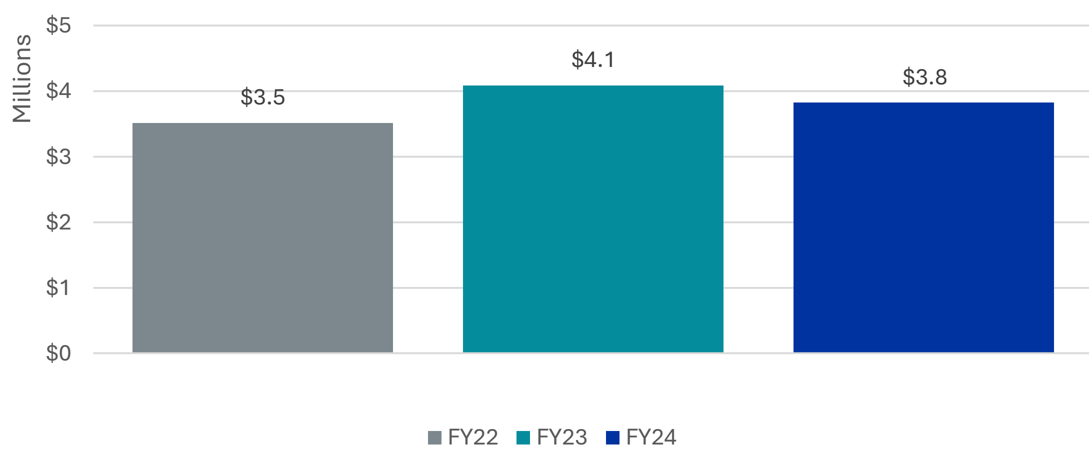
As noted in the LIFT section, the contractual standard with MV Transportation combines LIFT and FLEX mechanical failures and overall LIFT/FLEX mechanical failures increased significantly over the previous year. However, FLEX mechanical failures only constituted 30% of the combined total in FY2024.

Financial Performance

Operating Expenses

FLEX operating expenses totaled over $3.8 million in FY2024—27.9% below the budgeted goal. In addition, as illustrated in Figure 41, operating costs decreased 6.5% compared to the previous year.

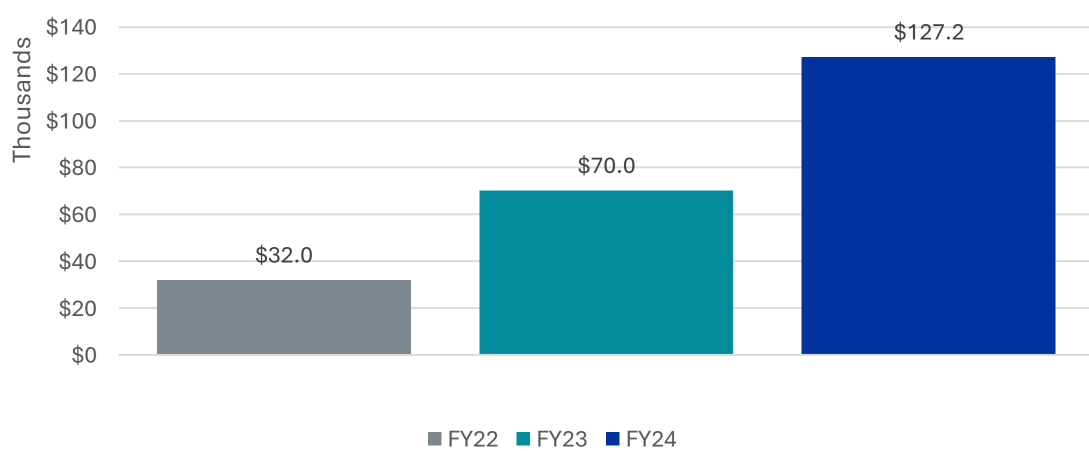
Figure 41. FLEX Operating Expenses, FY22-FY24



Fare Revenue

Due to strong ridership growth, FLEX fare revenue in FY2024 exceeded the budgeted goal by 102.7%. Also, as Figure 42 shows, FLEX fare revenue nearly doubled in FY2024.

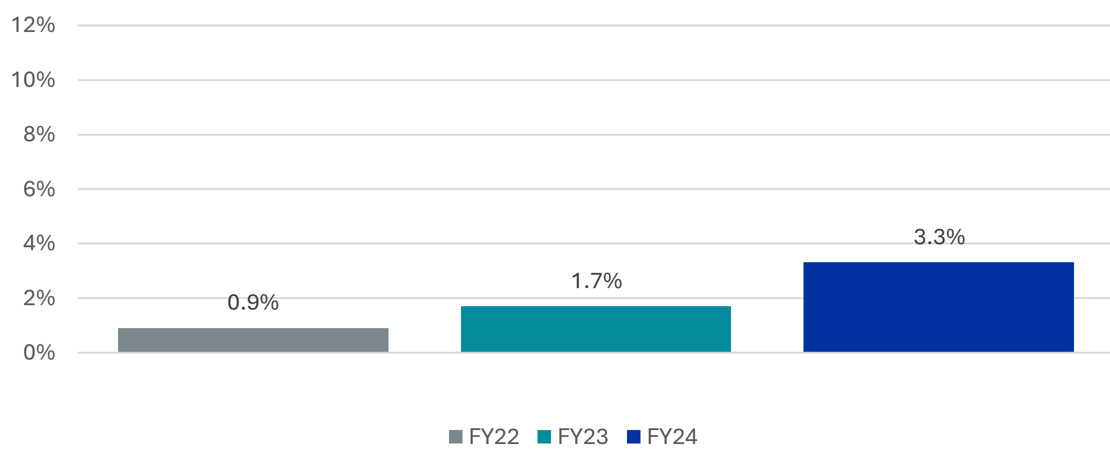
Figure 42. FLEX Fare Revenue, FY22-FY24



Farebox Recovery

Due to lower than project costs and higher than projected fare revenue, the farebox recovery rate was 181.3% above the budgeted goal. As Figure 43 shows, FLEX farebox recovery nearly doubled from 1.7% in FY2023 to 3.3% in FY2024.

Figure 43. FLEX Farebox Recovery, FY22-FY24



NCTD+ PERFORMANCE

NCTD+ launched as a pilot service in the final 21 days of FY2024. Due to its limited data and lack of previous year comparisons, the format for the NCTD+ section differs from other modes.

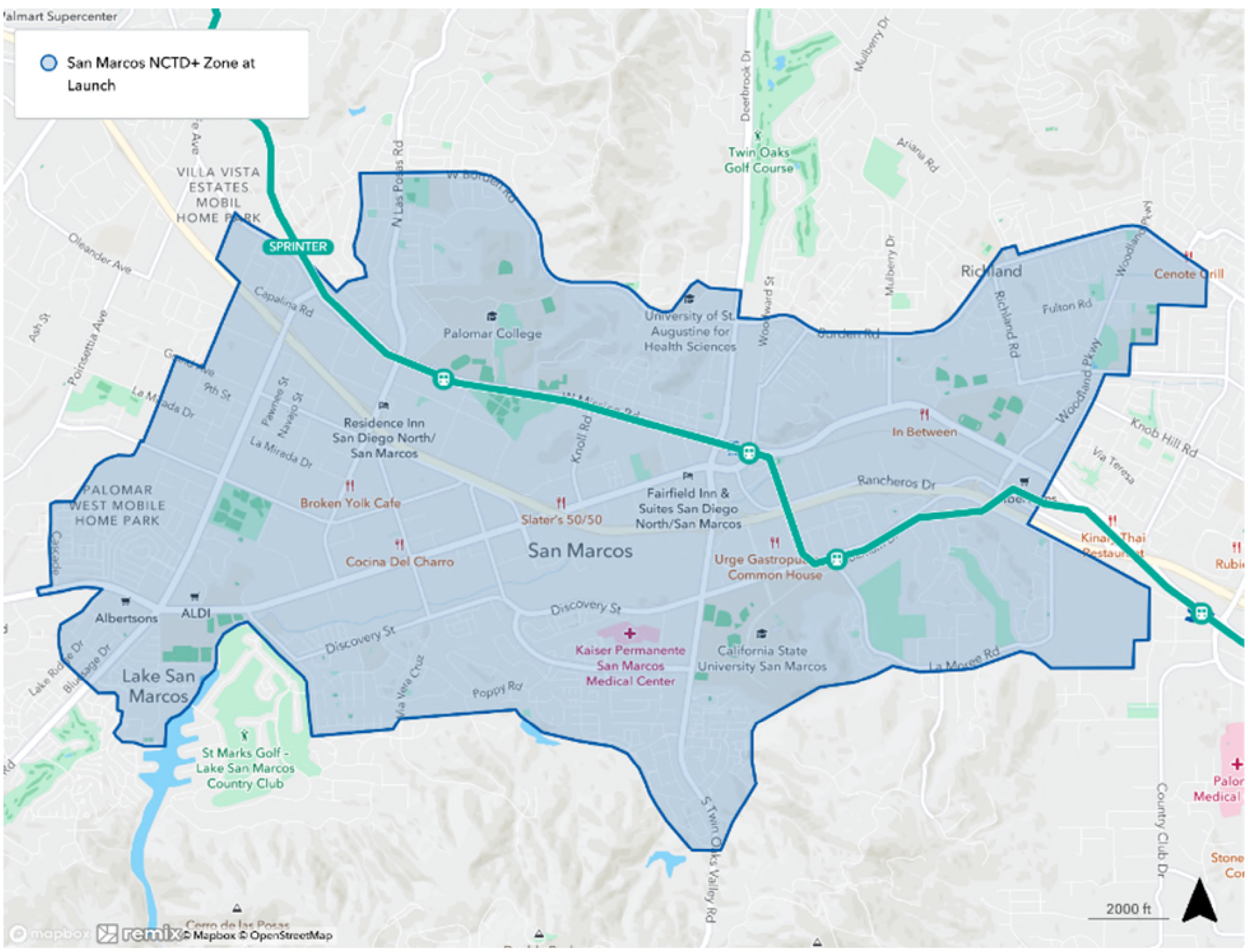
Ridership

NCTD launched its first NCTD+ microtransit pilot zone in San Marcos on June 10, 2024. The on-demand service provides shared rides and, as illustrated in Figure 44, complements existing transit by offering convenient first and last mile connections to Palomar College, San Marcos Civic Center, and Cal State San Marcos SPRINTER stations. NCTD+ transported 146 passengers in FY2024 and, as shown in Table 9, had higher daily boardings on weekdays than weekends.

