

REVISED
NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

Agenda

Thursday, July 17, 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.

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

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

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

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

Any writings or documents provided to a majority of the members of the NCTD Board of Directors regarding any item on this agenda will be made available for public inspection at the office of the Clerk of the Board located at 810 Mission Avenue, Oceanside, CA 92054, during normal business hours.

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 June 26, 2025
(*Suheil Rodriguez, Director of Administration/Clerk of the Board*)

B. CONSENT ITEMS 1 – ~~78~~

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 – 1C)
(*Mary Dover, Chief of Staff*)
2. Receive the Monthly Transit Operations Performance Report for May 2025 (S)
(Attachment 2A)
(*Katie Persons, Director of Service Planning*)
3. Authorize Award of Specified Agreements During the Period of July 18, 2025 through September 17, 2025 (S) (Attachment 3A)
(*Alex Denis, Chief Operating Officer*)
4. Adopt Resolution No. 25-05 Approving Proposed Overall Triennial Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2026-2028 (S) (Attachment 4A)
(*Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel*)
5. Adopt Proclamation Safety Month in September 2025 (S) (Attachment 5A)
(*Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel*)

6. Authorize the Chief Executive Officer to Negotiate and Execute Change Order No. 05 to Agreement No. 22016 with Trillium USA Company, LLC. for Hydrogen Fuel Station Design-Build-Operate-Maintain at the BREEZE Operations West Facility (S)
(Tracey Foster, Chief Development Officer)
7. Authorize the Chief Executive Officer to Execute a Purchase and Sale Agreement for the Acquisition of 818 Mission Avenue Located In Oceanside, CA (S)
(Tracey Foster, Chief Development Officer)
8. Ratify Retroactive Revision to FY2022 Classification and Compensation Schedule (S)
(Attachment 8A)
(Joy Freeman, Chief People Officer)

D. INFORMATIONAL ITEMS 89 AND 910

- ~~8.9.~~ Receive Presentation on SANDAG's Draft 2025 Regional Plan
(Katie Persons, Director of Service Planning)
- ~~9.10.~~ Receive Update Regarding NCTD Bus and Maintenance Operations Insourcing
(Lilia Montoya, Chief Operating Officer)

- **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:

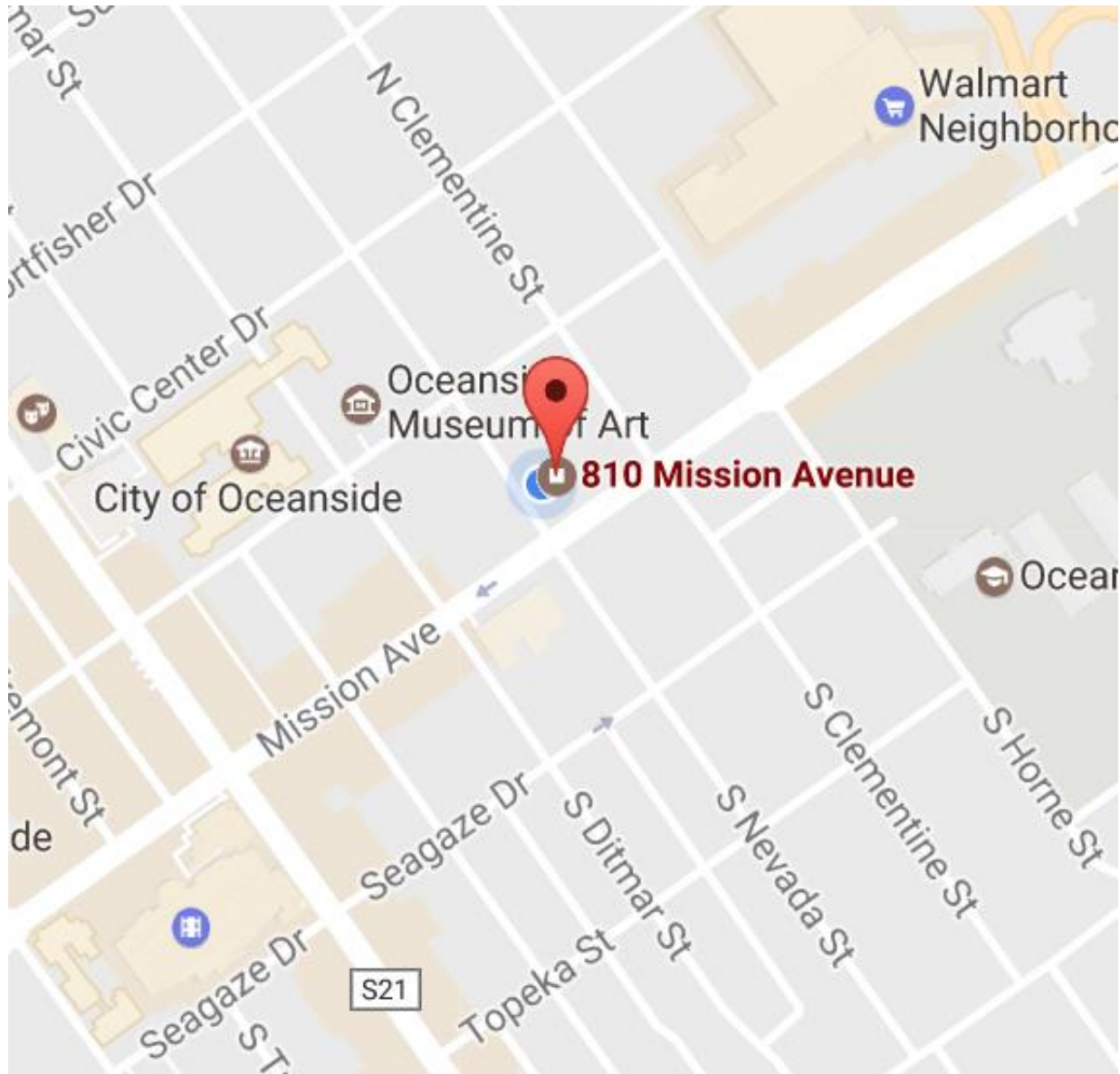
- **NO BOARD OR COMMITTEE MEETINGS IN AUGUST**
- **Regular Board Meeting: Thursday, September 18, 2025 at 2:00 p.m.**

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

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

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
SAN DIEGO RAILROAD

July 14, 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: July 17, 2025 at 2:00 p.m.

Posted At: 810 Mission Avenue, Oceanside, CA

Posted Online At: www.goNCTD.com

Date & Time of Posting: July 14, 2025 by 5:00 p.m.

Posted By: Suheil Rodriguez, Clerk of the Board

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

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.

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

Quorum and Voting

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

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

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

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

MINUTES OF THE REGULAR MEETING OF THE NORTH COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS HELD ON JUNE 26, 2025

REGULAR BOARD MEETING

CALL TO ORDER

Board 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. Mike Sannella (City of San Marcos)
3. Tracy Martinez (City of Del Mar)
4. Jim O'Hara (City of Encinitas) – arrived at 2:15 p.m.
5. Joe Garcia (City of Escondido)
6. Eric Joyce (City of Oceanside)
7. Jim Desmond (County of San Diego)
8. Jewel Edson (City of Solana Beach)
9. Corinna Contreras (City of Vista)
10. Madison Coleman (City of San Diego) – Board Alternate, arrived at 2:04 p.m.

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Board Member Contreras 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

The Clerk of the Board advised the Board that Slide 3 in Attachment A for Agenda Item No. 15 was changed to better reflect stop-level ridership along BREEZE Route 323. A revised agenda and errata sheet was sent to the Board and was posted on the NCTD website for public inspection.

PUBLIC COMMUNICATIONS

Joan Brown, Oceanside, spoke requesting more stops between SPRINTER and BREEZE, specifically, on BREEZE Routes 347 and 353 in San Marcos.

Maria Campos, Oceanside, spoke regarding BREEZE Route 334, which has been discontinued. She mentioned that passengers need this route for school, work and grocery shopping and hopes that it will be reinstated in the future. Regarding Route 304, she wishes for improved connectivity between the route and SPRINTER, as passengers are having to wait longer times to catch the train after deboarding the bus.

APPROVAL OF THE MINUTES OF THE MAY 15, 2025 REGULAR BOARD MEETING

ON THE MOTION OF BOARD MEMBER EDSON TO APPROVE THE MINUTES OF THE MAY 15, 2025 REGULAR BOARD MEETING, SECONDED BY BOARD VICE-CHAIR SANNELLA.

AYES: BHAT-PATEL, SANNELLA, MARTINEZ, GARCIA, JOYCE, DESMON, EDSON, CONTRERAS

NOES: NONE

ABSENT: O'HARA

ABSTAIN: NONE

MOTION PASSES.

APPROVAL OF CONSENT ITEMS 1 – 13

Prior to the approval of Consent Items, Board Member Martinez asked about Consent Agenda Item No. 8. She wanted to know why the customer feedback for LIFT was higher from last quarter due to safety and security categories. Mary Dover, Chief of Staff, responded that she will get specific details about the feedback and provide to the Board.

1. Receive the Monthly Intergovernmental Affairs Report
2. Receive the Monthly Transit Operations Performance Report for April 2025
3. Receive the Marketing, Service Planning and Business Development Committee Report for the Meeting held on June 11, 2025
4. Receive the Unaudited Quarterly Investment Report for the Third Quarter of FY2025
5. Receive the Unaudited Quarterly Financial Report for the Third Quarter of FY2025
6. Receive the Quarterly Safety Report for the Third Quarter of FY2025
7. Receive the Quarterly Security Report for the Third Quarter of FY2025
8. Receive the Quarterly Customer Experience Report for the Third Quarter of FY2025
9. Receive the Quarterly Report of Contract Actions Under the Chief Executive Officer's Authority for the Third Quarter of FY2025
10. Receive the Quarterly Report of Ratification of Contract Items for the Bus Transition for the Third Quarter of FY2025
11. Approve the Memorandum of Understanding Between NCTD and Palomar College Concerning the Accelerate Clean Public Transit Program
12. Authorize the Chief Executive Officer to Finalize and Execute an Employment and Training Agreement with The Arc of San Diego for Interior Vehicle Detailing Services and Job Coaching Support

13. Adopt Resolution No. 25-04 Approving Revisions to Board Policy No. 24 – *Drug and Alcohol Program*

ON THE MOTION OF BOARD MEMBER GARCIA TO APPROVE CONSENT ITEMS 1 – 13, SECONDED BY BOARD MEMBER CONTRERAS.

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

NOES: NONE

ABSENT: O'HARA

ABSTAIN: NONE

MOTION PASSES.

OTHER BUSINESS ITEM NO. 14

14. Conduct Public Hearing and Adopt the FY2026 Operating Budget and FY2026-2030 Capital Improvement Plan and Related Documents and Approve the FY2026-FY2030 Service Implementation Plan

Eun Park-Lynch, Chief Financial Officer, presented an overview of the FY2026 Operating Budget and the FY2026-2030 Capital Improvement Plan for consideration of adoption by the Board.

ON THE MOTION OF BOARD MEMBER EDSON TO APPROVE OTHER BUSINESS ITEM NO. 14, SECONDED BY BOARD MEMBER JOYCE.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

OTHER BUSINESS ITEM NO. 15

15. Set Public Hearing and Authorize Staff to Receive Public Comment for the Proposed Elimination of BREEZE Route 323

Katie Persons, Director of Service Planning, presented an overview of the proposed elimination of BREEZE Route 323. Staff requested the Board set a public hearing to solicit public feedback and conduct outreach on the proposal prior to its consideration of elimination of the route.

Board Member Joyce commented that the "ride-alongs" that were scheduled were not conducted during school hours and setting the public hearing in July will not allow students to provide feedback on this route since school will not be in session. He made a motion to delay the public hearing until the fall to determine the full impact to riders of possibly eliminating this route.

Board Member Garcia seconded Joyce's motion. He added that he would like to view a service map with all the routes that service the area in question.

Board Member Edson suggested that NCTD look at adding trips to redundant routes that can supplement the route proposed for elimination. Ms. Persons agreed that NCTD intends to use feedback received through the public comment period to evaluate potential adjustments to adjacent routes. Board Member Edson further asked how public outreach is conducted in Spanish. Ms. Persons responded that NCTD has bilingual staff on-hand to speak to riders and all messaging and marketing materials are relayed in both English and Spanish.

Board Member Contreras asked about the difference in cost between Route 323 per passenger versus NCTD+ service. Mary Dover responded that NCTD+ costs are typically higher than traditional BREEZE routes but staff can provide specific cost information for this route. Board Member Contreras also inquired about microtransit service in the Tri-City area. Ms. Dover responded that NCTD plans for future phases of NCTD+ service to eventually cover the Tri-City area. She also added that the purpose of bringing the public hearing for approval this month was to allow for public outreach and analysis to be gathered before the October 2025 service change. NCTD will begin public outreach now to capture ridership data during the summer months and when school is in session in August.

Board Alternate Coleman asked what will happen to the budget if the Board approves to continue the route after the public hearing. Mary Dover responded that budget will remain unchanged as the FY26 budget includes costs associated with all existing services.

Board Member O'Hara stated that he would also like to view a map with all the routes that service the area, including any overlapping service. He also asked if the ridership for this route is the lowest in the system. Katie Persons confirmed it is the second lowest and that the passengers per revenue hour is a good metric to measure a route's performance.

Board Chair Bhat-Patel asked about the public outreach that will be done. She suggested going to areas where people are versus only at transit centers.

After discussion of this item, the Board suggested to delay the public hearing to the September 18, 2025 Regular Board meeting to vote on the proposed elimination of BREEZE Route 323.