Table 9. NCTD+ Ridership Details, FY24

Schedule	Average Daily Boardings	Boardings per Rev Hour
Weekday	8	1.23
Saturday	5	1.64
Sunday	3	1.94

Figure 44. NCTD+ San Marcos Zone Map



Customer Safety & Satisfaction

Figure 45. NCTD+ Customer Safety & Satisfaction, FY24

Preventable Accidents	Passenger Complaints
0	0

Service Reliability

Figure 46. NCTD+ Service Reliability, FY24

On-Time Performance	Mechanical Failures
92.2%	0

Financial Performance

Figure 47. NCTD+ Financial Performance, FY24

Operating Expenses	Fare Revenue	Farebox Recovery
$126,177	$193	0.2%

NCTD SUPPORTED SERVICES

Sorrento Valley COASTER Connections

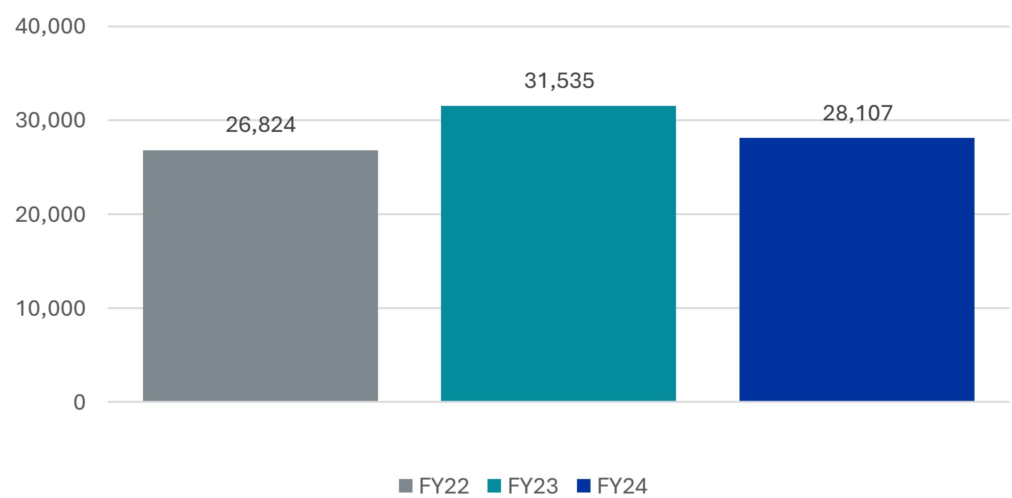
Prior to the launch of NCTD COASTER Connection service in June 2024, NCTD supported the MTS-operated Sorrento Valley COASTER Connection (SVCC) shuttle service between the Sorrento Valley Station and surrounding employment areas during weekday commute hours. Per the agreement, NCTD paid half the annual operating cost and $1.00 per rider.

The five (5) former SVCC routes included:

- 972 - Sorrento Mesa
- 973 - Carrol Canyon
- 974 - UC San Diego
- 978 - North Torrey Pines
- 979 - University City

As shown in Figure 48, there were 28,107 total boardings in FY2024—an approximately 10% decrease from FY2023. The decrease was due in part to a work stoppage at the start of the fiscal year. MTS ceased operating the SVCC routes on June 7, 2024, with NCTD assuming operations starting June 10, 2024.

Figure 48. SVCC Ridership, FY22-FY24



NCTD+ Rideshare Partnerships

NCTD+ Vista

NCTD+ originally launched in January 2022 as a series of pilot programs designed to provide subsidized first-last mile connections to COASTER and SPRINTER stations through partnerships with rideshare or transportation network companies (TNC), including Uber, Lyft, and TripShot.

The third and final pilot launched in January 2023 to improve first-last mile connections to the District's Vista Transit Center and was expanded to Melrose Drive Station and Civic Center Vista Station in August 2023. The pilot logged 45 total rides in FY2024 and concluded in January 2024.

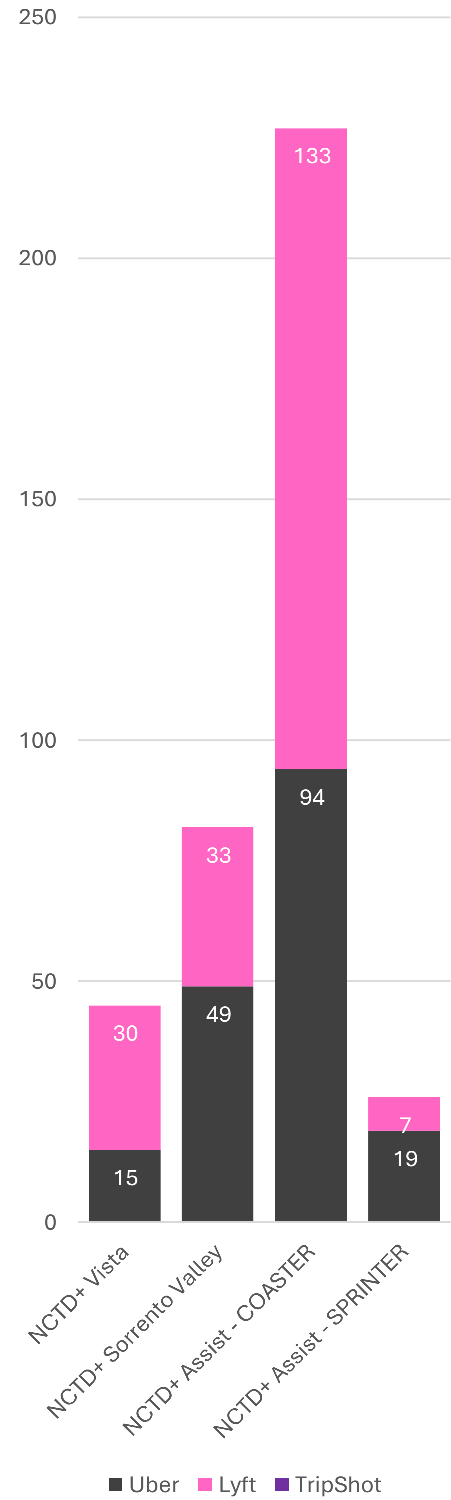
NCTD+ Sorrento Valley Gap Service

NCTD temporarily launched an NCTD+ rideshare service in Sorrento Valley in response to a work stoppage that impacted the then MTS-operated Sorrento Valley COASTER Connection service. To reduce disruptions for COASTER commuters, NCTD partnered with TNCs and subsidized up to $10 per trip. As illustrated in Figure 49, there were a total of 82 trips on the emergency service.

NCTD+ Assist

NCTD+ Assist is a program intended to assist COASTER and SPRINTER riders in the event of an unplanned service disruption of two hours or more. As shown in Figure 49, NCTD+ Assist provided 227 trips for COASTER riders and 26 trips for SPRINTER riders impacted by unplanned service disruptions.

Figure 49. NCTD+ Rideshare Trips, FY24

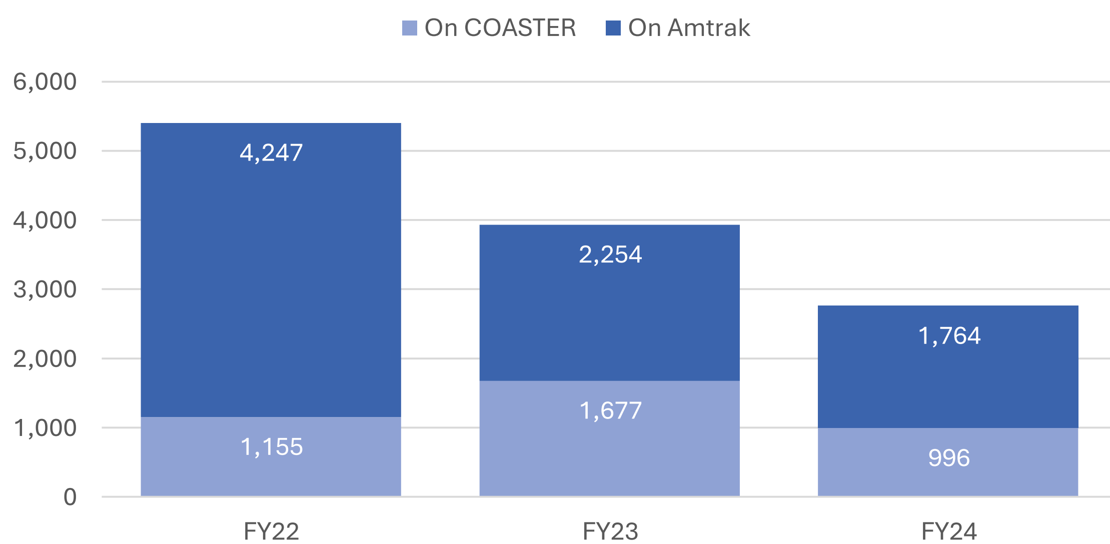


Rail-2-Rail Program

NCTD and Amtrak's Rail-2-Rail program allows COASTER day and monthly pass holders to ride Amtrak Pacific Surfliner and Amtrak ticketholders to ride COASTER within San Diego County. The program is designed to provide passengers additional trip options while limiting operating cost increases. Per the agreement, the District reimburses Amtrak $4.42 per user and receives an equal amount per Amtrak passenger on COASTER.

As shown in Figure 50, Rail-2-Rail ridership declined sharply in FY2024 with the number of Amtrak passengers on COASTER decreasing by 21.7% and the number of COASTER passengers on Amtrak decreasing by 40.6%.

Figure 50. Rail-2-Rail Ridership, FY22-FY24

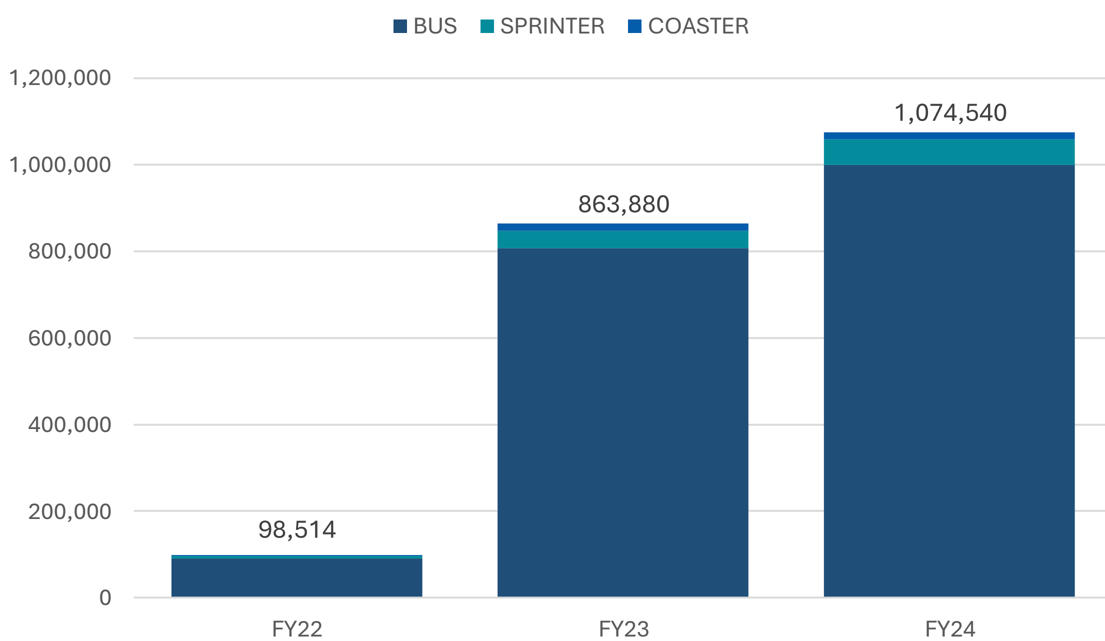


Youth Opportunity Pass Program

The Youth Opportunity Pass (YOP) program is a pilot initiative supported by the San Diego Association of Governments and the County of San Diego that launched on May 1, 2022. The program allows participating PRONTO customers under the age of 19 to ride transit for free throughout the County. It includes all NCTD modes, except for LIFT paratransit.

In FY2024, there were over 1.08 million YOP boardings on NCTD services—roughly 12.3% of total fixed-route ridership. As illustrated in Figure 51, annual YOP ridership has continued to grow since the program's launch in late FY2022. Additionally, the vast majority of those boardings continue to be on BREEZE and FLEX routes, with only 7.4% on SPRINTER or COASTER.

Figure 51. YOP Ridership by Mode, FY22-FY24



NORTH COUNTY TRANSIT DISTRICT

Agenda Item #

4

STAFF REPORT

APPROVE THE PURCHASE OF SIX COASTER CONNECTION CUTAWAY SHUTTLES FROM A-Z BUS SALES, INC.

Time Sensitive: ☐ **Consent:** ☒

STAFF RECOMMENDATION: Approve the purchase of six COASTER Connection cutaway shuttles from A-Z Bus Sales, Inc. in the not-to-exceed amount of $1,638,713.

BACKGROUND INFORMATION: On April 18, 2024, the NCTD Board of Directors authorized NCTD to assume operation of the COASTER Connection routes at the Sorrento Valley COASTER Station (Agenda Item No. 9). COASTER Connection routes are operated with six El Dorado cutaway vehicles that were transferred from San Diego Metropolitan Transit System (MTS) to NCTD to ensure continuity after MTS suspended the former Sorrento Valley COASTER Connection service. All six vehicles have exceeded the useful life benchmark of 10 years established by the Federal Transit Administration (FTA). The average age of the fleet is 12 years with an average mileage of 201,082 miles.

The purchase of replacement vehicles was included in the FY25 Capital Improvement Program (CIP) to ensure state-of-good-repair and minimize service disruptions due to mechanical break downs. NCTD released a Request for Quotes (RFQ) on November 15, 2024, that closed on December 20, 2024. The lowest responsive, responsible bidder was A-Z Bus Sales, Inc. Staff has determined that the cost proposed by A-Z Bus Sales is fair and reasonable.

The Ford F-550 Glaval Entourage traditional fuel cutaway shuttle has been identified as the appropriate vehicle for COASTER Connection. The Glaval Entourage is known to deliver superior quality and versatility and meets all Federal requirements for safety and transport of wheelchair passengers. The vehicle is available under a contract awarded by the California Association for Coordinated Transportation (CalACT).

All new vehicles include a wheelchair lift at the passenger side (right) rear of the vehicle that can safely seat and secure up to two wheelchairs with 18 seats or up to 28 total seats when accessible seating is not in use. The six COASTER Connection cutaway shuttles will include updated technology such as cameras, back up sensors, and radio equipment that will improve safety, reliability, and operational efficiency.

Staff recommends that the Board approve the purchase of six COASTER Connection Shuttles from A-Z Bus Sales, Inc. in the not-to-exceed amount of $1,638,713.

ATTACHMENT: None

FISCAL IMPACT:	The fiscal impact for the purchase of six COASTER Connection cutaway shuttles from A-Z Bus Sales, Inc. is a not-to-exceed amount of $1,638,713, which is funded with state Transit and Intercity Rail Capital Program (TIRCP) Senate Bill 125 (SB125) funds programmed in project No. 125010, which has a total budget of $2,400,000.
COMMITTEE REVIEW:	None
STAFF CONTACT:	**Lilia Montoya, Chief Operations Officer - Bus** E-mail: lmontoya@nctd.org Phone: 760-966-6665

NORTH COUNTY TRANSIT DISTRICT

Agenda Item #

5

STAFF REPORT

APPROVE THE NORTH COUNTY TRANSIT DISTRICT'S PROPOSED CY2025 DISCRETIONARY GRANTS STRATEGY

Time Sensitive: ☒ **Consent:** ☐

STAFF RECOMMENDATION: Approve the proposed CY2025 Discretionary Grants Strategy and authorize staff to implement the plan on behalf of the North County Transit District.

BACKGROUND INFORMATION: Each year, the North County Transit District's (NCTD/The District) Board of Directors (Board) adopts a Discretionary Grants Strategy to establish competitive grant funding goals and priorities. The Discretionary Grant Strategy is a strategic planning document to support project needs as specified in NCTD's Capital Improvement Program (CIP). This document includes information on key NCTD project priorities, specific grant applications that could be submitted in Calendar Year (CY) 2025, and a summary of state and federal funding programs. This document is dynamic and reflects the best information available at the time of development. Staff will update the document on an annual basis and provide regular updates on its discretionary grant strategy efforts through the Monthly Intergovernmental Report provided to the Board for review each month.

NCTD and its project partners made considerable progress in CY 2024 toward funding major projects by securing approximately $103.8 million in competitive funding, including for the following projects:

- San Dieguito Double Track Phase II
- Eastbrook to Shell Double Track
- SPRINTER Corridor Service Improvement Project

NCTD also applied for a variety of grant programs in CY2024 and January 2025 that are still pending and could potentially be awarded an additional $83.9 million. Funding was requested for projects including:

- Eastbrook to Shell Double Track
- SPRINTER Fleet Replacement
- Buena Creek Grade Separation

NCTD has approximately $1.5 billion in unfunded capital needs. Staff have identified four key projects for inclusion in the CY 2025 Discretionary Grants Strategy that require funding in excess of $1.3 billion. These high-priority projects best match grant application requirements and programmatic goals.

- SPRINTER Fleet Replacement
- SPRINTER Corridor Service Improvement Project
- Eastbrook to Shell Double Track Project
- Sorrento to Miramar Double Track Project

Additionally, NCTD has identified two key areas for further project development and advancement that will support NCTD's discretionary grant strategy in CY 2025 and future years. These two projects represent an unfunded need of nearly $105 million:

- CP SONGS Double Track
- Buena Creek Grade Separation

NCTD staff will present the District's project priorities for CY 2025 and planned funding strategies to secure discretionary funding and successfully implement projects.

Staff recommends that the Board approve and authorize staff to implement the proposed CY 2025 Discretionary Grants Strategy.

ATTACHMENT: 5A – CY 2025 Discretionary Grant Strategy

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

ATTACHMENT 5A

NORTH COUNTY TRANSIT DISTRICT

DISCRETIONARY GRANTS STRATEGY

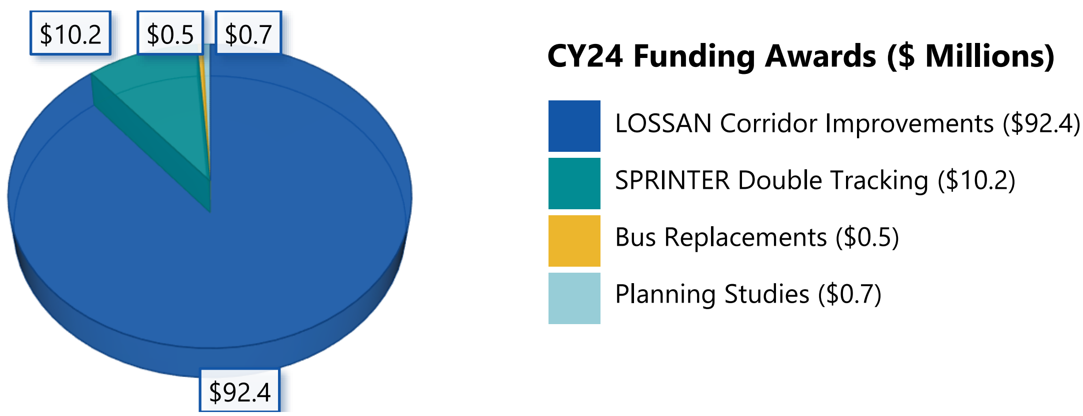
CALENDAR YEAR 2025

NORTH COUNTY
TRANSIT DISTRICT

EXECUTIVE SUMMARY

The North County Transit District (NCTD) uses the Discretionary Grants Strategy document as a plan of execution to seek funding for capital project needs from discretionary/competitive grant programs offered by the state and federal governments. NCTD needs an additional $1.5 billion in capital funding to meet its state of good repair needs and capacity enhancement projects. The successful execution of NCTD's discretionary grant program directly supports the District's effort to increase transit ridership and customer revenues.