ON THE MOTION OF BOARD MEMBER JOYCE TO APPROVE OTHER BUSINESS ITEM NO. 15, SECONDED BY BOARD MEMBER GARCIA.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

CHIEF EXECUTIVE OFFICER'S REPORT

Lori Winfree, Deputy CEO/Chief General Counsel, made the CEO Report to the Board (CEO Donaghy participated in the meeting virtually through Zoom):

- **Bus Transition** – NCTD will bring approximately 400 Bus Operations employees in-house on Sunday, June 29. NCTD is hosting “Welcome Home” events at both Bus Divisions in Oceanside and Escondido on July 3, 2025 and would welcome any Board Members that would like to meet our Bus Operations teams.
- **Fair Tripper** – NCTD once again launched the Fair Tripper pass this Fair season, which provides riders with admission to the San Diego Fair, a round-trip transit ride to the Solana Beach station and a shuttle directly to the Fair entrance. NCTD is seeing strong pass usage and will provide the Board with season-end statistics during the next Marketing update.
- **CTAA Rodeo** – Earlier this month, NCTD partnered with the Community Transportation Association of America, or CTAA, to host their national bus Rodeo in San Diego. It was an honor to partner with CTAA and provide NCTD buses for use at the event.
- **Community Events**
 - San Marcos Resource Fair at the State of the City – NCTD staff were present at the San Marcos Resource Fair and provided residents with information about its services in the City, including NCTD+ San Marcos.
 - Vista City Council, Vista Environmental Commission and Vista Strawberry Festival
 - i. NCTD staff presented at the Vista City Council and Environmental Commission to provide information on the new NCTD+ service zone in Vista.
 - ii. NCTD launched the new NCTD+ service at the Vista Strawberry Festival alongside Board Member Contreras and Assemblymember Laurie Davies.
- **Upcoming Events**
 - Del Mar Races start on July 18, 2025. NCTD is offering the Pony Express pass again this season, which – like the Fair Tripper – includes entrance to the Races, roundtrip transit, and a shuttle from the Solana Beach station.
 - Comic Con also starts July 24, 2025. Passengers are encouraged to take COASTER to the event.

BOARD MEMBER REPORTS, COMMENTS, AND CORRESPONDENCE

Board Member Edson asked if the bus route that serviced the San Diego County Fair in the past will return to service. Ms. Winfree responded that the express bus is not servicing the Fair this year but an existing NCTD route serves the Solana Beach Transit Center and has been successful.

Board Member Joyce commented about immigration enforcement being conducted at the Oceanside Transit Center. He stated that he shares his community's concern for their safety and well-being. Ms. Winfree responded that NCTD is aware and mindful about the situation. She responded that NCTD does not actively engage or impede law enforcement activity.

Board Alternate Coleman asked the Board to consider having the SANDAG Regional Plan as an item in a future Board meeting. The Environmental Impact Report is out now and will close for comment on July 18, 2025. The Board agreed that this should be agendaized for the next meeting.

REMAINING PUBLIC COMMUNICATIONS

Ricardo Favela, Zoom meeting participant, spoke of his concern of immigration enforcement being done at transit centers.

ADJOURNMENT

Board Chair Bhat-Patel adjourned the meeting at 3:05 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 June 26, 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 July 17, 2025.

CLERK OF THE BOARD
North County Transit District

For individuals with sensory disabilities, this document is available in alternate formats. For information, please contact the Clerk of the Board at 760/966-6553. For persons with hearing impairment, please use the California Relay Service (CRS): 800/855-7100 TTY; 800/855-7100 voice; 800/855-7200 Spanish. CRS Customer Service: 877/546-7414 or 800-867-4323 TTY.

STAFF REPORT

**RECEIVE THE MONTHLY INTERGOVERNMENTAL AFFAIRS
REPORT**

Time Sensitive: ☐ **Consent:** ☒

**STAFF
RECOMMENDATION:**

Receive the Monthly Intergovernmental Affairs Report for June 2025.

**BACKGROUND
INFORMATION:**

Attached are the Monthly Intergovernmental Affairs Reports for June as well as the Status of Tracked Legislation Report for June 2025 (Attachments A, B, and C) 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 June reports include:

Legislative Activity and Updates – Federal:

Budget Update: The U.S. Senate furthered discussions on the budget reconciliation package, known as the One Big Beautiful Bill Act, setting up for votes in the Senate and House in July. The bill has limited impact on surface transportation funding and policy; however, it does rescind some unobligated funding from the Inflation Reduction Act. The bill also does not include language from the House-passed budget reconciliation bill that would have established an annual fee for electric vehicles (EV) and hybrid vehicles that would have increased revenue to the Federal Highway Trust Fund. The Highway Trust Fund currently is funded by the federal gas tax and the annual fee for EVs and hybrid vehicles was viewed as a way to ensure all roadway users were paying into the Trust Fund.

Appropriations Update: This month, members of NCTD's federal delegation announced earmark project submissions for the fiscal year (FY) 2026 Appropriations bills. House Appropriations Subcommittees will begin meeting in July to draft FY 2026 spending bills, while the Senate has yet to schedule hearings. NCTD's federal delegation submitted the following projects to appropriations committees for consideration:

- U.S. Representative Mike Levin - Positive Train Control Rail Safety Enhancement Project - **\$1.88 million**
- U.S. Senator Alex Padilla - SPRINTER Platform and Track Design - **\$1.2 million**
- U.S. Representative Scott Peters - Bus Stop Security and Enhancement Project - **\$715,200**

Federal Judge Grants Preliminary Injunction Regarding Immigration Enforcement: On June 20, a federal judge temporarily halted the Trump Administration's attempt to withhold Department of Transportation (DOT) funding from states that do not comply with its immigration enforcement policies. A coalition of 20 states, including California, sued last month arguing the Administration overstepped its authority by tying federal transportation funds to immigration policy compliance. The judge issued a preliminary injunction that applies to the 20 states named in the lawsuit, including their governmental subdivisions and special districts such as NCTD.

BUILD Grant Awards Extended: The Department of Transportation (DOT) announced the extension of grant awards for the Fiscal Year (FY) 2025 Better Utilizing Investments to Leverage Development (BUILD) grant program beyond the original deadline of June 28, 2025. The DOT stated that the extension is a result of the passage of the FY 2025 Continuing Resolution earlier this year. The BUILD program provides federal funds for surface transportation infrastructure projects with significant local or regional impact. NCTD applied to the BUILD program earlier this year requesting \$3.2 million for the SPRINTER Infrastructure Investment Program. The DOT maintains that it will continue to work swiftly to process applications and announce grant awards as soon as practicable.

President Trump Signs Bills Revoking California's Clean Air Act Waivers: On June 12, President Trump signed a series of Congressional Review Act repeals of preemptive waivers granted to California by the Environmental Protection Agency (EPA) under the Clean Air Act. The waivers allowed California to enact higher emissions standards than the federal maximum, including through the state's electric vehicle mandate, a regulation forcing manufacturers to produce electric trucks, and tightening nitrogen dioxide emissions standards. The repeal raised concerns as both the Government Accountability Office and the Senate Parliamentarian determined California's waivers were not regulations subject to the Congressional Review Act. Governor Newsom and California Attorney General Rob Bonta filed a lawsuit against the Trump Administration arguing that revoking the longstanding waivers in this manner violates the Clean Air Act and undermines California's authority to protect public health and the environment.

Legislative Activity and Updates – State:

Budget Update: On June 27, Governor Gavin Newsom signed into law the FY2025-26 State Budget along with several budget trailer bills that addressed a range of policy issues such as health care, human services, and infrastructure. Two additional budget trailer bills were signed into law on June 30 that enacted consequential changes to housing, land use, and environmental policy. The budget agreement between Governor Newsom and the Legislature incorporates roughly 3.5 billion in targeted reductions in FY2025-26, with ongoing savings expected to surpass \$12 billion in future years. The framework also relies on \$7.8 billion in revenue generation and borrowing, as well as \$1 billion in savings through funds shifts, deferrals, and delayed expenditures. For public transit, the budget maintains \$1.1 billion in Greenhouse Gas Reduction Fund (GGRF) funding commitments via SB 125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) formula allocations and TIRCP Cycle 6. The budget also allocates \$1.2 billion from the General Fund for SB 125 TIRCP and TIRCP Cycle 6 to fully fund each commitment.

SB 79 Passes Senate: The Senate passed SB 79 (Wiener) in early June following a prolonged floor debate and after the bill received significant amendments. Changes to the bill included a clarification that in "urban transit counties," developments may be built up to 45 feet, or to the local height limit, whichever is greater. In areas outside of urban transit counties, projects may be constructed up to the local height limit. The amendments also removed provisions that would have modified the Surplus Land Act and allowed by-right residential use on qualified light industrial sites. The bill now moves to the Assembly for further review from the Committee on Housing and Community Development and the Committee on Local Government.

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	SPRINTER Infrastructure Investment Program (BUILD) \$3.2 million	
Battery Electric Buses (Community Project Funding) \$500,000	LOSSAN PTC – NSS, Lab Upgrades, and WabTrax Software (Community Project Funding) \$1,880,000	
San Dieguito Double Track Phase 2 (SANDAG – ITIP) \$62 million	SPRINTER Platform and Track Design (Community Project Funding) \$1.2 million	
SPRINTER Double Tracking – East (RAISE) \$10.2 million	Bus Stop Improvements (Community Project Funding) \$715,200	
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: \$6,995,200	

ATTACHMENT: 1A – Federal Monthly Legislative Report (Holland & Knight) – June 2025
1B – State Monthly Legislative Report (Townsend) – June 2025
1C – Status of Tracked Legislation Report (Townsend) – June 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

Memorandum

Date: July 3, 2025

To: North County Transit District

From: Holland & Knight LLP

Re: Federal Update – June 2025

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

- Federal Delegation Announces Project Submissions for NCTD
- House and Senate Send Budget Reconciliation Bill to President's Desk
- Chairman Graves Op-Ed Previews a Return to Basics in Next Surface Transportation Reauthorization
- Federal Judge Rules Against DOT Directive to Make DOT Grant Funding Contingent on Cooperation with Federal Immigration Operations
- DOT Announces New NEPA Implementing Procedures
- DOT Intergovernmental Affairs Team Provides Update on Future Grant Announcements
- FTA Administrator-Designate Molinaro Assumes Advisor Role at Transportation Department

Federal Delegation Announces Project Submissions for NCTD

- Members of the North County Transit District's federal delegation announced earmark project submissions for the FY26 appropriations process. This is a key first step, as projects will need to be included in the FY26 Transportation-HUD (THUD) appropriations bills advanced by the House and Senate Appropriations Committees.
- NCTD's federal delegation submitted the following projects to the appropriations committees:
 - Rep. Levin - Positive Train Control Rail Safety Enhancement Project - \$1.88 million
 - Sen. Padilla - Funding would support infrastructure improvements to accommodate new SPRINTER vehicles. - \$1.2 million
 - Rep. Peters - Bus Stop Security and Enhancement Project - \$715,200
- House appropriators are moving forward with the first batch of their 12 FY 2026 spending bills. The House THUD Appropriations Subcommittee expects to mark-up its

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THUD bill on July 7th – with a full committee markup on July 10th. The Senate has not scheduled a markup or announced its process for completing its FY26 bills.

House and Senate Send Budget Reconciliation Bill to President's Desk

- Senators returned to Washington over the June 28th weekend to resume consideration and vote on the “One Big, Beautiful Bill,” which cuts taxes and domestic spending, while allocating additional resources for defense and immigration/border enforcement. Vice President JD Vance broke a 50-50 tie in the Senate to send the bill to the House for final passage. Republican Senators Rand Paul (R-KY), Susan Collins (R-ME), and Thom Tillis (R-NC) joined all Democrats in voting against the measure.
- On July 3, the U.S. House of Representatives passed the “One Big, Beautiful Bill” by a vote of 218-214, sending the bill to the President’s desk for signature. Two Republicans joined all Democrats in voting against the bill in the House.
- The President is expected to sign the legislation into law during a ceremony on July 4th.
- Holland & Knight has prepared a comprehensive analysis of the legislation, which can be viewed [here](#).

Chairman Graves Op-Ed Previews a Return to Basics in Next Surface Transportation Reauthorization

- On June 26, House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) released his focus for the next surface transportation reauthorization bill. His [press release](#) focused heavily on restructuring the permitting process to make projects more efficient and less costly.
- Rep. Graves pointed to what he believes is bloat in the current surface transportation programs, which he stated has diluted the efficiency of the program and favored progressive political projects. He also stated that the House reauthorization bill would reestablish the role that states have in meeting their unique transportation and infrastructure needs.
- Another focus would be reforming the Highway Trust Fund (HTF). The HTF is based upon a user-pays principle. However, many believe the gas tax is no longer a sufficient funding source given the increasing fuel efficiency of vehicles and increased usage of electric vehicles (EVs). Rep. Graves stated his support for Republicans’ budget reconciliation language, which included a \$250 annual registration fee for EVs and a \$100 annual fee for hybrid vehicles; however, this fee was not included in the Senate passed reconciliation bill.

Federal Judge Rules Against DOT Directive to Make DOT Grant Funding Contingent on Cooperation with Federal Immigration Operations

- On June 20, Judge John McConnell Jr. (U.S. District Court for Rhode Island) temporarily halted the Trump Administration's attempt to withhold Department of Transportation (DOT) funding from states that don't comply with its immigration enforcement policies. A coalition of 20 states, mostly led by Democratic governors and attorneys general, [sued the Administration last month](#), arguing it was overstepping its authority by tying transportation federal funds to immigration policy compliance.
- Judge McConnell issued a [preliminary injunction](#) stating that the Administration's actions violate the U.S. Constitution and federal statutes. He wrote, "Congress did not authorize or grant authority to the Secretary of Transportation to impose immigration enforcement conditions on federal dollars specifically appropriated for transportation purposes."
- Transportation Secretary Sean Duffy posted his reaction to the judge's ruling, stating, "I directed states who want federal DOT money to comply with federal immigration laws. But, no surprise, an Obama-appointed judge has ruled that states can openly defy our federal immigration laws. This is judicial activism pure and simple, and I will continue to fight in the courts."

DOT Announces New NEPA Implementing Procedures

- On June 30, DOT Secretary Sean Duffy released new revisions to the Department's National Environmental Policy Act (NEPA) implementing procedures. The revisions announced by Duffy aim to reduce project costs, shorten delays, and cut DOT's NEPA procedures in half overall.
- The reforms will implement deadlines and page limits on environmental reviews, provide clarification that NEPA does not apply to every action that a Federal agency takes, and ensure an expeditious process to create categorical exclusions (CEs). The specific updates to NEPA implementing procedures are [Department-wide Order 5610.1D](#); and (2) Joint [FHWA, FRA, and FTA procedures](#), 23 CFR Part 771.
- The press release emphasized that NEPA implementing procedures have not been modernized in the past 45 years. Duffy cites the President's [Unleashing American Energy](#) Executive Order as context for his actions to reduce NEPA-related requirements.