In Calendar Year (CY) 2024, NCTD and its regional project partners secured $103.8 million in discretionary grant funding, detailed below:



NCTD's CY 2025 discretionary grant project priorities can be generally summarized into three main categories:

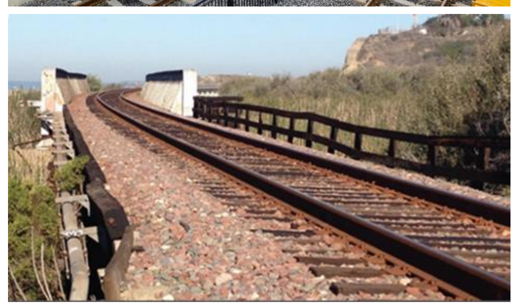
- **State of Good Repair and Safety Improvements**
  - Replacement or restoration projects that ensure the safety of customers, employees, and the general public by maintaining and protecting assets.
- **Capacity and Service Enhancement**
  - Double-track or expansion projects that enhance the customer experience through high-quality transit services and improve regional economic output.
- **Next Generation Technology Deployment**
  - Modernization of outdated equipment, signals and passenger amenities.

CY 2025 HIGH PRIORITY PROJECT SUBMITTALS

In total, NCTD has over $1.5 billion in unfunded needs for critical capital projects. A small, focused list of priority projects guides discretionary grant activity for the year and allows NCTD and its stakeholders to leverage awards from CY 2024. Priority project submittals for CY 2025 include the following:

1. SPRINTER Fleet Replacement
2. SPRINTER Corridor Service Improvement Project
3. Eastbrook to Shell Double Track
4. Sorrento to Miramar Double Track Phase II

In total, these highest-priority projects represent nearly $1.3 billion in total investment.



PROJECT ADVANCEMENT PRIORITIES

In addition to the high priority project submittals, there are several projects critical to the improvement of public transportation in the region that should be advanced and considered in the region's discretionary grants strategy. Priority project advancement for CY 2025 include the following:

1. CP SONGS Double Track Project
2. Buena Creek Grade Separation

In total, these projects represent nearly $105 million in total investment.

CY 2025 Identified Projects and Funding Strategy

Grant Strategy Considerations

NCTD's planning efforts and regional project advancement has identified specific, strategic targets for investment and helped to focus and prioritize projects for inclusion in NCTD's Discretionary Grants Strategy. Additional considerations for identifying competitive projects include the following elements:

- There is significant local project support in terms of match funding.
- Selected projects are well-defined and meet the goals of specific funding programs or agencies.
- Selected projects are tied to specific service plans and benefit outcomes.
- Projects are shovel-ready and can be implemented in a timely manner.

Project Priorities & Funding Strategy

High Priority Projects for Submittal

Through an iterative process that includes feedback from the public, stakeholder engagement, and detailed planning exercises, NCTD has identified a list of four key projects that are priorities for grant submittals in CY 2025. **Table 1** below provides the focused listing of these projects and their total estimated cost. The high-priority submittal projects included in Table 1 are ready for implementation and were recently awarded competitive funding or have been allocated local match funding.

Table 1: CY 2025 High Priority Projects for Submittal

CY 2025 High Priority Projects for Submittal		
Project	**Priority Category**	**Total Project Cost**
SPRINTER Fleet Replacement	State of Good Repair & Next Generation Technology Deployment	$351 million
SPRINTER Corridor Service Improvement Project	Capacity Enhancing & Next Generation Technology Deployment	$572.4 million
Eastbrook to Shell Double Track	Capacity Enhancing & State of Good Repair	$134.2 million
Sorrento to Miramar Double Track Phase II	Capacity Enhancing & State of Good Repair	$276.5 million

SPRINTER Fleet Replacement

The SPRINTER hybrid rail service currently operates with Siemens Desiro diesel multiple units, which are one-of-a-kind and nearing the end of their useful life. Procuring parts to maintain these vehicles is increasingly challenging and hinders consistent service reliability. The SPRINTER also operates with a temporal separation waiver from the Federal Railroad Administration (FRA), which requires BNSF freight services to operate during a narrow window overnight when SPRINTER service is not operating. Replacement of the SPRINTER fleet will necessitate upgrades to the SPRINTER Operations Facility (SOF) in Escondido, platform modifications, and other improvements as this existing infrastructure only accommodates the current Desiro fleet. Potential program submittals include USDOT's BUILD program, the Rail Vehicle Replacement Program, and California's Transit and Intercity Rail Capital Program (TIRCP).

Table 2: SPRINTER Corridor Service Improvement Project Funding Status and Need

SPRINTER Corridor Service Improvement Project Funding Status				
Project Phase	**Project Elements**	**Total Project Cost**	**Total Funded**	**Total Unfunded**
Vehicle Replacement	Replacement of SPRINTER vehicles	$264 million	$0	$264 million
SOF Improvements	Improvements to the SPRINTER maintenance and operations facility to accommodate the size of the new vehicles	$67 million	$0	$67 million
Platform Modifications	Modifications to SPRINTER platforms to ensure ADA compliance and accommodate the size of the new vehicles	$20 million	$0	$20 million
	Total	$351 million	$0	$351 million

SPRINTER Corridor Service Improvement Project

The SPRINTER Corridor Service Improvement Project will upgrade the railroad signals along the corridor and construct 9.5 miles of double track with the goal of increasing SPRINTER frequencies from every 30 minutes to every 15 minutes. The project includes the replacement and upgrade of near-obsolete signals, grade-crossing equipment, and related railroad infrastructure as the first phase. Following the completion of the signal upgrades, NCTD will begin the design and construction of four separate phases of double tracking. NCTD has received funding to begin signal modernization in Oceanside and complete preliminary engineering and environmental clearance for the eastern segment of double tracking through Escondido and San Marcos. Potential program submittals for future phases include USDOT's BUILD program and California's TIRCP.

Table 2: SPRINTER Corridor Service Improvement Project Funding Status and Need

SPRINTER Corridor Service Improvement Project Funding Status

Project Phase	Project Elements	Total Project Cost	Total Funded	Total Unfunded
Signal Modernization	Modernization of the SPRINTER railroad signaling system, including placing train control communications on new SPRINTER fiber.	$79 million	$17.6 million	$61.4 million
PE/Env East	Preliminary engineering and environmental review of double tracking Segments D & D1	$12.7 million	$12.7 million	$0
PE/Env West	Preliminary engineering and environmental review of double tracking Segments A, B & C	$14.4 million	$0	$14.4 million
Double Track Phase A	3.3 miles of double track from Oceanside Transit Center to the El Camino Real Station	$119 million	$0	$119 million
Double Track Phase B	2.1 miles of double track from College Blvd in Oceanside to Melrose Dr in Vista	$38 million	$0	$38 million
Double Track Phase C	2 miles of double track from Buena Creek Rd in unincorporated San Diego County to Palomar College	$32 million	$0	$32 million
Double Track Phase D	2.1 miles of double track from Nordahl Rd in San Marcos to the Escondido Transit Center	$65 million	$0	$65 million
Double Track Phase D1	1.5 miles of double track from Barham Rd in San Marcos to Nordahl Rd in Escondido; replace and realign San Marcos Loop bridge, construct universal crossover east of Palomar College Station	$213 million	$0	$213 million
	Total	$572.4 million	$30.3 million	$542.1 million

Eastbrook to Shell Double Track

The Eastbrook to Shell Double Track project is shovel-ready. The project consists of 0.6 miles of new double track railroad between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) in the City of Oceanside and replacement of the San Luis Rey River bridge at MP 225.4 with a new double track bridge. SANDAG and NCTD have received $54.2 million and have a $80 million unfunded need for the project. Potential program submittals include FRA's Federal State Partnership for Intercity Rail Program as well as California's TIRCP and Trade Corridor Enhancement Program (TCEP).

Table 3: Eastbrook to Shell Double Track Funding Status and Need

Eastbrook to Shell Double Track and Bridge 225.4 Funding Status				
Project Phase	**Project Elements**	**Total Project Cost**	**Total Funded**	**Total Unfunded**
Eastbrook to Shell Double Track	Replacement of Bridge 225.4 and 0.6 miles of new double track	$134.2 million	$54.2 million	$80 million

Sorrento to Miramar Double Track Phase II

The Sorrento to Miramar Double Track Phase II project is nearly shovel-ready. The project consists of 1.9 miles of new double track railroad between MP 251 and MP 253 in the City of San Diego, realignment and straightening of existing curves with slope reinforcement improvements, new control points, and new railroad maintenance access, as well as grading, drainage, utility, temporary access, and fencing improvements. Potential program submittals include FRA's Federal State Partnership for Intercity Rail Program, and California's TIRCP and TCEP.

Table 4: Sorrento to Miramar Double Track Phase II Funding Status and Need

Sorrento to Miramar Double Track Phase II Funding Status				
Project Phase	**Project Elements**	**Total Project Cost**	**Total Funded**	**Total Unfunded**
Sorrento to Miramar Double Track Phase 2	1.9 miles of new double track, slope reinforcement, and grading, drainage, utility, and fencing improvements.	$276.5 million	$30.4 million	$246.1 million

High Priority Projects for Development and Advancement

NCTD has identified several capital projects that are shovel-ready but lack local match funding, and/or require additional project development to make them competitive in discretionary grant programs. To further support NCTD's CY 2025 Discretionary Grant Strategy, **Table 6** identifies additional projects that are worthy of advancement.

Table 6: CY 2025 Priorities for Project Development and Advancement

CY 2025 Priorities for Project Development		
Project	**Priority Category**	**Total Project Cost**
CP SONGS Double Track & Bridge Replacement	Capacity Enhancing & State of Good Repair	$105 million
Buena Creek Grade Separation	Capacity Enhancing	$300,000

CP SONGS Double Track and Bridge Replacements

Camp Pendleton - San Onofre Nuclear Generating Station (SONGS) Double Track and Bridge Replacements project includes the replacement of bridges originally constructed in 1926 and 1941 and the installation of 1.5 miles of capacity-enhancing double track at a critical bottleneck for the LOSSAN Rail Corridor. The CP SONGS project will improve the on-time performance of Amtrak's Pacific Surfliner service by increasing corridor capacity and mitigating the impact of cascading delays. This project is a critical capacity-enhancing project and was identified as a priority project in NCTD and BNSF's Freight Pathing Study. Key grant programs for submittal include California's TIRCP and the FRA's Consolidated Rail Infrastructure and Safety Improvmenets (CRISI) program.

Buena Creek Grade Separation

Both the federal and state governments have expressed an interest in eliminating at-grade crossings and have appropriated substantial amounts of money to fund these efforts. NCTD is exploring opportunities to grade separate crossings in the Buena Creek area in unincorporated San Diego County near Vista along the SPRINTER corridor. Grade separation in this area is necessary for future double tracking efforts. NCTD and the County of San Diego have an executed Memorandum of Understanding outlining the parties' mutual interest in securing funding for rail improvements in Buena Creek. Future submittals could be eligible under the FRA's Railroad Crossing Elimination program and State planning grant programs.

Appendix A – Calendar Year 2024 Grant Awards

In Calendar Year 2024, NCTD and its project partners secured $103.8 million in competitive grant funding. This funding, combined with $259 million in leveraged local funding, represents over $360 million in capital investment over the next 3-5 years. **Table 7** provides an overview of the award amount, program, and projects of the successful grant applications in Calendar Year 2024.

Table 7: CY2024 Grant Program – Successful Applications

Successful Applications

Program	**Project**	**Amount Awarded**	**Match Amount**	**Primary Applicant**
Transit and Intercity Rail Capital Program Cycle 7	Eastbrook to Shell Double Track and Del Mar Bluffs 5	$38.5 million	$54.2 million	NCTD
FY 24 Community Project Funding	Battery Electric Buses	$500,000	$2.3 million	NCTD
FY2025/2026 INFRA	San Dieguito Double Track Phase II	$53.9 million	$200 million	NCTD
2024 RAISE	SPRINTER Corridor Service Improvement Program – Preliminary Engineering/Environmental	$10.2 million	$2.4 million	NCTD
Caltrans Planning Grant	Gender Action Plan	$367,591	$53,290	NCTD
Caltrans Planning Grant	Transit Signal Priority – 303	$344,521	$50,301	NCTD
	Total Award (CY 2024)	**$103.8 million**	$259 million	

Table 8 provides an overview of the grant applications that NCTD and its project partners submitted in Calendar Year 2024 that were unsuccessful. In total, NCTD and its project partners submitted funding requests totaling approximately $185 million. NCTD and its project partners' overall success rate (measured in dollars received divided by dollars requested) was 56%. Success in securing discretionary grant funding fluctuates from year to year and is influenced by a variety of factors including, but not limited to, economic conditions, differing programmatic priorities, and size of the competitive pool of applicants.

Table 8: CY2024 Grant Program - Unsuccessful Applications

Unsuccessful Applications			
Program	**Project**	**Amount Requested**	**Primary Applicant**
2024 CRISI	Eastbrook to Shell Double Track	$80 million	NCTD/ SANDAG
Access For All Cycle 2	NCTD+ Vista and Fallbrook/Pala	$1.4 million	NCTD

Appendix B - Calendar Year 2024 Pending Applications

NCTD applied for a wide variety of discretionary grant programs in CY 2024 and the first month of 2025, five of which are still pending. These funds would represent $83.9 million in additional investment if they are awarded.

Table 9: CY2024 Grant Program - Pending Applications

Pending Applications						
Program	**Project**	**Amount Requested**	**Proposed Match**	**Primary Applicant**	**Application Submitted**	**Projected Award Date**
FY24 FSP-National*	Eastbrook to Shell Double Track	$80 million	$54.2 million	SANDAG	December 16, 2024	Summer 2025
Caltrans Planning Grant	Bus Network Redesign	$446,307	$93,896	NCTD	January 22, 2025	Summer 2025
Caltrans Planning Grant	Buena Creek Grade Separation	$262,467	$37,533	NCTD	January 22, 2025	Summer 2025
2025 BUILD	SPRINTER Fleet Replacement	$3.2 million	$1.1 million	NCTD	January 30, 2025	Summer 2025
2025 BUILD*	Eastbrook to Shell Double Track	$80 million	$54.2 million	SANDAG	January 30, 2025	Summer 2025
Total Pending Award (CY 2024)		**$83.9 million**	$57.7 million			

*Represents identical requests and therefore only one is reflected in the total pending award.

Appendix C – Federal and State Funding Information

Federal Funding Sources

The *Infrastructure Investment and Jobs Act* (IIJA), also known as the *Bipartisan Infrastructure Law* (BIL), was signed into law in November 2021, authorizing $108 billion for public transit and $102 billion for rail projects through fiscal year 2026. Appropriation to the authorized levels is dependent upon the Congressional funding process. However, the IIJA/BIL did include some advance appropriations. The following table provides a program-level overview of advance appropriations and anticipated funding levels subject to Congressional action later in 2025.

Table 10: Federal Competitive Public Transportation Programs

Program	Anticipated FY 2025/2026 Funding	NOFO Published/ Anticipated	Anticipated Project Selection
Federal Competitive Public Transportation Programs			
Competitive Programs – Public Transportation			
Capital Investment Grants	$4.6 billion	N/A	N/A
Low or No Emission Program	$2.1 billion	April 2025	Summer 2025
Bus and Bus Facilities Competitive Grants	$325 million	April 2025	Summer 2025
Transit-Oriented Development Pilot Program	$18 million	Summer 2025	Fall 2025/Winter 2026
Rail Vehicle Replacement Program	$200 million	Summer 2025	Winter/Spring 2025
Competitive Programs – Passenger Rail			
Consolidated Rail Infrastructure and Safety Investments (CRISI) Program	$1.2 billion	Spring 2025	Spring/Summer 2025
Federal-State Partnership for Intercity Passenger Rail Grant Program – National	$7.2 million	Fall 2025	Summer 2026
Railroad Crossing Elimination	$1.3 billion	Summer 2025	Spring 2026
Competitive Programs – Multi-Modal Transportation			
Better Utilizing Investments to Leverage Development (BUILD)	$150 million	January 2025	June 2025

State and Regional Funding Sources

The Road Repair and Accountability Act (Chapter 5, Statutes of 2017, SB 1) was enacted in 2017 and provides stable, long-term funding for state and local transportation infrastructure through fuel taxes and vehicle value-based transportation improvement fees. SB 1 provides an average of $5.4 billion per year over the next decade for a variety of state and local projects. The table below provides an estimated breakdown of SB 1 Funding estimated contributions to programs that are relevant to NCTD.

Table 11: Estimated SB1 Discretionary Funding for Transportation Programs

Estimated SB1 Discretionary Funding for Transportation Program	
SB1 Public Transit Programs	**Estimated Annual Funding**
Transit and Intercity Rail Capital Program	$1.4 billion
State Transit Assistance	$250 million
State of Good Repair Program	$120 million
State Rail Assistance Program	$95 million
Solutions for Congested Corridors	$250 million
Trade Corridor Enhancement Program	$300 million
State-Local Partnership Program	$250 million
Sustainable Transportation Planning Grants	$50 million

Table 12: Federal Discretionary Grant Programs

Federal Discretionary Grant Programs

Agency	Program Name	Program Focus and Eligible Projects	Potential NCTD Projects
FTA	Access and Mobility Partnership Grants	Funds capital projects and programs for the transportation of disadvantaged populations that will improve the coordination of transportation services and non-emergency medical transportation.	Travel training and non-emergency medical transportation.
FTA	Bus and Bus Infrastructure Investment Program (5339)	Funds capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Zero emission buses and bus infrastructure.
FTA	Capital Investment Grants (5309)	Funds major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Projects seeking CIG funding must complete a series of steps over several years in order to be eligible for funding. Projects must then be rated by the FTA at various points along the project's process.	Major capacity-enhancing projects such as the SPRINTER Corridor Service Improvement Project.
FRA	Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)	Funds capital projects that will improve passenger and freight rail transportation systems in terms of safety, efficiency, or reliability.	Bridge rehabilitation or replacement
FRA	Federal-State Partnership for Intercity Rail	Funds capital projects to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance.	Double tracking, bridge rehabilitation or replacement
FTA	Low or No Emission Vehicle Program [5339(c)]	Funds the purchase or lease of low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission buses.	Zero emission buses and bus infrastructure.
FTA	Public Transportation Innovation (5312)	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Eligible projects include the research,	Research and development of policies for zero-emission

Federal Discretionary Grant Programs			
		development, demonstration, and deployment of public transportation technologies.	and automated vehicle operation.
FTA	Rail Vehicle Replacement Program	For state and local governmental authorities to fund capital projects for the replacement of rail rolling stock	Replacement of SPRINTER/COASTER vehicles
FRA	Railroad Crossing Elimination	Funds highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods	Grade separations
US DOT	Better Utilizing Investments to Leverage Development (BUILD)	A flexible grant program to fund multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs	SPRINTER corridor improvements
FEMA	Transit Security Grant Program	Funds transportation infrastructure security activities to strengthen critical infrastructure and protect against risks associated with potential terrorist attacks. Eligible projects include preparedness activities, operations deterrence and operations packages, and capital projects.	Intrusion detection system; CCTV upgrades.

Table 13: State Discretionary Grant Programs

State Discretionary Grant Programs			
Agency	**Program Name**	**Program Focus and Eligible Projects**	**Potential NCTD Projects**
CARB	Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program	Provides grant funding to purchase cleaner-than-required engines, equipment, and emission reduction technologies. Eligible projects include cleaner on-road trucks, transit buses, off-road equipment, locomotives, and light duty vehicle scrap.	Zero-emission rail locomotives and zero-emission buses.
CARB	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program	Provides funding on a first-come, first-served basis. The program provides vouchers of up to $95,000 for California purchasers and lessees of zero-emission trucks and buses, and up to $30,000 for eligible hybrid trucks and buses. HVIP provides increased incentives for fleets located in disadvantaged communities, with vouchers up to $110,000 for zero-emission trucks and buses.	Zero-emission buses.
Caltrans	Local Partnership Program	Provides funding for counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.	Major capacity-enhancing projects such as Eastbrook to Shell double tracking and SPRINTER doubletracking.
Caltrans	Low Carbon Transit Operations Program	A formulaic program that funds operating and capital assistance to transit agencies with the goal of reducing greenhouse gas (GHG) emissions and improving mobility.	Zero-emission buses
CTC	Solutions for Congested Corridors Grant Program	Funds projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the State as part of a comprehensive corridor plan. These improvements may be on the State highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation or restoration.	Multimodal, capacity-enhancing projects such as LOSSAN double tracking and SPRINTER double tracking.