DOT Intergovernmental Affairs Team Provides Update on Future Grant Announcements

- The DOT Intergovernmental Affairs team held a call with stakeholders to update them on future department actions. During the call, the team alerted listeners that the award deadline for FY25 BUILD grants had been postponed following the signing of the FY25 continuing resolution (CR). Additionally, the Department expects to release the SMART Stage 2 (implementation) NOFO in August.

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- Officials also reminded listeners that applications for the Low/No Bus and Bus Facilities grants are due July 14, and the Large Bridge Grants deadline is August 1.

FTA Administrator-Designate Molinaro Assumes Advisor Role at Transportation Department

- Former Rep. Marc Molinaro (R-NY), President Donald Trump's pick to be the next Federal Transit Administration (FTA) Administrator, is working as a senior adviser to Transportation Secretary Sean Duffy on transit issues. Molinaro has served as a senior adviser since June 16 as he waits for a final confirmation vote by the U.S. Senate.
- Molinaro's nomination was advanced in April by the Senate Banking, Housing, and Urban Affairs Committee, but his nomination has not been scheduled for a vote. Deputy Administrator Tariq Bokhari continues to serve as Acting Administrator while Molinaro's nomination remains pending.

MEMORANDUM

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: July 3, 2025

Subject: June 2025 Legislative Monthly Report

STATE UPDATES

The month of June was marked by significant activity across multiple fronts in the California State Legislature, with progress on both budget negotiations and policy measures.

In alignment with the constitutional requirement to pass a budget by June 15, the Legislature worked to reach a two-party agreement on the 2025–26 State Budget. After further negotiations with the Governor’s Administration, a comprehensive budget framework was finalized. On June 26, both houses passed, and the Governor signed, the 2025-26 Budget Act into law, before the start of the new budget year on July 1.

On June 27, Governor Gavin Newsom signed the FY 2025–26 State Budget and 17 accompanying trailer bills, describing the package as fiscally responsible and centered on public needs amid revenue slowdowns and federal uncertainty. However, the budget framework remained incomplete until the passage of two key trailer bills—[AB 130](#) and [AB 131](#)—which were approved by the Legislature on June 30. These were signed into law before midnight on June 30, in compliance with provisions in SB 102 that would have invalidated the budget absent their enactment.

Concurrent with budget activity, the Legislature maintained a full policy agenda. The first week of June featured daily floor sessions in both chambers, culminating in the June 6 House of Origin deadline, by which time all bills had to move to the opposite house for continued consideration. Since then, policy committees have held packed hearings to vet remaining measures, with legislators and stakeholders preparing for the next key milestone: the July 18 deadline for bills to pass out of second house policy committees.

This upcoming deadline also marks the beginning of the Legislature’s Summer Recess. Lawmakers will reconvene on August 18, at which point remaining bills will undergo Appropriations hearings and floor votes ahead of the September 12 end-of-session deadline.

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

STATE BUDGET AND LEGISLATURE

California Finalizes FY 2025–26 State Budget Amid Fiscal Constraints and Major Policy Shifts

In response to a worsening fiscal outlook and sustained pressure on core public services, lawmakers finalized a \$232 billion General Fund budget for Fiscal Year 2025–26. The budget reflects months of negotiations among Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas, culminating in a spending plan designed to stabilize state finances while implementing sweeping policy reforms, particularly in housing and environmental regulation.

A Unified Budget in the Face of Revenue Decline

On June 9, [Senate](#) and [Assembly](#) leadership unveiled a unified budget proposal that reflects an effort to close a significant revenue shortfall while preserving core state services. Economic forecasts revealed an estimated **\$16 billion** decline in projected revenues since the start of the year, attributed in part to sluggish growth and external pressures such as federal tariff policies. At the same time, spending demands have risen, driven by higher Medi-Cal enrollment and increased costs for wildfire response and emergency services, particularly in Southern California.

To achieve budget balance, the plan incorporates approximately **\$3.5 billion** in targeted reductions in 2025–26, with ongoing savings expected to surpass \$12 billion in future years. The framework also relies on **\$7.8 billion** in revenue generation and borrowing strategies, as well as **\$1 billion** in savings through fund shifts, deferrals, and delayed expenditures.

Legislative Passage and Floor Debates

The main budget bill, [SB 101](#), was approved by both the Senate and Assembly on June 13 following extensive debate on the Senate and Assembly floors. Lawmakers acknowledged the budget's commitments to education, public health, infrastructure, and housing while expressing concern about its reliance on one-time solutions and long-term structural stability. The Legislature met its constitutional deadline for passing a balanced budget, but many acknowledged that key implementation details would follow through budget trailer bills.

Trailer Bills and the Role of AB 130 and AB 131

Over the latter half of the month, the Legislature moved forward on a comprehensive set of 17 trailer bills necessary to operationalize the budget's provisions. These measures, approved by both houses between June 27 and June 30, were signed by Governor Newsom shortly after passage.

Among them, [AB 130](#) and [AB 131](#) stood out as the most consequential. These two bills carried forward some of the most ambitious changes to California's housing, land use, and environmental policy in recent years. Their enactment was not only critical for policy implementation but was tied to a legislative “poison pill” clause embedded in SB 102, which would have invalidated the entire budget package had either bill failed to pass by June 30 at 11:59 p.m.

AB 130: Expanding Housing Law and Limiting Local Discretion

[AB 130](#) consolidates elements from more than two dozen previously introduced housing bills into a single, far-reaching reform measure. Chief among its provisions is the permanent extension of

the Housing Crisis Act of 2019 (SB 330), eliminating its prior 2034 expiration date and ensuring that streamlining provisions—such as prohibitions on downzoning or capping housing applications—remain in place indefinitely.

The bill also incorporates major changes to environmental review under CEQA. Projects meeting certain criteria, including location near transit and alignment with existing zoning, will be exempt from full environmental review. This move, adapted from the earlier AB 609 proposal, is intended to accelerate infill housing development but has drawn pushback from environmental and labor groups.

Additionally, AB 130 imposes a [six-year moratorium](#) on cities and counties adopting new or amended residential building standards, effectively freezing local oversight over construction-related regulations unless tied to immediate public health or safety concerns.

One of the most debated elements of AB 130 was a modified labor standard for qualifying projects. While initially proposed to include affordability- and height-based thresholds for a wage floor, labor groups pushed back against the dilution of prevailing wage requirements. As a result, many of the labor-related provisions were revised or removed during negotiations.

AB 131: Homelessness Funding and Expanding CEQA Exemptions

[AB 131](#) extends the state’s Homeless Housing, Assistance, and Prevention (HHAP) Program into Round 7, appropriating \$500 million for FY 2026–27. This marks a departure from prior years, where annual appropriations of \$1 billion had been the norm. For FY 2025–26, no new HHAP funds were appropriated—though Round 6 funds, representing the previous \$1 billion allocation, have not yet been released.

Access to Round 7 funds will be contingent upon strict eligibility criteria, including compliant housing elements, adherence to state encampment response policies, adoption of the Governor’s model ordinance, demonstrated progress on housing metrics, and sufficient use of prior HHAP allocations. This signals a shift toward a more performance-based approach to homelessness funding, emphasizing alignment with state goals.

In addition, AB 131 enacts the most substantial expansion of CEQA exemptions in over a decade. It exempts wildfire prevention activities (such as fuel breaks and prescribed burns) of up to 50 acres in wildland-urban interface zones, along with park and trail development funded under Proposition 4 (2024). Other projects that now qualify for CEQA streamlining include:

- Infill housing
- Federally qualified health centers
- Food banks and daycare centers
- Broadband infrastructure within public rights-of-way
- Advanced manufacturing facilities
- Climate adaptation planning

AB 131 also introduces a novel “near-miss” provision that allows projects that narrowly fail to meet a full exemption to avoid comprehensive environmental review, requiring analysis only of the disqualifying factor—streamlining the process while maintaining some environmental oversight.

Cannabis Taxation and Market Concerns

Separate from the core budget package, cannabis taxation became a focal point in late June. A scheduled increase in the excise tax—from 15% to 19%—was set to take effect on July 1. While Governor Newsom and Speaker Rivas advocated for a delay, Pro Tem McGuire opposed the freeze, citing enforcement challenges in regions impacted by illicit cannabis operations.

Industry analysts and the Legislative Analyst’s Office warned that the tax hike could exacerbate a decline in legal cannabis sales, which fell to \$1.08 billion in the first quarter of 2025—the lowest in five years. Though a separate bill (AB 564 by Assemblymember Haney) to freeze the tax at 15% passed the Assembly unanimously, it had yet to receive a hearing in the Senate as of June 30.

Broader Process Concerns and Transparency Issues

While the policy changes in AB 130 and AB 131 are far-reaching, their inclusion in budget trailer bills has sparked criticism. Many provisions bypassed the traditional committee hearing process, especially in the second house, limiting opportunities for stakeholder feedback and public engagement. Lawmakers and advocates alike have raised concerns about transparency and the accelerated timeline, particularly given the 72-hour public review window required before floor votes.

For local governments and project sponsors, the implications of these measures are significant. Housing entitlements will be expedited, but local discretion over zoning and building standards will be temporarily constrained. Homelessness funding will continue but on a delayed and conditional basis. Environmental review will be streamlined, but administrative interpretation will play an increasing role in determining project eligibility.

These reforms were largely unknown to the public, and even to many legislators, until late in the budget process, when bill language was rapidly amended and hundreds of pages of policy text were introduced for expedited passage.

Looking Ahead

The passage of AB 130 and AB 131 completes the core budget package for now, and further budget-related legislation may emerge before the Legislature adjourns for the year. Additional trailer bills could be introduced to refine implementation language or address unresolved fiscal and policy issues, including the much-anticipated cap-and-trade reauthorization.

Budget trailer bills remain a subject of debate, though they offer a mechanism to quickly enact complex policy tied to fiscal plans, they also allow major changes to bypass traditional legislative scrutiny, such as policy committee review and supermajority voting thresholds. As this year’s process demonstrated, trailer bills can be used to enact sweeping reforms with limited public engagement, raising ongoing concerns about transparency and process integrity.

Senate Advances SB 79 (Wiener) After Lengthy Floor Debate

In early June, the Senate passed [SB 79 \(Wiener\)](#) following a lengthy debate on the floor.

Recent amendments to SB 79 clarified that in “urban transit counties,” developments may be built up to 45 feet, or to the local height limit, whichever is greater. In areas outside of urban transit counties, projects may be constructed up to the local height limit. Additionally, amendments

removed provisions that would have modified the Surplus Land Act and allowed by-right residential use on qualified light industrial sites.

The bill faced unexpected challenges throughout its consideration, prompting a late effort to secure the votes needed for passage. The floor vote was preceded by significant debate and behind-the-scenes discussions aimed at consolidating support.

Initially, the measure received a 19-11 vote, two votes short of the 21 required for passage in the Senate. Senator Wiener responded by “moving the call,” a procedural action that pauses the final vote count to allow additional time for members to reconsider their positions.

When the call was lifted, SB 79 secured the minimum 21 votes needed, with a final tally of 21-13. The bill is double-referred in the Assembly, to the Committees on Housing, Local Government, and is set for a hearing in the Housing and Community Development Committee in early July. SB 79 must clear both Committees before the Legislature adjourns for summer recess on July 18.

Legislation Would Require Return to National Bar Exam Amid Testing Controversy

Amendments to SB 253, the State Bar’s annual licensing fee bill authored by Senate Judiciary Chair Tom Umberg (D–Santa Ana), would effectively require California to use the National Conference of Bar Examiners’ (NCBE) Multistate Bar Exam (MBE) for at least the next two years. The new language mandates a two-year notice before the State Bar can change the vendor or author of the multiple-choice portion of the exam. This move comes in response to the widely criticized February 2025 bar exam, written by Kaplan and delivered via Meazure Learning, which was riddled with technical failures and an ensuing controversy over the use of AI-generated questions, prompting the state Supreme Court to order a return to the NCBE exam starting July 2025.

In addition to requiring use of the MBE, the bill would require the State Bar to provide a two-year advance notice for any changes to testing format, software, or materials. These provisions could delay the bar’s plans to transition to a fully remote and uniquely California-centric exam. If enacted, the bill could result in the next four licensing exams being administered in person. The bill reflects Umberg’s continued skepticism of the bar’s ability to manage an alternative exam format without negatively impacting test takers.

Financially, the amendments could saddle the state bar with increased costs. Despite a likely return to the NCBE exam down the road, the Bar would still owe Kaplan \$3.5 million through 2027 under its existing contract, plus a potential additional early termination fee of \$700,000. These costs would be in addition to licensing fees and logistical expenses for in-person test administration. As of late June, the bill is pending on the Assembly floor.

Joint Legislative Audit Committee Hearing

On June 18, the Joint Legislative Audit Committee (JLAC) convened to consider a series of audit requests submitted by members of the Legislature. The Committee reviewed proposals related to a range of state and local programs, including K–12 and higher education funding, water infrastructure and conservation initiatives, wildfire preparedness, and public health service delivery. During the hearing, legislators presented their audit requests, followed by discussion and input from the State Auditor and public stakeholders. JLAC approved several audits for the State Auditor to initiate in the coming months, while others were held for further consideration. The hearing reflected ongoing legislative efforts to ensure accountability and transparency in state and local agency operations.

In the hearing, JLAC considered a request to audit the California Department of Water Resources' (DWR) Delta Conveyance Project (DCP), a multi-billion dollar proposed water infrastructure project. The audit request, led by Assembly Member Ranson, focused on transparency and fiscal accountability in light of significant planning expenditures and a lack of clarity around cost projections.

Key objectives of the proposed audit included:

- Identifying DCP expenditures and revenue sources from July 2022 to June 2025, including unspent funds and their intended use.
- Assessing how costs are expected to impact ratepayers, particularly through revenue bonds.
- Evaluating whether DWR has complied with environmental requirements, including the Delta Reform Act of 2009.