State Discretionary Grant Programs

CalSTA	State Rail Assistance Program	Formulaic program that provides funding for California's commuter and inter-city rail agencies. Funding for commuter rail is split between the state's five commuter rail agencies, allowing each eligible agency to submit a request for funds. This program emphasizes projects that promote connectivity, integration of intercity rail service, and projects that have the greatest potential to grow rail ridership.	Locomotives and rail car overhauls.
Caltrans	Sustainable Transportation Planning Grant Program	Funds planning projects that directly benefit multimodal transportation systems through the integration of land use, housing, and transportation planning. Eligible projects include studies and assessments that help advance community efforts to reduce single occupancy vehicle trips and transportation-related GHG emissions.	Planning studies including active transportation, technology, smart growth, and other key community mobility goals.
CalSTA	Transit and Intercity Rail Capital Program (TIRCP)	Funds capital improvements to modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems. The program aims to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Projects include rail capital projects to expand, enhance or improve existing rail systems and connectivity; projects that increase service levels, reliability, and decrease travel times; integrating ticketing and scheduling systems; and bus rapid transit investments.	Major capacity-enhancing projects such as Sorrento to Miramar and SPRINTER doubletracking.
CTC	Trade Corridor Enhancement Program	Funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.	Major capacity-enhancing projects such as Eastbrook to Shell and Sorrento to Miramar doubletracking.

NORTH COUNTY TRANSIT DISTRICT

Agenda Item #
6

STAFF REPORT

SET PUBLIC HEARING FOR PROPOSED ELIMINATION OF BREEZE ROUTES 334 AND 444

Time Sensitive: ☒ **Consent:** ☐

STAFF RECOMMENDATION:

Staff recommends that the North County Transit District's (NCTD) Board of Directors (Board):

1. Set a public hearing for March 20, 2025, for the Board to consider the proposed elimination of BREEZE routes 334 and 444;
2. Authorize staff to provide detailed information to the public and receive and consider public comment regarding the proposed elimination of BREEZE routes 334 and 444 in advance of the public hearing.

BACKGROUND INFORMATION:

NCTD regularly monitors service performance of its modes in accordance with its Service Design Guidelines and budgeted goals. Performance is reported monthly and annually via the Transit Operations Performance Report and Service Implementation Plan. As part of this process, NCTD monitors route-level performance throughout the network. Routes that fail to meet performance standards for two or more consecutive years are considered for modification or elimination to ensure effective resource allocation. To ensure NCTD is best maximizing its use of limited resources, NCTD is proposing to eliminate BREEZE Route 444 and replace BREEZE Route 334 with NCTD+ microtransit service.

Service Background

BREEZE Route 444 provides weekday peak-only bus service connecting the Carlsbad Poinsettia COASTER station via Faraday Avenue and Rutherford Road. Due to the route's failure to meet performance standards set forth in NCTD's Service Design Guidelines as outlined below, NCTD staff is proposing to eliminate BREEZE Route 444 effective Sunday, May 18, 2025. The Carlsbad Poinsettia COASTER station is also served by BREEZE Route 445 which provides weekday peak service along Palomar Airport Road east to Palomar College. BREEZE Route 445 is not recommended for elimination and will continue to provide connections to COASTER commuter rail service.

BREEZE Route 334 is a one-way circulator route that serves the community surrounding the Vista Transit Center. NCTD is planning to launch NCTD+ microtransit service in the City of Vista on Monday, May 19, 2025. To reduce duplicative services, NCTD staff are proposing to eliminate BREEZE Route 334 effective Sunday, May 18, 2025. The NCTD+ Vista microtransit zone will provide coverage for the area served by BREEZE Route 334.

Service Design Guidelines and Performance

NCTD's Service Design Guidelines provide guidance on performance measurements and monitoring to ensure transparency in resource allocation decisions. Measures used to monitor route performance include passengers per revenue hour and cost per passenger. These measures are compared to the respective modal average, with tiers to determine performance as shown in Table 1. NCTD's Service Design Guidelines recommends that routes deemed deficient for two or more consecutive years should be considered for elimination.

Table 1: Route Performance Measurements

Measure	Pass	Watch	Fail
Passengers per revenue hour	> 50% of average	< 50% of average	< 40% of average
Cost per passenger	<140% of average	>140% of average	>150% of average

Table 2 includes the performance metrics for BREEZE routes 334 and 444 compared to the BREEZE modal average.

Table 2: BREEZE Performance Metrics, FY2024

Route	Total FY24 Ridership	Weekday Passengers per Revenue Hour	Net Cost per Passenger
BREEZE 334	33,406	7.2	$15.40
BREEZE 444	5,117	3.3	$39.04
BREEZE (All)	4,864,770	12.4	$14.00

BREEZE Route 444's passengers per revenue hour and net cost per passenger are both deemed deficient according to NCTD's Service Design Guidelines. BREEZE Route 334 is not considered underperforming, however, constrained resources require NCTD to limit duplicative services where possible.

Major Service Change Designation

The proposed change constitutes a major service change under Board Policy No. 30 - *Threshold for Major Service Change* because it represents the elimination of routes within NCTD's service offering. The Federal Transit Administration (FTA) Circular 4702.1B requires transit agencies to evaluate major service changes to identify whether the changes have a disparate impact on minority communities or a disproportionate burden on low-income communities. NCTD will conduct an equity analysis and hold a public hearing as required by NCTD Board Policy No. 5 - *Public Notice and Participation.*

NCTD published a public notice on February 14, 2025 and will seek public feedback regarding the proposed service by holding in-person outreach events to share information with the public and gather input. All public comments will be presented to the Board of Directors at the public hearing.

Based on the foregoing, staff recommends that the Board of Directors:

1. Set a public hearing for March 20, 2025, for the Board to consider eliminating BREEZE routes 334 and 444;
2. Authorize staff to provide detailed information to the public and receive and consider public comment regarding the proposed elimination of BREEZE routes 334 and 444 in advance of the public hearing.

ATTACHMENT: 6A – BREEZE Routes 334 and 444 Public Hearing Presentation

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Katie Persons, Director of Service Planning**
E-mail: kpersons@nctd.org Phone: 760-966-6683

RELATED TO
AGENDA ITEM 6

Set Public Hearing for Proposed Elimination of BREEZE Routes 334 and 444

Regular Board Meeting
February 20, 2025

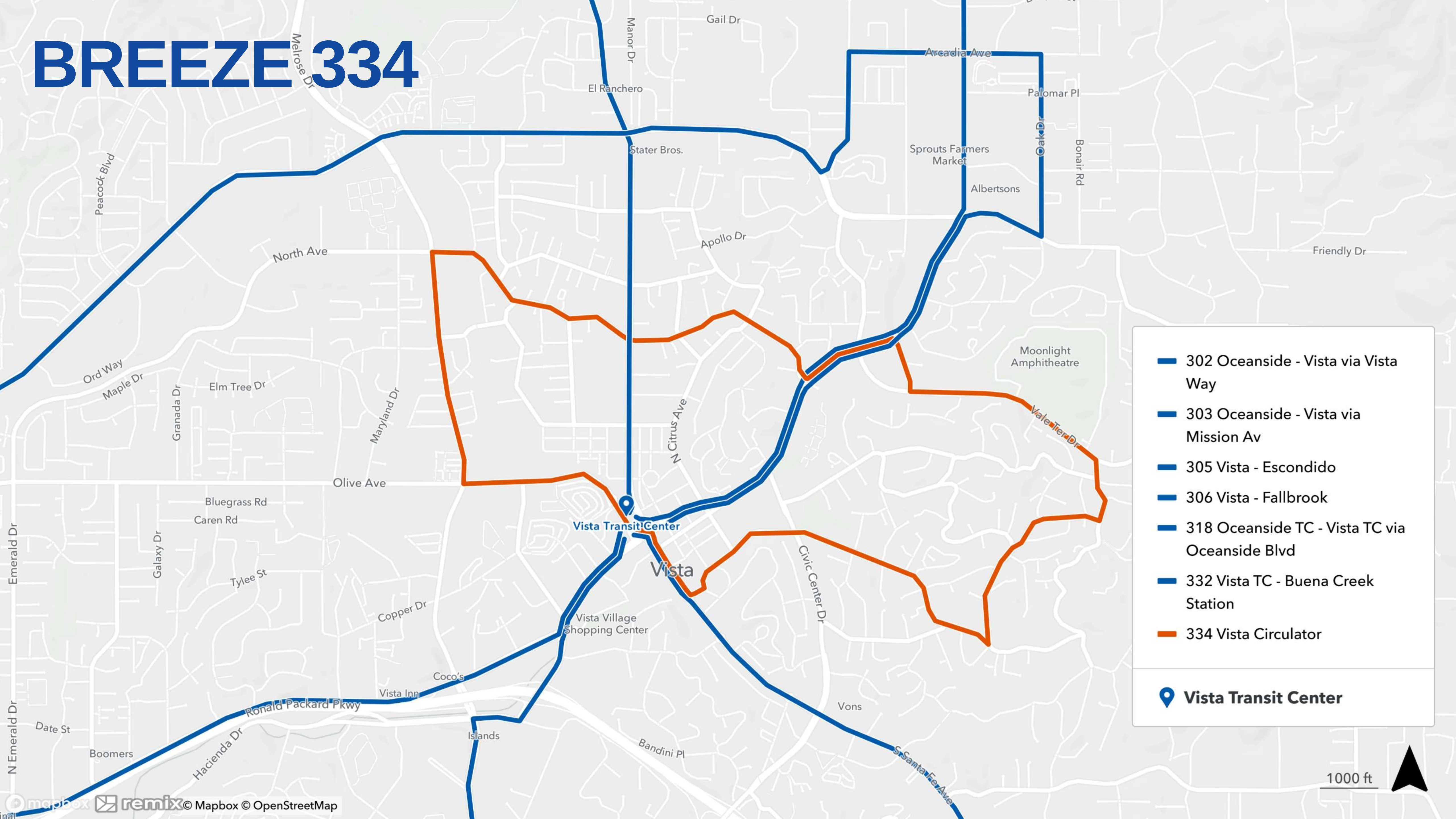
COASTER SPRINTER BREEZE FLEX LIFT

Background

- **Funding Context**
  - Funding-constrained environment requires NCTD to be intentional with operational resources to ensure effective service delivery
  - NCTD's Service Design Guidelines provides guidance for monitoring route performance and making service adjustments over time