The proposed audit of the Delta Conveyance Project did not receive sufficient votes to advance. While the request secured support from a majority of Assembly members, it did not garner the required number of Senate votes. The committee granted reconsideration, allowing the audit request to return at JLAC's August hearing.

California Reports \$6.5 Million in Recovered Goods as Part of 2025 Retail Theft Enforcement Efforts

As of mid-2025, California law enforcement agencies have recovered over [\\$6.5 million](#) in stolen merchandise as part of ongoing efforts to address organized retail theft. The state's Organized Retail Crime Task Force, formed in 2019, has led these coordinated operations in partnership with local law enforcement and retail partners.

This year's enforcement actions have resulted in more than 150 arrests and the disruption of multiple organized theft operations. The efforts reflect an ongoing statewide focus on deterring large-scale retail crime through surveillance, coordinated raids, and legal action.

California officials have indicated that funding for retail theft enforcement is set to increase in the state's upcoming budget, including additional support for local jurisdictions and the continued use of specialized units within the California Highway Patrol. These measures aim to enhance theft prevention and response across retail corridors statewide.

EXECUTIVE BRANCH

\$135 Million in Wildfire Prevention Grants Announced

On June 25, [Governor Newsom announced](#) the availability of \$135 million in grant funding to support wildfire prevention projects across the state. The funding will be distributed through CAL FIRE's Wildfire Prevention Grants Program, which supports activities such as fuel reduction, wildfire risk planning, and community education.

This investment follows a recent \$72 million allocation for forest health efforts and is part of the state's broader \$2.5 billion wildfire prevention strategy. Since 2019, more than \$500 million has been awarded to over 490 wildfire prevention projects statewide.

The announcement highlighted recent success stories, including vegetation management and shaded fuel break projects in Los Angeles and Sonoma counties that helped limit fire spread and support emergency response efforts.

The grant application process is now open, providing eligible entities with the opportunity to apply for funding to support wildfire prevention efforts.

Federal Court Hears California's Emergency Motion on Military Deployment

On June 28, the District Court for the Northern District of California held a preliminary hearing on California's emergency request to block the deployment of federal military forces to the City of Los Angeles. The request stems from an [emergency request](#) filed on June 10 by Governor Newsom and Attorney General Rob Bonta, challenging the President Trump's order authorizing the use of active-duty Marines and the federalization of National Guard troops in response to ongoing public demonstrations.

During the hearing, state attorneys reiterated their position that the federal directive exceeds constitutional authority, infringes on state sovereignty under the Tenth Amendment, and raises potential conflicts with the Posse Comitatus Act, which limits the use of federal military personnel in domestic law enforcement activities. The federal government defended the deployment as a lawful exercise of executive powers intended to preserve public safety.

The court did not issue an immediate ruling but is expected to decide shortly whether to grant California's request for a temporary restraining order. If granted, the order would pause further military deployment while the underlying legal challenge proceeds. Further developments in the case are anticipated in early July.

Environmental Regulations and Clean Air Act Waivers

On June 12, President Donald Trump signed three Congressional Review Act (CRA) resolutions, H.J. Res. [87](#), [88](#), and [89](#), targeting preemptive waivers previously granted to California under the federal Clean Air Act (CAA). These waivers have enabled the state to adopt and enforce vehicle emissions standards that exceed federal requirements, including its electric vehicle mandate, advanced NOx emissions controls, and rules requiring manufacturers to produce zero-emission trucks.

In response, California Attorney General Rob Bonta and Governor Gavin Newsom [filed a lawsuit](#) against the Administration to preserve the waivers. The legal action responds to the administration's use of the CRA to attempt to invalidate California's longstanding waivers, which have historically allowed the state to implement more aggressive air quality and climate measures than those required at the federal level.

In its complaint, California argues that the waivers, granted by the U.S. Environmental Protection Agency (EPA) over several decades, are not subject to repeal through the CRA, which is typically used to overturn recent federal agency rules rather than long-standing regulatory decisions. The state asserts that revoking the waivers in this manner violates the Clean Air Act and undermines California's authority to protect public health and the environment.

State officials emphasized that the ability to enforce more stringent emissions standards is a critical component of California's broader strategy to address climate change, reduce air pollution, and protect vulnerable communities.

The case is expected to proceed in federal court, with potential implications for other states that have adopted California's standards under Section 177 of the Clean Air Act. A hearing date has not yet been set.

Formal Investigation Launched into State Farm Wildfire Claims

On June 12, Insurance Commissioner Ricardo Lara unveiled an investigation into State Farm's handling of claims coming out of the Palisades and Eaton wildfires in Southern California. The investigation largely stems from formal consumer complaints against the insurer submitted to the Department of Insurance. The ensuing Market Conduct Examination is intended to determine whether State Farm has complied with state laws regarding consumer protections and claims processing. This investigation responds to numerous complaints from wildfire survivors about delays, poor communication, and inconsistent treatment. Commissioner Lara emphasized that while national standards exist, they are often vague and inconsistently applied, especially during large-scale disasters.

The Department is currently at a critical point in the claims process, which allows for a deeper regulatory review of State Farm's payment practices, adjuster conduct, and internal procedures. Lara urged survivors to file formal complaints, noting that the Department has already recovered over \$40 million for consumers this year through these processes. A particular focus of concern is how State Farm and other insurers manage smoke damage claims, which have been prevalent in the aftermath of urban wildfires. To address this, Lara has established a Smoke Claims & Remediation Task Force to create consistent, science-based standards for cleanup and safety. This action is part of a broader push to hold insurers accountable, ensure that policies serve affected homeowners, and strengthen the state's ability to recover from climate-driven disasters.



North County Transit District
2025-26 Legislative Report

AB 76

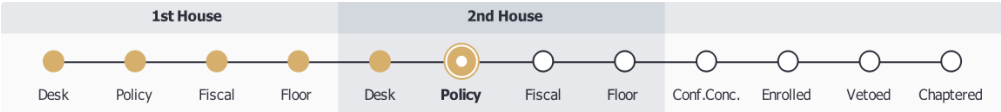
Alvarez (D)

HTML

PDF

Surplus land: exempt surplus land: sectional planning area.

Progress bar



Notes

Notes 1

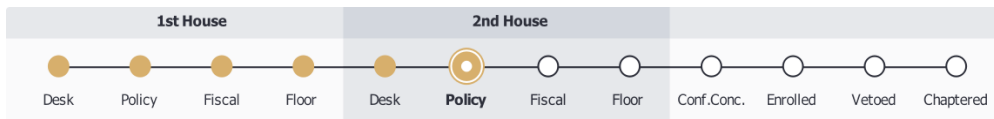
Anticipated Impact - may facilitate streamlined processes for developing land in sectional planning areas, potentially expediting projects with a mix of affordable housing and academic institution-affiliated housing. This could enhance opportunities for transit-oriented developments that integrate educational facilities, housing, and transportation infrastructure. This bill is sponsored by the City of Chula Vista and, according to the author's office, "Chula Vista's university effort is positioned to benefit the region greatly. A university presence in the South County would be a key player within the regional economy, producing graduates who occupy regional jobs, employing thousands of local workers, and contributing to the regional and state economies...The change in AB 76 is needed to build a much-needed four-year university in South County and provide the housing necessary for the university's students, faculty, and staff."

Bill information

Status:	05/21/2025 - Referred to Com. on L. GOV.
Calendar:	07/16/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair
Summary:	Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines “exempt surplus land” to mean, among other things, land that is subject to a sectional planning area document, as described, and meets specified requirements, including that at least 25% of the units are dedicated to lower income households, as specified, and that is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at a minimum, 25% of units that are proposed by the sectional planning area document as adopted prior to January 1, 2019, and are not designated for students, faculty, or staff of an academic institution must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, in accordance with certain requirements and calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 04/21/2025 text)
Location:	05/21/2025 - Senate L. GOV.
Current Text:	04/21/2025 - Amended
Last Amend:	04/21/2025

Open meetings: local agencies: teleconferences.

Progress bar



Notes

Notes 1

Positive

Anticipated impact - would allow board members to participate in board meetings via teleconference, under certain conditions, until 2030.

Bill information

Status: 06/27/2025 - In committee: Hearing postponed by committee.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. (Based on 04/21/2025 text)

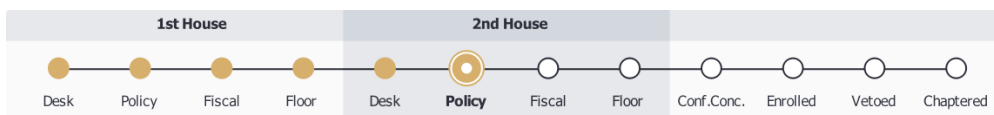
Location: 05/14/2025 - Senate JUD.

Current Text: 04/21/2025 - Amended

Last Amend: 04/21/2025

Local public employee organizations: notice requirements.

Progress bar



Notes

Notes 1

Anticipated impact - would require the district to provide a recognized employee organization written notice regarding contracts to perform services that are within the scope of work of existing job classifications represented by the employee organization.

Bill information

Status:	06/18/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.		
Calendar:	07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair		
Summary:	The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 06/18/2025 text)		
Location:	06/11/2025 - Senate L., P.E. & R.	Current Text:	06/18/2025 - Amended
		Last Amend:	06/18/2025

AB 340

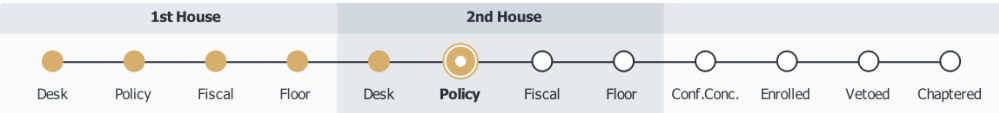
Ahrens (D)

HTML

PDF

Employer-employee relations: confidential communications.

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Notes

Notes 1

Neutral

Anticipated impact - would prohibit an employer from questioning an employee or employee representative from an employee organization regarding communications between the employee and their representative

Bill information

Status:	06/25/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on JUD.
Calendar:	07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair
Summary:	Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of

a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. (Based on 03/05/2025 text)

Location: 06/25/2025 - Senate JUD.

Current Text: 03/05/2025 - Amended

Last Amend: 03/05/2025

AB 394

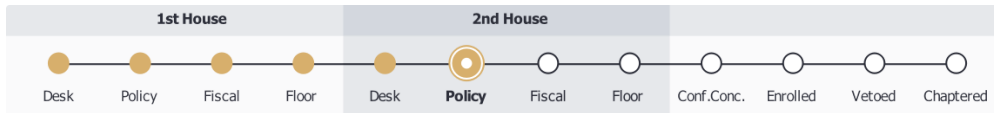
Wilson (D)

HTML

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Public transportation providers.

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Notes

Notes 1

Positive

Anticipated impact - promotes safer transit environments for both riders and workers by expanding existing Penal Code to protect all transit employees against battery, and clarifies that a transit agency may seek a temporary restraining order against a perpetrator for battery against a transportation provider or employee or contractor thereof, and that the restraining order shall apply across the entirety of the transit system where the offense occurred.

Bill information

Status: 07/02/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 0.) (July 1). Re-referred to Com. on JUD.

Calendar: 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 04/23/2025 text)

Location: 07/01/2025 - Senate JUD.

Current Text: 04/23/2025 - Amended

Last Amend: 04/23/2025

AB 417

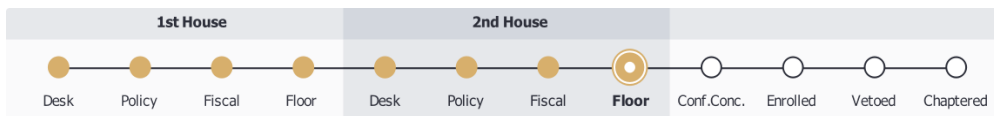
Carrillo (D)

HTML

PDF

Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.

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Notes

Notes 1

Neutral

Anticipated impact - grants lead project agencies a waiver from local third party approvals for sustainable transportation projects, and creates an optional project delivery process in the process of developing a a sustainable transportation project. A "lead agency" is defined as the public agency which has the principal responsibility for carrying out or approving a project. "Lead agency" also includes other parties whose services are procured by the lead agency, including, but not limited to, a private contractor or consultant. A "third party" is defined as a local agency (any public agency other than a state agency) or utility, including, but not limited to, an electrical corporation, public utility, or private telecommunications provider. Sustainable transportation projects include transit priority facilities, bus service, bus rapid transit, and passenger rail.

Bill information

Status:	06/19/2025 - Read second time. Ordered to third reading.		
Calendar:	07/03/25 #98 S-ASSEMBLY BILLS - THIRD READING FILE (Floor Mgr.- Durazo)		
Summary:	Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, including acquisition, construction, or repair of commercial structures by the small business occupant of such structures, if such acquisition, construction, or repair is for purposes of fostering economic recovery from the COVID-19 pandemic, as specified, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. This bill would revise these provisions to instead authorize the designation of a proposed enhanced infrastructure financing district to finance capital facilities or other specified projects for the acquisition, construction, or repair of commercial structures by the small business occupant of such structures, as described above, if such acquisition, construction, or repair is for purposes of fostering economic recovery of a community, as specified. (Based on 03/27/2025 text)		
Location:	06/19/2025 - Senate THIRD READING	Current Text:	03/27/2025 - Amended
		Last Amend:	03/27/2025

AB 441

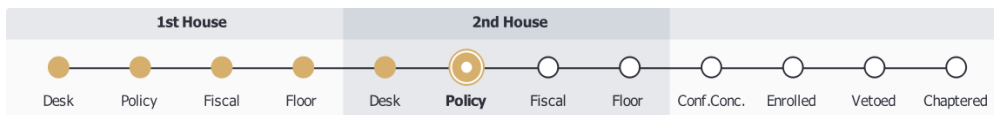
Hadwick (R)

HTML

PDF

Wildfire prevention: Office of Wildfire Technology Research and Development: wildfire mitigation program.

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Notes

Notes 1

Anticipated impact - grants lead project agencies a waiver from local third party approvals for sustainable transportation projects, and creates an optional project delivery process in the various phases of a sustainable transportation project process. "Third party" means a local agency or utility, including, but not limited to, an electrical corporation, public utility, or private telecommunications provider. "Lead agency" means the public agency which has the principal responsibility for carrying out or approving a project. "Lead agency" also includes other parties whose services are procured by the lead agency, including, but not limited to, a private contractor or consultant. A sustainable transportation project is a project whose primary purpose is the institution or

improvement of public transit infrastructure, including, but not limited to, transit priority facilities, bus service, bus rapid transit, and passenger rail.

Bill information

Status: 07/02/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Current law establishes the Office of Wildfire Technology Research and Development in state government within the Department of Forestry and Fire Protection to study, test, and advise regarding procurement of emerging technologies and tools in order to more effectively prevent and suppress wildfires within the state. For those purposes, current law requires the office to, among other things, develop a balanced, multimodal research and development program designed to identify, research, test, and evaluate emerging technologies and tools designed to improve the state's preparation for, and response to, wildfires in the state, as specified. Current law repeals these provisions on January 1, 2029. This bill would extend the repeal date of the above provisions to January 1, 2031. (Based on 05/23/2025 text)

Location:	06/24/2025 - Senate N.R. & W.	Current Text:	05/23/2025 - Amended
		Last Amend:	05/23/2025

AB 476

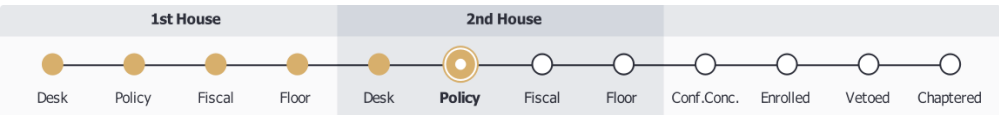
González, Mark (D)

HTML

PDF

Metal theft.

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Notes

Notes 1

Anticipated impact - intends to minimize metal theft by enhancing reporting requirements for junk dealers and recyclers, modernizing restrictions on the possession of scrap metal from critical public infrastructure, and revises penalties to better reflect the true cost of damages to the public.

Bill information

Status: 06/19/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on B. P. & E.D.

Calendar: 07/07/25 S-BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT 10 a.m. and upon adjournment of Session, if necessary - 1021 O Street, Room 2100 ASHBY, ANGELIQUE, Chair
07/15/25 S-PUBLIC SAFETY 9 a.m. - 1021 O Street, Room 2200 ARREGUÍN, JESSE, Chair

Summary: Current law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as "junk." Current law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Current law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Current law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. Current law requires a junk dealer or recycler to preserve the written record for at least 2 years. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required

to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. (Based on 06/19/2025 text)

Location: 06/18/2025 - Senate B., P. & E.D.

Current Text: 06/19/2025 - Amended
Last Amend: 06/19/2025

AB 1051

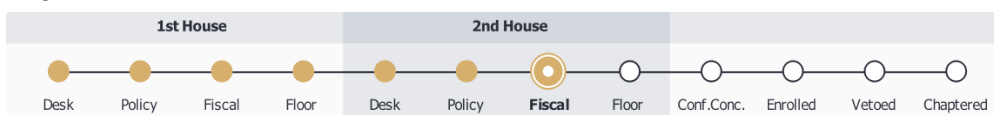
Davies (R)

HTML

PDF

Route 76: Payómkawish Highway.

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Notes

Notes 1

Neutral

Bill information

Status: 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.

Summary: Would name and designate specified portions of Route 76 as the "Payómkawish Highway." The bill would require the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving sufficient donations from nonstate sources to cover those costs, to erect those signs. (Based on 06/11/2025 text)

Location: 06/24/2025 - Senate APPR.

Current Text: 06/11/2025 - Amended

Last Amend: 06/11/2025

AB 1250

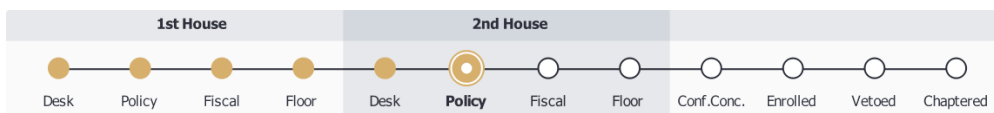
Papan (D)

HTML

PDF

Transit operators: paratransit: recertification of eligibility.

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Notes

Notes 1

Neutral

Anticipated impact - would prohibit the district from requiring a person who is eligible to receive paratransit services (that has a condition that is not reasonably expected to improve) to recertify their eligibility.

Bill information

Status: 06/30/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar:	07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair		
Summary:	Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would require, on or before January 1, 2027, transit operators, as defined, to establish a streamlined recertification process for eligible persons, as specified. The bill would require, by June 1, 2027, transit operators to only use the streamlined recertification process for eligible persons unless certain conditions apply. The bill would define “eligible persons” as persons who receive, or who are eligible to receive, paratransit services based on a disability and whose disability cannot reasonably be expected to improve over time, as determined by the person’s qualified licensed medical professional, and whose ability to access the fixed route system cannot reasonably be expected to improve over time, as determined by the transit operator. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. (Based on 06/30/2025 text)		
Location:	06/04/2025 - Senate TRANS.	Current Text:	06/30/2025 - Amended
		Last Amend:	06/30/2025

ACA 1

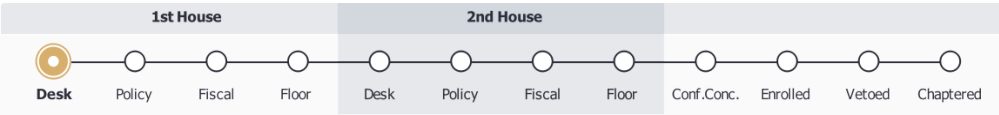
Valencia (D)

HTML

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Public finance.

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Notes

Notes 1

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

Bill information			
Status:	01/29/2025 - Introduced measure version corrected.		
Summary:	The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines “appropriations subject to limitation” of the State for these purposes. This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit. (Based on 12/02/2024 text)		
Location:	12/02/2024 - Assembly PRINT	Current Text:	12/02/2024 - Introduced

ACA 4

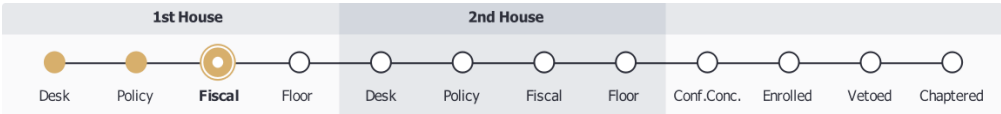
Jackson (D)

HTML

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Homelessness and affordable housing.

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Notes

Notes 1

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

Bill information

Status: 05/23/2025 - Coauthors revised. In committee: Hearing postponed by committee.

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

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

SB 30

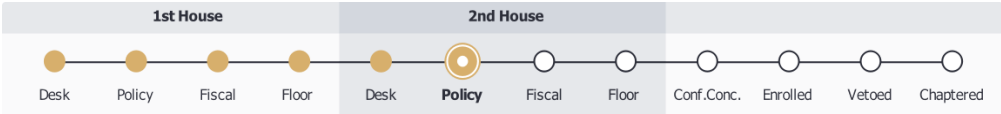
Cortese (D)

HTML

PDF

Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Progress bar



Notes

Notes 1

Negative

Anticipated impact - prohibits the district from selling or transferring diesel-powered on-track rail equipment.

Bill information

Status: 06/26/2025 - July 7 hearing postponed by committee.

Calendar: 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of

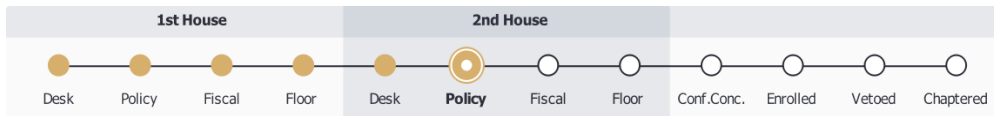
that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment. (Based on 05/05/2025 text)

Location:	06/05/2025 - Assembly TRANS.	Current Text:	05/05/2025 - Amended
		Last Amend:	05/05/2025

[SB 63](#)[Wiener \(D\)](#)[HTML](#)[PDF](#)

San Francisco Bay area: local revenue measure: transportation funding.

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Notes

Notes 1

Neutral

Anticipated impact - No direct impact on the district. The bill creates the Transit Revenue Measure District (TRMD) to include Alameda, Contra Costa, and San Francisco counties, and allows the TRMD to impose a district tax in specific counties directly or by voter initiative.

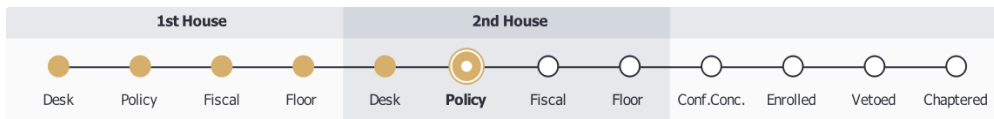
Bill information

Status: 06/09/2025 - Referred to Coms. on TRANS. and REV. & TAX.

Calendar: 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Summary: (1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws. (Based on 05/23/2025 text)

Location:	06/09/2025 - Assembly TRANS.	Current Text:	05/23/2025 - Amended
		Last Amend:	05/23/2025

California Environmental Quality Act: exemptions: environmental leadership transit projects.**Progress bar****Notes****Notes 1**

Anticipated impact - would exempt various district projects from CEQA. Specifically, the bill permanently exempts various active transportation plans from CEQA and expands the exemption to include a transit comprehensive operational analysis (a plan that redesigns or modifies a transit operator's or local agency's public transit service network, including the routing of fixed route and microtransit services). The bill also permanently exempts from CEQA pedestrian and bicycle facilities, transit prioritization projects, public projects for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, and public projects for the construction or maintenance of infrastructure of facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries. Extends the CEQA exemption for projects using near-zero emission, natural gas, or low-NOx technology until 2032.

Bill information

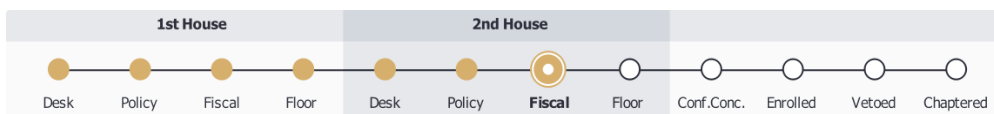
Status: 06/30/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.

Calendar: 07/07/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

Summary: The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 06/30/2025 text)

Location: 06/09/2025 - Assembly NAT. RES.

Current Text: 06/30/2025 - Amended
Last Amend: 06/30/2025

Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.**Progress bar****Notes****Notes 1**

Neutral

Anticipated impact - would expand funding opportunities for the district to develop and construct infrastructure projects under the Infrastructure Gap-Fund Program. Transit districts in California, if organized as special

districts, are eligible to apply for SB 74 grants if they are undertaking qualifying infrastructure projects (such as road projects that decrease vehicle miles traveled and improve public health and safety), have met the local tax contribution threshold, and are facing unforeseen costs after construction has begun.

Bill information

Status: 07/02/2025 - July 2 set for first hearing. Placed on suspense file.

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified. (Based on 04/07/2025 text)

Location:	07/02/2025 - Assembly APPR. SUSPENSE FILE	Current Text:	04/07/2025 - Amended
		Last Amend:	04/07/2025

SB 79

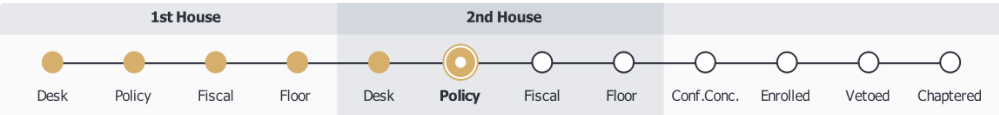
Wiener (D)

HTML

PDF

Housing development: transit-oriented development.

Progress bar



Notes

Notes 1

Neutral

Anticipated impact - would make transit-oriented development an allowable use on specified sites and exempts certain projects from CEQA. The bill is intended to make it easier to develop housing near major public transportation stops and on land owned by transit agencies.

Bill information

Status: 07/02/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Local Government] (PASS)

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a land use element and a housing element. Current law requires that the land use element designate the proposed general distribution and general location and extent of the uses of the land, as specified. Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law

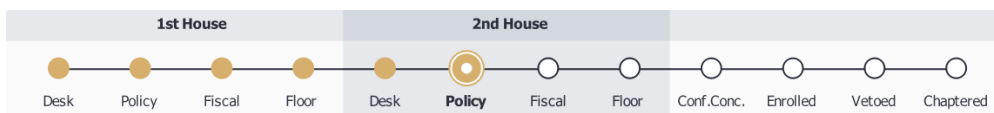
requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. The bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, as provided. (Based on 06/23/2025 text)

Location:	07/02/2025 - Assembly L. GOV.	Current Text:	06/23/2025 - Amended
		Last Amend:	06/23/2025

[SB 86](#)[McNerney \(D\)](#)[HTML](#)[PDF](#)

California Alternative Energy and Advanced Transportation Financing Authority Act: sales and use tax exclusion.

Progress bar



Notes

Notes 1

Anticipated impact - permanently extends and increases the allocation for the California Alternative Energy Advanced Transportation Authority's sales and use tax exclusion program. This program administers a sales and use tax exclusion for manufacturers of alternative energy source technology used for renewable electricity generation or advanced transportation. SB 86 may provide greater opportunities for transit agencies to invest in advanced transportation technologies and infrastructure improvements.

Bill information

Status:	06/19/2025 - Re-referred to Coms. on TRANS. and REV. & TAX. pursuant to Assembly Rule 96.
Calendar:	07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair
Summary:	Existing sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes,

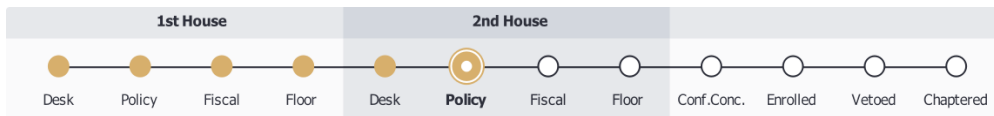
until January 1, 2026, the authority to provide financial assistance to a participating party by authorizing exclusions from sales and use tax for certain projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from cumulatively exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting one of those projects to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend to January 1, 2031, the authorization to provide financial assistance in the form of a sales and use tax exclusion for projects approved by the authority. The bill would increase the maximum cumulative amount of the sales and use tax exclusions authorized under these provisions to \$200,000,000 per calendar year. The bill would add electrical generation facilities using nuclear fusion technology to the types of projects qualifying for this sales and use tax exclusion. The bill would make other conforming changes. This bill contains other related provisions. (Based on 05/23/2025 text)

Location:	06/19/2025 - Assembly TRANS.	Current Text:	05/23/2025 - Amended
		Last Amend:	05/23/2025

[SB 359](#)[Niello \(R\)](#)[HTML](#)[PDF](#)

Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Progress bar



Notes

Notes 1

Anticipate impact - no direct impact on the district, as transit districts are already eligible for an exemption from the Use Fuel Tax Law state excise tax on gasoline.