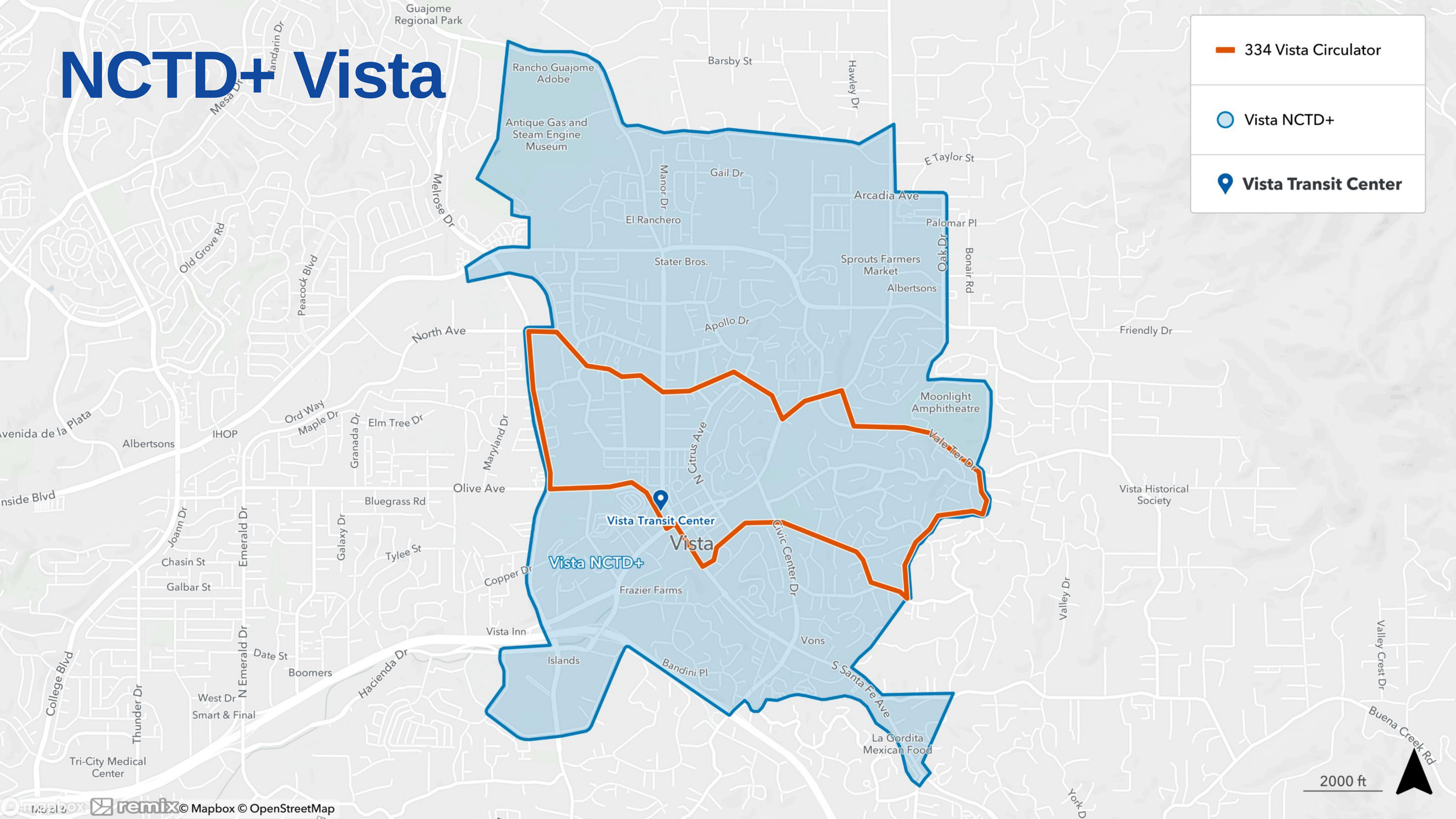
- **NCTD+ Grant Efforts**
  - NCTD applied to SANDAG's Access for All program requesting operating funding for micotransit deployments in Vista and Fallbrook but was not successful
  - SANDAG Flexible Fleets call for projects is anticipated in late Spring/early Summer and likely to be competitive

BREEZE 334



302 Oceanside - Vista via Vista Way
303 Oceanside - Vista via Mission Av
305 Vista - Escondido
306 Vista - Fallbrook
318 Oceanside TC - Vista TC via Oceanside Blvd
332 Vista TC - Buena Creek Station
334 Vista Circulator
Vista Transit Center
Vista Transit Center
Vista
Gail Dr
Manor Dr
Melrose Dr
El Ranchero
Stater Bros.
Arcadia Ave
Palomar Pl
Sprouts Farmers Market
Albertsons
Oak Dr
Bonair Rd
Peacock Blvd
North Ave
Apollo Dr
Friendly Dr
Moonlight Amphitheatre
Ord Way
Maple Dr
Elm Tree Dr
Granada Dr
Maryland Dr
N Citrus Ave
Vale Terrace Dr
Olive Ave
Bluegrass Rd
Caren Rd
Emerald Dr
Galaxy Dr
Tylee St
Civic Center Dr
Copper Dr
Vista Village Shopping Center
Coco's
Vista Inn
Ronald Packard Pkwy
Date St
N Emerald Dr
Boomers
Hacienda Dr
Islands
Bandini Pl
Vons
S Santa Fe Ave
1000 ft
© Mapbox © OpenStreetMap

NCTD+ Vista


334 Vista Circulator
Vista NCTD+
Vista Transit Center
Vista Transit Center
Vista
Vista NCTD+
Guajome Regional Park
Rancho Guajome Adobe
Antique Gas and Steam Engine Museum
Barsby St
Hawley Dr
E Taylor St
Gail Dr
Manor Dr
El Ranchero
Arcadia Ave
Palomar Pl
Stater Bros.
Sprouts Farmers Market
Albertsons
Oak Dr
Bonair Rd
Apollo Dr
Friendly Dr
North Ave
Moonlight Amphitheatre
Vale Terrace Dr
N Citrus Ave
Olive Ave
Maryland Dr
Elm Tree Dr
Granada Dr
Ord Way
Maple Dr
IHOP
Albertsons
Avenida de la Plata
Vista Historical Society
Bluegrass Rd
Civic Center Dr
Copper Dr
Tylee St
Galaxy Dr
Emerald Dr
Joann Dr
Chasin St
Galbar St
Frazier Farms
Valley Dr
Vista Inn
Islands
Vons
Bandini Pl
S Santa Fe Ave
Date St
Boomers
Hacienda Dr
N Emerald Dr
West Dr
Smart & Final
La Gordita Mexican Food
College Blvd
Thunder Dr
Tri-City Medical Center
Valley Crest Dr
Buena Creek Rd
Melrose Dr
Old Grove Rd
Peacock Blvd
Mesa Dr
2000 ft
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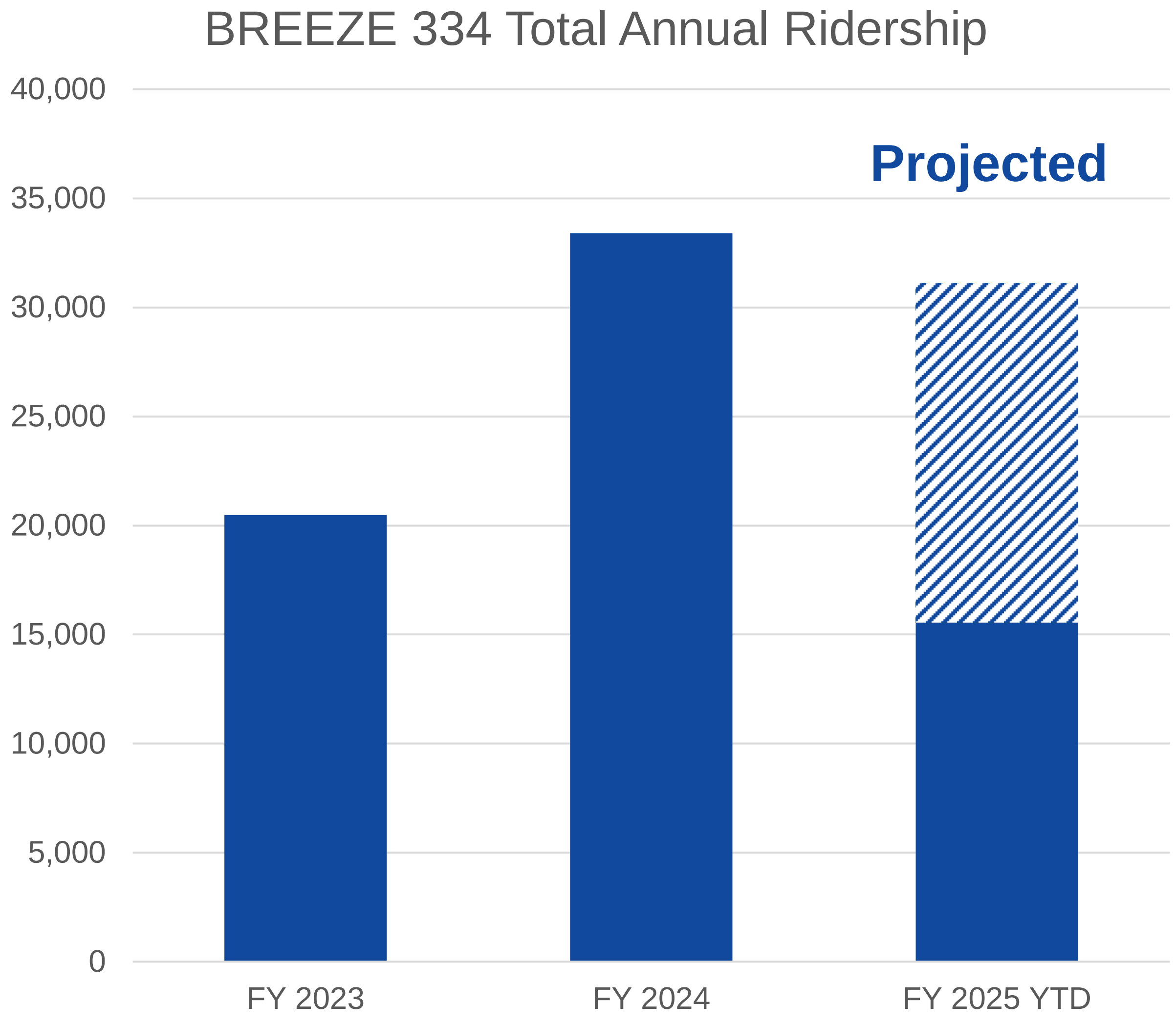
BREEZE 334