Bill information

Status: 06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

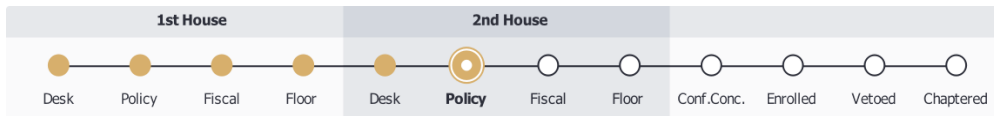
Summary: The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 06/26/2025 text)

Location:	06/26/2025 - Assembly REV. & TAX	Current Text:	06/26/2025 - Amended
		Last Amend:	06/26/2025

[SB 419](#)[Caballero \(D\)](#)[HTML](#)[PDF](#)

Hydrogen fuel.

Progress bar



Notes

Notes 1

Positive

Anticipated impact - would provide the district an exemption from sales and use tax on the sale, storage, use, and consumption of hydrogen fuel.

Bill information

Status: 07/01/2025 - June 30 hearing postponed by committee.

Calendar: *07/07/25 A-REVENUE AND TAXATION 3:30 p.m. - State Capitol, Room 126 GIPSON, MIKE, Chair*

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. (Based on 06/23/2025 text)

Location: 06/09/2025 - Assembly REV. & TAX

Current Text: 06/23/2025 - Amended

Last Amend: 06/23/2025

SB 445

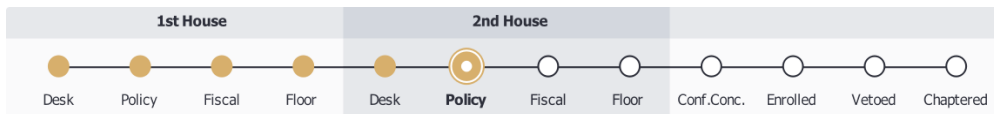
Wiener (D)

HTML

PDF

Transportation: planning: Sustainable Transportation Project Delivery Reform Act.

Progress bar



Notes

Notes 1

Anticipated impact - grants lead project agencies a waiver from local third party approvals for sustainable transportation projects, and creates an optional project delivery process in the various phases of a sustainable transportation project process. "Third party" means a local agency or utility, including, but not limited to, an electrical corporation, public utility, or private telecommunications provider. "Lead agency" means the public agency which has the principal responsibility for carrying out or approving a project. "Lead agency" also includes other parties whose services are procured by the lead agency, including, but not limited to, a private contractor or consultant. A sustainable transportation project is a project whose primary purpose is the institution or improvement of public transit infrastructure, including, but not limited to, transit priority facilities, bus service, bus rapid transit, and passenger rail.

Bill information

Status: 06/30/2025 - Referred to Coms. on TRANS., L. GOV., and U. & E. From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Calendar: *07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair*

Summary: Would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the Secretary of Transportation to grant a waiver to a local agency, as defined, that is seeking to design and construct a sustainable transportation project, as defined, from any standards, criteria, specifications, requirements, or other conditions of a third

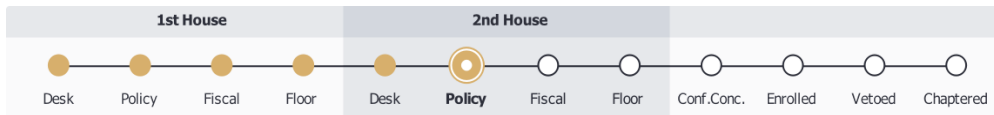
party, as defined, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner. This bill would also require a third party, which is defined as a local agency or utility, to publish online by July 1, 2026, a list of every permit or approval that it may require for a facility rearrangement, as defined, and all objective standards, criteria, specifications, and requirements used in evaluating requests by lead agencies, as defined, for delivery of facility rearrangements, as specified. The bill would require the lead agency to provide a specified notice to each third party it reasonably expects it will need to get permits or approvals from or otherwise coordinate with to deliver the facility rearrangements. The bill would set forth a process for delivering the notice and responding to the notices, including by entering into a cooperative agreement or entering into a streamlined project delivery process, as described. The bill would, as part of the streamlined project delivery process, set forth timelines and specifications for submitting and responding to various information and documents for the facility rearrangements, among other things. (Based on 06/30/2025 text)

Location:	06/30/2025 - Assembly TRANS.	Current Text:	06/30/2025 - Amended
		Last Amend:	06/30/2025

[SB 544](#)[Laird \(D\)](#)[HTML](#)[PDF](#)

Railroad crossings: permit applications: review.

Progress bar



Notes

Notes 1

Positive/neutral

Anticipated impact - provides a more efficient review process for uncontested rail crossing applications, minimizing delays that could jeopardize time-sensitive funding.

Bill information

Status: 06/25/2025 - June 25 set for first hearing canceled at the request of author.

Calendar: [07/09/25 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair](#)

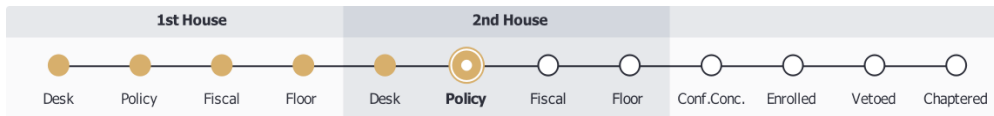
Summary: The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications. (Based on 02/20/2025 text)

Location:	05/19/2025 - Assembly U. & E.	Current Text:	02/20/2025 - Introduced
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[SB 545](#)[Cortese \(D\)](#)[HTML](#)[PDF](#)

High-speed rail: economic opportunities.

Progress bar



Notes

Notes 1

Neutral

Anticipated impact - Requires certain infrastructure districts that use their revenues to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district. This would include enhanced infrastructure financing districts, community revitalization and investment authorities, Mello-Roos Community Facilities Districts, and any other district or agency established by a local agency for the primary purpose of financing infrastructure projects, including those with a state agency member, which can include the High Speed Rail Authority.

Bill information

Status:	06/27/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.		
Calendar:	07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair		
Summary:	Would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district. (Based on 06/27/2025 text)		
Location:	06/09/2025 - Assembly TRANS.	Current Text:	06/27/2025 - Amended
		Last Amend:	06/27/2025

SB 569

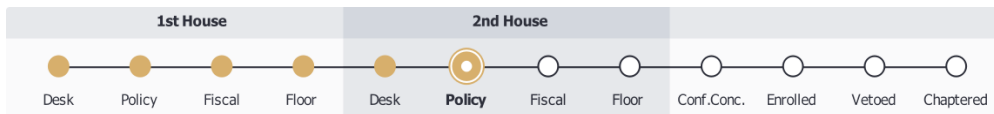
Blakespear (D)

[HTML](#)

[PDF](#)

Department of Transportation: homeless encampments.

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Notes

Notes 1

Neutral

Anticipated impact - directs the Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans' right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements with local jurisdictions.

Bill information

Status:	06/24/2025 - July 7 hearing postponed by committee.
Calendar:	07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments. (Based on 04/21/2025 text)

Location:	06/16/2025 - Assembly TRANS.	Current Text:	04/21/2025 - Amended
		Last Amend:	04/21/2025

SB 752

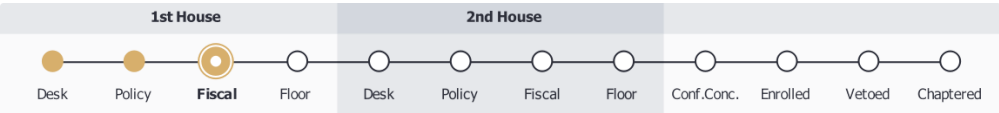
Richardson (D)

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Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Progress bar



Notes

Notes 1

Positive

Anticipated impact - would continue the sales and use tax exemption for zero-emission transit buses for the district until 2028.

Bill information

Status: 05/23/2025 - May 23 hearing: Held in committee and under submission.

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. (Based on 02/21/2025 text)

Location:	05/19/2025 - Senate APPR. SUSPENSE FILE	Current Text:	02/21/2025 - Introduced
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STAFF REPORT

RECEIVE THE MONTHLY TRANSIT OPERATIONS PERFORMANCE REPORT FOR MAY 2025

Time Sensitive: ☐ **Consent:** ☒

**STAFF
RECOMMENDATION:**

Receive the Monthly Transit Operations Report for May 2025.

**BACKGROUND
INFORMATION:**

The Monthly Transit Operations Performance Report (TOPR) provides an overview of NCTD’s performance trends by mode as they relate to budgeted goals and minimum performance standards for each month of the fiscal year. 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:



STANDARD/GOAL MET:
Indicates goal or standard was met.



STANDARD/GOAL NEARLY MET:
Indicates actual performance was within 10% of the goal or standard.



STANDARD/GOAL NOT MET:
Indicates goal or standard was not met.

Systemwide Performance

May 2025 systemwide ridership was 729,411, which is 3.4% below the budgeted goal and 0.4% above the May 2024 ridership of 726,627. May 2025 was also at 79.0% of FY19 pre-pandemic levels.

BREEZE Performance

BREEZE boardings for May totaled 458,361, below the budgeted goal of 470,418 by 2.6% and a 2.1% decrease compared to May 2024. May 2025 was also 81.3% of FY19 pre-pandemic levels. BREEZE on-time performance (OTP) was 83.6% for the month, below the minimum performance standard of 88%.

COASTER Performance

COASTER boardings for May totaled 91,177, above the budgeted goal of 82,807 by 10.1% and a 15.3% increase compared to May 2024. May 2025 was also 74.2% of FY19 pre-pandemic levels. COASTER OTP was 97.3% for the month, above the minimum performance standard of 95%.

SPRINTER Performance

SPRINTER boardings for May totaled 159,372, below the budgeted goal of 179,220 by 11.1% and a 3.3% decrease compared to May 2024. May 2025 was also 72.6% of FY19 pre-pandemic levels. SPRINTER OTP was 98.3% for the month, above the minimum performance standard of 95%.

FLEX Performance

FLEX boardings for May totaled 8,330, above the budgeted goal of 5,911 by 40.9% and an 82.3% increase compared to May 2024. May 2025 was also 263.7% of FY19 pre-pandemic levels. FLEX OTP was 86.6% for the month, below the performance standard of 88%.

LIFT Performance

LIFT boardings for May totaled 9,472, below the budgeted goal of 10,936 by 13.4% and a 3.4% decrease compared to May 2024. May 2025 was also 70.8% of FY19 pre-pandemic levels. LIFT OTP was 87.4% for the month, below the minimum standard of 92%. LIFT productivity, measured by passengers transported per revenue hour, was 2.18 for the month, which is above the minimum performance standard of 1.80 passengers per revenue hour.

NCTD+ Performance

NCTD+ boardings for May totaled 2,699, below the budgeted goal of 5,859 by 53.9%. The budgeted goal included a full month of ridership projections for NCTD+ Vista which had a modified launch date of May 19th to align with NCTD's spring service change. There were 2,275 boardings in San Marcos and 424 boardings in Vista. NCTD+ OTP was 85% for the month, below the minimum standard of 92%.

Youth Opportunity Pass (YOP) Performance

Youth pass usage for May 2025 totaled 99,784, a 11.2% decrease compared to May 2024. Riders who had previously received temporary approval for YOP reduced fare were required to provide a document that proves they qualify for a Youth PRONTO account by March 31, 2025 to continue riding with the discount. If the deadline was missed, the account was converted back to a standard Adult.

ATTACHMENT: 2A – Monthly Transit Operations Performance Report, May 2025

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

Transit Performance Report - May 2025

SYSTEM Performance (All Modes)	Budget Goal ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	755,151	729,411	-3.4%	726,627	0.4%
Average Weekday Boardings	29,017	27,049	-6.8%	27,034	0.1%
Average Saturday Boardings	14,502	16,392	13.0%	15,540	5.5%
Average Sunday Boardings	14,698	15,762	7.2%	13,548	16.3%
BREEZE Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	470,418	458,361	-2.6%	468,399	-2.1%
Average Weekday Boardings	18,491	17,246	-6.7%	17,720	-2.7%
Average Saturday Boardings	8,435	10,333	22.5%	9,464	9.2%
Average Sunday Boardings	7,874	8,552	8.6%	7,811	9.5%
Boardings per Revenue Hour	12.8	12.6	-1.4%	12.8	-2.0%
Percent of Scheduled Service Operated	99.98%	99.75%	-0.2%	99.60%	0.2%
Major Mechanical Failures	36	36	0.0%	29	24.1%
Other Mechanical Failures	0	7	700.0%	0	700.0%
Chargeable Accidents	5	13	160.0%	16	-18.8%
On-time Performance	88.0%	83.6%	-5.0%	82.4%	1.5%
Passenger Concerns	78	63	-19.2%	73	-13.7%
COASTER Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	82,807	91,177	10.1%	79,047	15.3%
Average Weekday Boardings	2,756	3,053	10.8%	2,714	12.5%
Average Saturday Boardings	2,480	2,720	9.7%	2,211	23.0%
Average Sunday Boardings	2,514	2,685	6.8%	2,071	29.6%
Boardings per Revenue Hour	74.7	85.1	14.0%	73.5	15.9%
Percent of Scheduled Service Operated	100.0%	100.0%	0.0%	99.4%	0.6%
Major Mechanical Failures	2	0	-100.0%	2	-100.0%
Other Mechanical Failures	0	0	0.0%	0	0.0%
Chargeable Accidents	0	0	0.0%	1	-100.0%
On-time Performance	95.0%	97.3%	2.4%	94.6%	2.9%
Passenger Concerns	6	9	50.0%	3	200.0%
SPRINTER Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	179,220	159,372	-11.1%	164,807	-3.3%
Average Weekday Boardings	6,868	5,908	-14.0%	6,028	-2.0%
Average Saturday Boardings	3,208	3,039	-5.3%	3,660	-17.0%
Average Sunday Boardings	3,934	4,270	8.5%	3,476	22.8%
Boardings per Revenue Hour	89.4	80.0	-10.5%	83.3	-4.0%
Percent of Scheduled Service Operated	100.0%	99.8%	-0.2%	98.5%	1.3%
Major Mechanical Failures	1	12	1100.0%	23	-47.8%
Other Mechanical Failures	0	1	100.0%	3	-66.7%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	95.0%	98.3%	3.4%	96.9%	1.4%
Passenger Concerns	8	3	-62.5%	12	-75.0%
FLEX Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	5,911	8,330	40.9%	4,569	82.3%
Average Weekday Boardings	228	322	41.1%	163	97.5%
Average Saturday Boardings	112	172	54.0%	113	52.2%
Average Sunday Boardings	112	136	21.4%	105	29.5%
Passengers per Revenue Hour	2.86	3.76	31.5%	3.17	18.7%
Major Mechanical Failures	2	0	-100.0%	0	0.0%
Other Mechanical Failures	0	0	0.0%	0	0.0%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	88.0%	86.6%	-1.6%	84.4%	2.6%
Passenger Concerns	4	2	-50.0%	4	-50.0%
LIFT Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	10,936	9,472	-13.4%	9,805	-3.4%
Average Weekday Boardings	484	411	-15.1%	409	0.5%
Average Saturday Boardings	79	89	13.4%	92	-3.3%
Average Sunday/Holiday Boardings	75	77	2.3%	85	-9.4%
Passengers per Revenue Hour	1.80	2.18	20.9%	1.87	16.3%
Major Mechanical Failures ²	2	0	-100.0%	1	-100.0%
Other Mechanical Failures ²	0	0	0.0%	0	0.0%
Chargeable Accidents	1	2	100.0%	0	200.0%
On-Time Performance	92.0%	87.4%	-5.0%	93.6%	-6.6%
Passenger Concerns	14	19	35.7%	12	58.3%
NCTD+ Performance	Budget Goal / Performance Standard ¹	May 2025	Variance from Goal/Standard	May 2024	Variance from Prior Year
Total Boardings	5,859	2,699	-53.9%	0	100.0%
Average Weekday Boardings	189	109	-42.3%	0	100.0%
Average Saturday Boardings	189	39	-79.4%	0	100.0%
Average Sunday Boardings	189	42	-77.8%	0	100.0%
Passengers per Revenue Hour	1.80	3.64	102.4%	0.00	100.0%
Chargeable Accidents	0	0	0.0%	0	0.0%
On-time Performance	92.0%	85.0%	-7.6%	0.0%	100.0%
Passenger Concerns	4	3	-25.0%	0	300.0%
Median Wait Time (minutes)	20:00	13:26	-32.9%	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

SAN DIEGO RAILROAD

**Agenda
Item #**

3

STAFF REPORT

AUTHORIZE AWARD OF SPECIFIED AGREEMENTS DURING THE PERIOD OF JULY 18, 2025 THROUGH SEPTEMBER 17, 2025

Time Sensitive: ☒ **Consent:** ☒

STAFF RECOMMENDATION:

Authorize the award of specified agreements for the business transactions identified herein during the period of July 18, 2025 through September 17, 2025, if necessary, to ensure significant business transactions are timely advanced within the parameters of the approved FY2026 Operating and Capital Budget, subject to the concurrence of the Deputy Chief Executive Officer/Chief General Counsel.

BACKGROUND INFORMATION:

The North County Transit District's (NCTD) Board of Directors (Board) Policy No. 19 - *Delegation of Authority to Chief Executive Officer* (Board Policy No. 19) requires Board approval to award an initial contract with a value greater than \$500,000 or an increase to a contract if the value is greater than \$250,000 (contracting limitations).

After its meeting on July 17, 2025, the Board is not scheduled to meet again until September 18, 2025. To ensure significant business transactions/initiatives are timely advanced, staff recommends that the Board expressly waive the provisions related to contracting limitations provided in Board Policy No. 19 and authorize the award of the agreements specified in Attachment 3A.

Based on the foregoing, staff recommends that the Board authorize the award of specified agreements for the business transactions identified herein during the period of July 18, 2025 through September 17, 2025, if necessary, to ensure significant business transactions are timely advanced within the parameters of the approved FY2026 Operating and Capital Budget subject to the concurrence of the the Deputy Chief Executive Officer/Chief General Counsel. If this authority is exercised, a report will be made to the Board of the contract action(s) taken at the September 18, 2025 Regular Board meeting.

ATTACHMENT:

3A – Specified Agreements – Project Descriptions

FISCAL IMPACT:

There is no immediate fiscal impact from the grant of the requested authority. The authority would only be exercised if funding has been approved or can be identified from the FY2026 operating or capital budgets approved by the Board of Directors.

COMMITTEE REVIEW:

None

STAFF CONTACT:

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

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

Specified Agreements - Project Descriptions

Miramar Rail Replacement - The scope of work is for the replacement of existing rail on the Miramar Hill located on the San Diego Subdivision to meet Federal Railroad Administration (FRA) requirements of 49 CFR 212. The work will be to replace the rail, which is nearing the end of its useful life, at six locations between MP 251.0 and 252.5. The project is currently bidding.

Scheduling Support Consulting Services – The scope of work is to provide fixed route, deviated fixed route, and rail scheduling services including time-tabling, vehicle blocking, stop/station adjustments, runcutting and rostering, scenario planning and as-needed training. The project is currently bidding.

Old Town Transit Center and Shelter Replacement – The scope of work is for the removal of five existing shelters and installation of five new shelters at the Old Town Transit Center. Seven bids were received and are under evaluation with proposed project costs between approximately \$600,000 and \$1,100,000.

Cooperative Contracts for Maintenance, Repair and Operational (MRO) Needs – NCTD utilizes a number of cooperative contracts to acquire routine MRO items necessary to maintain operations throughout the district. A cooperative contract is a publicly solicited agreement where multiple public entities may acquire goods or services through a single, pre-negotiated contract, at discounted prices due to the aggregated buying power. These contracts are typically established by a lead agency or cooperative purchasing organization. Eligible agencies may "piggyback" onto the contract, thereby saving time and money on the acquisition of routine items. Due to the insourcing of bus operations, the spending authority for a number of these contracts will need to be increased. The affected contracts include NAPA Auto Parts, Grainger, Fastenal, Herc Rentals, Home Depot, and other related contracts. A report of the affected contracts will be provided with the ratification item in September meeting agenda.

Electrical Systems Maintenance and Repair Services – A contract modification is needed to increase the allowance for reactive maintenance and repair services performed under Agreement No. 19004 with Roma Engineering & Construction. With the addition of bus operations facilities, there is an increased need for electrical work to address issues identified or upgrade facilities. This modification will provide an estimated additional \$500,000 through the term of the contract in funding for reactive services through the remaining term of the Agreement. All expenditures shall be based on approved budgets.

STAFF REPORT

**ADOPT RESOLUTION NO. 25-05 APPROVING PROPOSED OVERALL
TRIENNIAL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR
FEDERAL FISCAL YEARS 2026-2028**

Time Sensitive: ☐ Consent: ☐

**STAFF
RECOMMENDATION:**

Adopt Resolution No. 25-05 approving the proposed Triennial Overall Disadvantaged Business Enterprise goal of 12.1% for Federal Transit Administration-assisted contracts for Federal Fiscal Years 2026-2028.

**BACKGROUND
INFORMATION:**

The North County Transit District (NCTD) is a direct recipient of U.S. Department of Transportation (USDOT) Federal Transit Administration (FTA) funding. As a direct recipient of this FTA funding, NCTD must comply with Title 49 Code of Federal Regulations (CFR) Part 26 "Participation by Disadvantaged Business Enterprises (DBE) in U.S. Department of Transportation Programs." Among the requirements listed in Title 49 CFR Part 26 is the requirement for NCTD to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

The purpose of the Triennial Overall DBE Goal is to set standards that foster fair competition for DBEs to compete fairly for USDOT assisted contracts; however, the program must be narrowly tailored in accordance with applicable law. NCTD's DBE goal for Federal Fiscal Years (FFY) 2020-2022 was 11.33%. Due to NCTD's race-neutral measures such as robust outreach and offering technical assistance, NCTD was able to exceed its goal for all three FFYs.

Pursuant to Title 49 CFR Part 26.45, NCTD is required to update its DBE goal by August 1, 2025. On December 13, 2024, NCTD contracted with GCAP Services, Inc. to conduct an analysis of NCTD's DBE activity over the past three years and provide an updated DBE Goal and Methodology for FFY 2026-2028.

On June 10, 2025, NCTD released its proposed Triennial Overall DBE Goal of 12.1% for FFY 2026-2028 for public review and comment for a 30-day period ending on July 10, 2025. This proposed goal is an increase from the FFY 2023-2025 Triennial Overall DBE goal of 11.33% due to the number and size of anticipated FTA-assisted contracts NCTD is expected to receive for FFY 2026-2028.

As part of the DBE goal setting process, NCTD made the proposed Triennial Overall DBE Goal for FFY 2026-2028 publicly available at GoNCTD.com, NCTD General Administrative Office in Oceanside, and the Customer Service Offices at the Oceanside, Escondido, and Vista transit centers. NCTD also sought comment from DBEs, minority and women business owners, and the general public by scheduling and holding a webinar on June 26, 2025, from 10:00 a.m. – 11:00 a.m. NCTD received zero public comment on the proposed DBE goal through this outreach. In addition, one-on-one outreach with community groups and small and disadvantaged business enterprises was conducted resulting in no opposition to the proposed Triennial Overall DBE Goal for FFY 2026-2028.

Pending approval by the Board of Directors, the Triennial Goal will be sent to the FTA for its approval. If approved, NCTD will begin implementation of the new goal beginning October 1, 2025.

ATTACHMENT: 4A – Draft Resolution 25-05 Approving DBE Goal

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

STAFF CONTACT: **Bradley Saran, Senior Legal Counsel – Employment & Civil Rights**
E-mail: bsaran@nctd.org Phone: 760-966-6607

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

RESOLUTION NO. 25-05

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
NORTH COUNTY TRANSIT DISTRICT ADOPTING THE PROPOSED OVERALL
TRIENNIAL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL
FOR FEDERAL FISCAL YEARS 2026-2028 (FFY 2026-2028)**

WHEREAS, the North County Transit District (NCTD) is a recipient of Federal Transit Administration (FTA) funding in excess of \$250,000 annually and is required to meet federal regulatory requirements for Disadvantaged Business Enterprise (DBE) Program, established by 49 CFR Part 26; and

WHEREAS, the FTA requires NCTD set a Federal Fiscal Year (FFY) 2026-2028 Overall Triennial DBE Goal that obligates NCTD to take steps in ensuring nondiscrimination in the award and administration of federally assisted transportation contracts, and ensuring small minority-owned businesses can fairly compete for such projects; and

WHEREAS, NCTD has developed an FFY 2026-2028 Overall Triennial DBE Goal and methodology based on 49 CFR Part 26, which recommends the establishment of a DBE goal of 12.1% applicable to FTA-assisted contracting opportunities, in accordance with the requirements set forth in 49 CFR Part 26 (Exhibit A); and

WHEREAS, 49 CFR Part 26 prescribes that NCTD provide notice to allow public participation by soliciting input from minority, women and general contractor groups, community organizations and other organizations and by publishing a legal notice providing for a 30 day public inspection and comment period prior to adoption of the DBE overall goal; and

WHEREAS, staff participated in the public participation sessions held on June 26, 2025, to which representatives of minority, women and general contractor groups, and community organizations were invited to attend; and

WHEREAS, at the conclusion of the 30-day public review and comment period on July 10, 2025, no comment or request was received from the public for information regarding development of the proposed goal.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the North County Transit District that it hereby approves the proposed FFY 2026-2028 Overall Triennial DBE Goal, as set forth in full in Exhibit A to this Resolution.

PASSED, APPROVED AND ADOPTED at the regular meeting of the Board of Directors of the North County Transit District this 17th day of July 2025.

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 a resolution passed and approved by the Board of Directors of the North County Transit District adopted at a legally convened meeting of the Board of Directors of the North County Transit District held on the 17th day of July 2025.

CLERK OF THE BOARD
North County Transit District

RESOLUTION NO. 25-05

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
NORTH COUNTY TRANSIT DISTRICT ADOPTING THE PROPOSED OVERALL
TRIENNIAL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL
FOR FEDERAL FISCAL YEARS 2026-2028**

Exhibit A

Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2026-2028

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

Federal Transit Administration (FTA)

**Overall Disadvantaged Business Enterprise
(DBE) Goal-Setting Methodology**

FFY 2026-2028

July 2025

Submitted in fulfillment of:
Title 49 Code of Federal Regulations Part 26

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I. Introduction

North County Transit District (NCTD) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2026-2028 (October 1, 2025, through September 30, 2028), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 “Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs.” The purpose of the DBE Program is to level the playing field to allow DBEs to compete fairly for Department of Transportation-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

NCTD is complying with directives and guidance received from U.S. Department of Transportation (USDOT), specifically notices issued on March 23, 2006, and August 21, 2006, as a result of the Ninth Circuit ruling in *Western States Paving vs. Washington State Department of Transportation* requiring recipients to utilize strictly race-neutral measures absent of adequate evidence of discrimination and its effects as well as the final rule of April 2024.

II. Background

NCTD is a recipient of USDOT Federal Transit Administration (FTA) funding. As a condition of receiving this assistance, NCTD signed an assurance that it will comply with FTA DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, NCTD is required to develop and submit an overall triennial DBE Goal for its FTA-assisted projects.

NCTD herein presents its Overall DBE Goal Methodology for FFY 2026-2028.