117 Average Weekday Boardings

67 Average Saturday Boardings

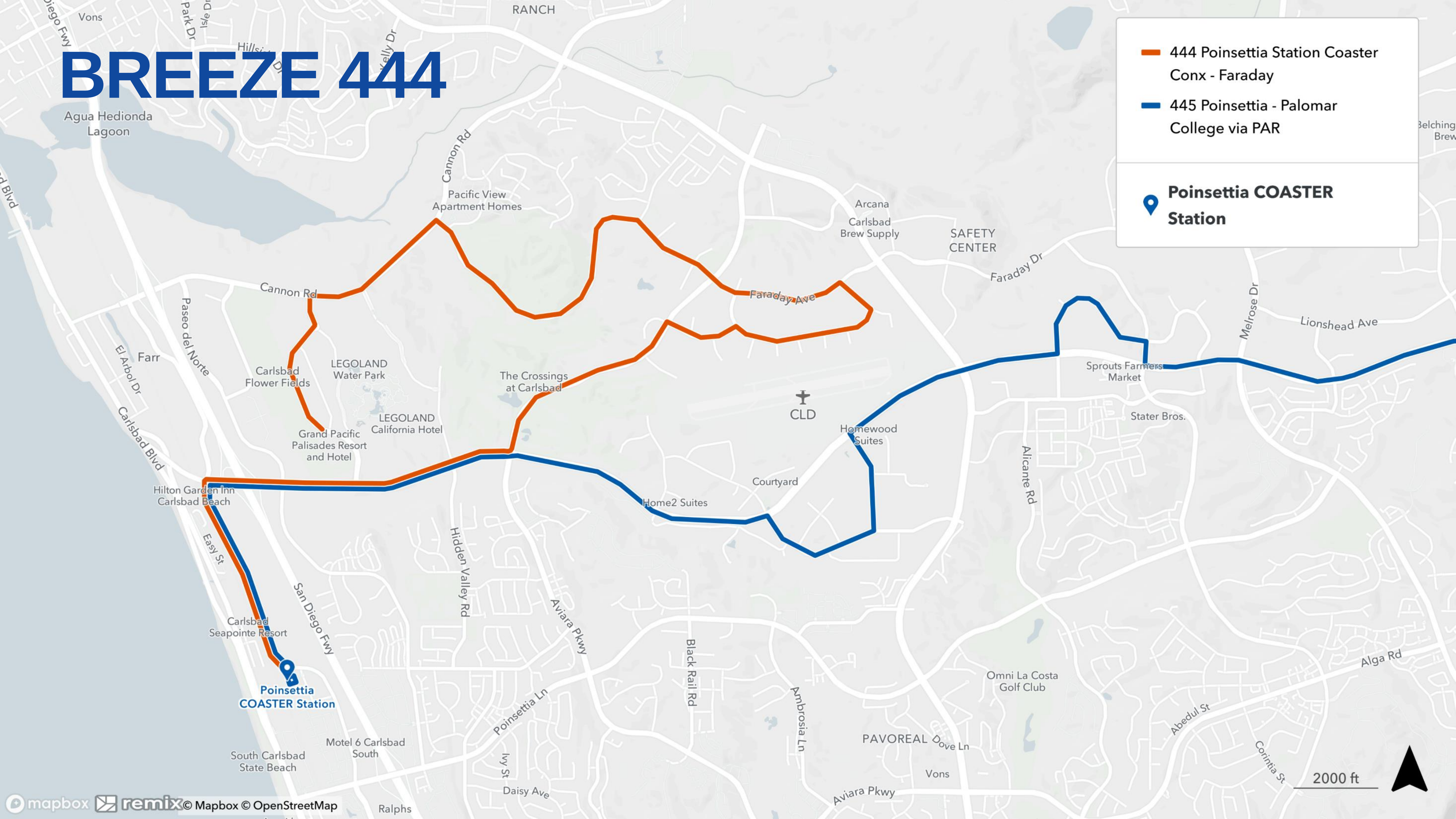
Span of Service

Weekdays: 4:30am – 8:00pm

Saturdays: 5:30am – 6:30pm

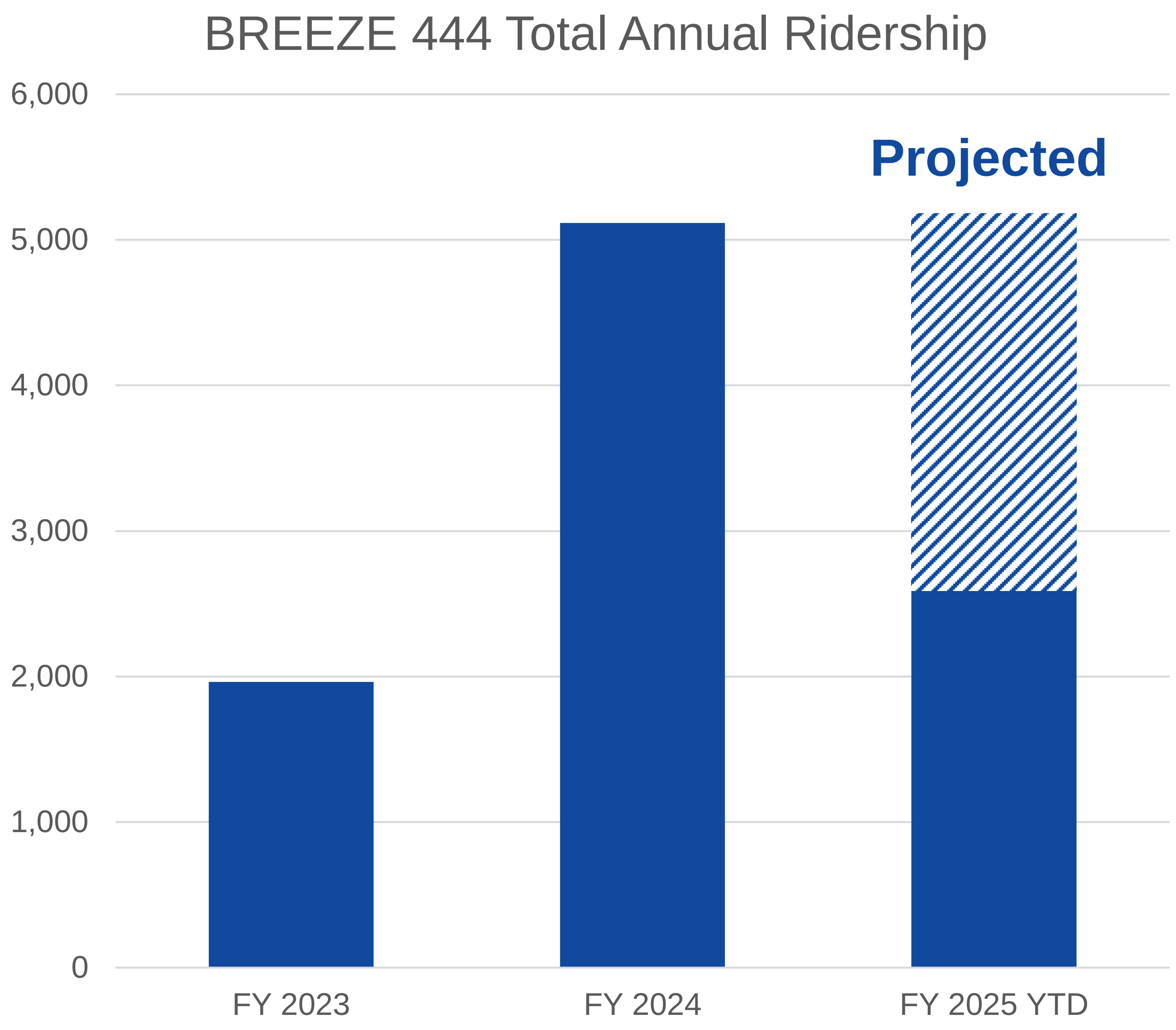
Every 30 – 60 minutes

BREEZE 444



444 Poinsettia Station Coaster Conx - Faraday
445 Poinsettia - Palomar College via PAR
Poinsettia COASTER Station
Agua Hedionda Lagoon
Vons
RANCH
Cannon Rd
Pacific View Apartment Homes
Arcana
Carlsbad Brew Supply
SAFETY CENTER
Faraday Dr
Faraday Ave
Lionshead Ave
Melrose Dr
Sprouts Farmers Market
Stater Bros.
Paseo del Norte
Farr
El Arbol Dr
Carlsbad Blvd
Carlsbad Flower Fields
LEGOLAND Water Park
LEGOLAND California Hotel
Grand Pacific Palisades Resort and Hotel
The Crossings at Carlsbad
CLD
Homewood Suites
Courtyard
Home2 Suites
Alicante Rd
Hilton Garden Inn Carlsbad Beach
Easy St
San Diego Fwy
Hidden Valley Rd
Aviara Pkwy
Black Rail Rd
Ambrosia Ln
Carlsbad Seapointe Resort
Poinsettia COASTER Station
Poinsettia Ln
Motel 6 Carlsbad South
South Carlsbad State Beach
Ivy St
Daisy Ave
Ralphs
Omni La Costa Golf Club
PAVOREAL
Dove Ln
Vons
Aviara Pkwy
Alga Rd
Abedul St
Corintia St
2000 ft
© Mapbox © OpenStreetMap

BREEZE 444



20 Average Weekday Boardings

Span of Service

Weekdays: 7:30 a.m. – 6:30 p.m.

Peak-only

Ridership Comparison

Route	Category	FY24 Total Boardings
445	Commuter	17,536
323	Local	17,201
652	Supplemental	11,597
651	Supplemental	11,541
371	FLEX	10,972
604	Supplemental	10,154
395	FLEX	9,768
632	Supplemental	9,467
634	Supplemental	9,172
609	Supplemental	8,524
623	Supplemental	7,568
608	Supplemental	7,294
444	Commuter	5,117

- **Supplemental routes are intended to provide capacity for school-based traffic and generally operate two trips per day during the school year**
- **All supplemental routes outperformed the 444 in FY2024 total ridership**

NORTH COUNTY
TRANSIT DISTRICT

Public Outreach

- **Website, station messaging, and onboard materials**
- **Legal notice published in English and Spanish newspapers on February 14, 2025**
- **Pop-up events**
  - **Vista Transit Center**
    - Monday, February 24th, 2:00 p.m. – 5:00 p.m.
    - Thursday, February 27th, 7:30 a.m. – 10:00 a.m.
  - **Carlsbad Poinsettia Station**
    - Tuesday, February 25th, 4:00 p.m. – 6:30 p.m.
    - Wednesday, February 26th, 7:30 a.m. – 10:00 a.m.

Staff Recommendation

- **Set Public Hearing for Proposed Elimination of BREEZE Routes 334 and 444**

Questions?