III. FTA-Assisted Contracting Program for FFY 2026-2028

Market Area

49 CFR Part 26 requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. NCTD’s local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

NCTD’s bidder’s list was reviewed and the previously recognized a market area of Orange, Riverside, and San Diego Counties was confirmed.

Anticipated Projects

NCTD has seventy-one (71) FTA-assisted projects that are anticipated to be awarded during the triennial period, and which were considered in preparing this goal methodology. These projects and their federal share are listed in Table 1.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Table 1: Anticipated Projects
(amounts subject to rounding differences)

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
San Dieguito Double-Track Phase 1 - Phase 1 will provide a second main track from CP Valley (MP 242.2) to the north end of the existing SDDT trestle bridge (MP 243.0) adding 0.8 miles of double track.	\$13,200,000	\$10,560,000	80.00%
Del Mar Bluffs 5 - This project is to provide engineering and design services for the repair of existing damaged and deteriorated North County NCTD drainage structures, installation of new drainage structures, as well as provide coastal bluff stabilization measures both above and below the railroad tracks within the Del Mar Bluffs corridor, MP 244.0 to MP 245.7. The design drawings, specifications, and construction estimate will include repairs to damaged drainage facilities, new drainage facilities and bluff stabilization measures both above and below the tracks throughout the Del Mar Bluffs corridor in order to maintain the integrity of the railroad tracks and continuous operation of the coastal rail corridor.	\$9,900,000	\$7,920,000	80.00%
Wayfinding Signage - Purchase and install additional wayfinding signage.	\$2,754,878	\$2,203,902	80.00%
BREEZE Operations East/West Overhead Cranes (Construction) - The BREEZE Operations West (BOW) and BREEZE Operations East (BOE) facility require an overhead crane at each location to remove the battery packs, control systems, and HVAC systems in case of system failures. The overhead cranes would ease maintenance on the zero-emission bus vehicles during failures and provide a fast efficient way for roof component replacements. This project includes a project study report, design, and construction.	\$2,200,000	\$1,760,000	80.00%
Bridge 257.2 (Construction) - This project replaces a 100-year-old, timber trestle, double-track bridge prioritized for replacement under the District Bridge Management Plan due to its age, as well as that the bridge, from a hydraulic standpoint, is below the 100-year flood plain. Bridge 257.2 is located between the Elvira to Morena Double Track project (EMDT) double-tracking work and the universal crossover work at Control Point (CP) Rose.	\$4,790,100	\$3,832,080	80.00%
Zero Emission Buses Fall Protection (Construction) - This project will be the construction phase for Project No. 123002. The newly acquired zero-emissions buses require frequent maintenance on bus components that reside on the roof of the train to maintain the buses in a state of good repair. These components located on the roof include but are not limited to battery packs, control systems, cooling systems, and HVAC	\$860,000	\$688,000	80.00%

¹ The total estimated cost of each project.

² The estimated FTA dollar share for each project.

³ The estimated FTA percentage share for each project.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
systems. This maintenance would be streamlined with the use of overhead fall protection such as a catwalk or jib cranes at both BREEZE Operations West and BREEZE Operations East site locations.			
Oceanside Transit Center Pedestrian Crossing - The location for the new pedestrian crossing is on the Escondido Subdivision MP 99.30. The scope of work includes installation of a California Public Utilities Commission (CPUC) and Federal Railway Administration (FRA)-approved pedestrian grade crossing.	\$1,227,376	\$981,901	80.00%
Control Point Ash - No.10 Turnout - This project entails the removal of the existing six (6) Turnouts and replace in kind of the turnout to include a complete switch package. The turnouts at CP Ash were installed in 1985 and has reached the end of its useful life. The turnouts require frequent maintenance and is in need of replacement to maintain the railroad in a state of good repair.	\$262,500	\$210,000	80.00%
Security System Improvements - This project will include security access upgrades at multiple locations across the district including BREEZE West & East Division, VTC, and ETC . Multiple locations lack modern digitized access that is universal across NCTD's facilities. Through these upgrades, NCTD's assets and staff will be further protected.	\$220,000	\$176,000	80.00%
COASTER Train Wash (Construction) - This project will install a new train wash at the COASTER Operations Facility (COF). The current unit has components that have failed and/or reached the end of their useful life. A new train wash will reduce the out-of-service occurrences and improve the exterior appearance of the COASTER train sets. This is the construction phase.	\$3,000,000	\$2,400,000	80.00%
COASTER Turntables (Design) - This project will design three (3) traffic rated turntables at the Stuart Mesa Maintenance Facility. The current turntables are too small in diameter to support the new Charger locomotive trucks and will need to be upgraded to support truck and axel maintenance work.	\$250,000	\$200,000	80.00%
COASTER Fuel Dispensing System - This project is for the construction scope of the fuel dispensing system at COASTER, to replace the 20,000-gallon diesel tank, filter skids, and related equipment that has reached to end of their useful life.	\$100,000	\$80,000	80.00%
SPRINTER Operations Facility Air Compressors - The 2 air compressors are 17 years old and require some overhaul on both units. This requires a tear down of at least the top half of both units. o rings, seals, gaskets tubing Line, solenoids replacements. These units are discontinued and most of the parts are unavailable from the manufacture due to age. Even if we special order aftermarket parts, the likelihood of us finding additional issues once we tear down the compressor and needing parts that can't be found are very likely. We recommend replacement of these 2 - 50 HP compressors.	\$100,000	\$80,000	80.00%

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
SPRINTER Gangway Cabling - The cabling that goes to the gangway, call boxes and anything else that was wired on the SPRINTER platforms is corroding and deteriorating rapidly. The cabling that was installed was indoor cable and should have been outdoor. This is requiring replacement throughout the SPRINTER system.	\$50,000	\$40,000	80.00%
COASTER Lift Station Upgrades (Design) - The Coaster lift station is in need of upgrades to support storm water runoff. As part of the sewer system, the lift station includes several pits that sometimes overflow inside of the maintenance building during heavy rains.	\$50,000	\$40,000	80.00%
San Dieguito Lagoon Double-Track and Fairgrounds Station - Double track project to add 2.1 miles of second main track and San Dieguito Lagoon bridge replacement for north of CP Valley (MP 242.2) in the City of Solana Beach to the south of CP Del Mar (MP 243.9) in the City of Del Mar. Project includes construction of a special events platform at the Del Mar Fairgrounds.	\$36,396,621	\$29,117,297	80.00%
SPRINTER Corridor Service Improvement (Environmental/Design) - This project will fund preliminary engineering and environmental clearance for rail improvements to the easternmost portion of the SPRINTER rail corridor between Palomar College Station and the Escondido Transit Center. Improvements in the approximate 7-mile project area include planning for approximately 3.6 miles of double track, three new bridges, a new station platform, and grade crossing improvements.	\$12,760,695	\$10,208,556	80.00%
Escondido Signal Modernization - Phase 8/9 - Re-assign to Rail ROW when approved Project will construct previously design improvements to the existing Escondido Subdivision Signal System. Project will incorporate design improvements to signal infrastructure as well as connect all signal locations to a fiber network that will have been designed previously as well. Project will be expected to interface with adjoining locations that will be of modern as well as legacy signal equipment. This project DOES NOT expect to construct PTC functionality concurrently and expects PTC work to be done on a separate project. Expected footprint of this projects is from approximately: MP 99.50 - MP 101	\$10,575,000	\$8,460,000	80.00%
Miramar Rail Replacement - Replacing worn rail on the Miramar hill curves between MP 251.1 - 252.4 that are approaching the end of their useful life.	\$2,610,000	\$2,088,000	80.00%
Bus Stops Improvements Phase II/III (Construction) - This project is the construction phase for Project No. 124007, Bus Stop Improvements - Phase II. Improvements include removal of existing bus stop amenities, demolition of pre-existing concrete, disposal of demolished material, installation of new concrete, installation of new amenities to meet NCTD ridership standards, and improvements to meet ADA requirements.	\$2,950,000	\$2,360,000	80.00%

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
Bridge 209.9 (Construction) - Replacement of the old wooden bridge at MP 209.9 on the San Diego Subdivision. The existing bridge was built in 1926 and is approaching the end of its service life. The new bridge is being designed with permitting services as part of RFSQ 32780. The double track bridge is slated for replacement to maintain compliance with the Federal Railroad Administration bridge standards for state of good repair. Work includes track replacement for both mainlines and associated site improvements required to perform the bridge replacement. The continued use of the existing bridge beyond its service life will require additional maintenance that could result in negative impacts to train operations, on-time performance, reliability, and efficiency. Natural deterioration of the wood components of the bridge will result in a reduced load rating, which would require speed restrictions, further affecting schedule reliability and efficiency on the corridor.	\$900,000	\$720,000	80.00%
HVAC Various Replacements - In accordance with the state of good repair objectives of NCTD's TAM plan and Facilities Management Plan, the condition assessments of these assets were determined to have exceeded their useful service life. Additionally, through the replacement of various HVAC equipment, there will be improved indoor air quality and comfort to the occupants along with opportunities for energy savings.	\$1,770,000	\$1,416,000	80.00%
Carlsbad Grade Crossing Safety Improvements - Project will design safety improvements at the Grand Ave and Carlsbad Village Dr grade crossings in Carlsbad.	\$750,000	\$600,000	80.00%
Fire Alarm System (Construction) - This project will replace the complete fire alarm systems at BOW and other facilities. In accordance with the safety and security objectives of NCTD's TAM Plan and Facilities Management Plan, the condition assessments of these assets were determined to have exceeded their useful service life. This project is the construction phase for Project No. 124006, Fire Alarm System Design.	\$1,100,000	\$880,000	80.00%
Maintenance-of-Way Building Improvements (Construction) - This project is intended to fund the construction for the MOW Facility Building Tenant Improvements from the design phase approved set of plans, specifications and estimate.	\$1,080,000	\$864,000	80.00%
Various Platform Improvements - This project shall construct the installation of platform gating, fencing, and other various infrastructure required, at the Vista Transit Center (VTC) in Vista, California.	\$500,000	\$400,000	80.00%
BREEZE Operations West Unleaded Dispensers - The BREEZE Operations West (BOW) facility requires the replacement of two (2) unleaded fuel dispensers that are at the end of their useful life. These replacements will provide an adequate	\$675,000	\$540,000	80.00%

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
fueling system to properly fuel the non-CNG bus fleet and to keep them running customer service.			
BREEZE Operations East Conference Room - The purpose of this project is to convert the existing mezzanine at BOE to a Training Conference Room with adjacent Hands-on Training workshop as follows: Stairway with 11 or 12 treads to go to the mezzanine level. Provide stairway full height 2-hour rated wall enclosure around stairway with rated doors at top and bottom of floors. Modify and extend upper-level sprinkler heads to stairway enclosure. Redo and refinish existing closets. Update all finishes in existing spaces, including wall . Include proving computer station, Wi-Fi/ethernet, big screen monitor. Update door hardware on existing door. Provide training hands-on workshop room in adjacent space to include worktable surface and shelves spaced 24" o.c.	\$500,000	\$400,000	80.00%
SPRINTER Fuel Dispenser - The fuel dispensers at the Sprinter Operations Facility (SOF) are approaching the end of their useful service life. This project would replace all four (4) of the dispensers and provide an adequate system to properly fuel the Sprinter trains and keep them running for good customer service.	\$410,000	\$328,000	80.00%
Drought Tolerant Landscaping - This project intends to provide Landscape Improvements Various Locations; to include Breeze Operations West, Coaster Operations Facility, Poinsettia Station and Sorrento Valley Station. This project intends to improve erosion control, storm water drainage, and water conservation to comply with CA policies to reduce drought impacts. In accordance with NCTD's TAM Plan and Facilities Management Plan, the condition assessments of	\$200,000	\$160,000	80.00%
Oceanside Transit Center Platform Stormwater Improvements - This project involves construction to improve Stormwater at Oceanside Transit Center Platform.	\$200,000	\$160,000	80.00%
BREEZE Operations West Employee Parking (Design) - Provide additional parking spaces for employees at BOW.	\$300,000	\$240,000	80.00%
COASTER Fuel Dispensing System (Design) - In accordance with state of good repair objectives of NCTD's TAM Plan and Facilities Management Plan, the fueling assets are approaching the end of their useful service life. This project is for the design scope, to replace the 20,000 gallon above-ground diesel tank, filters and related equipment, and the addition of a backup fuel dispenser. Failure of these assets would result in inability to reliably fuel the locomotives at the COASTER Operations Facility.	\$150,000	\$120,000	80.00%
BREEZE Hydrogen Sensors (Construction) - The gas detection system at BREEZE Operations West Division needs to be upgraded to detect hydrogen within the maintenance building, in support of maintenance of the fuel cell electric buses. This project is for the construction scope to expand the system to add hydrogen sensors, including any electrical and mechanical	\$240,000	\$192,000	80.00%

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
equipment, and connection to existing systems within the maintenance building.			
Sorrento Valley Bus Parking (Design) - This project involves redesigning the Sorrento Valley Station Parking Lot to include a designated area for overnight bus parking.	\$220,000	\$176,000	80.00%
BREEZE Operations East Offices Remodel - The purpose of this project is to remodel the offices in the existing BREEZE Operation Facility Bus Drivers office building. The project will require a new design involving structural modifications to remodel existing masonry walls, door openings and office spaces in order to create a more efficient office building for Bus Operations and drivers.	\$200,000	\$160,000	80.00%
Wireless Network - The Wireless Network Implementation project involves installing two new access points on light poles in the middle of the yard at BREEZE Operation WEST. This will require trenching, laying underground conduit and pulling communication wire. Additionally, some conduit will need to be installed on the exterior side of the building to connect to main data box.	\$95,000	\$76,000	80.00%
BREEZE Operations East and West Signage - The purpose of this project is to provide new building signage to the various BOE/ BOW facility buildings. This project intends to enhance the wayfinding and user experience by providing needed building identification.	\$104,000	\$83,200	80.00%
Elevator Upgrade - This project will renovate by replacing and refurbishing existing components and will upgrade the operational and safety systems to meet State Code requirements of both elevators located at the West Division Bus Maintenance Facility and the California State University San Marcos (CSUSM) Sprinter Station. This project will also address water intrusion issues into the CSUSM elevator hoist way through the ventilation louvers at the top, and from ground surface water flows during rainstorms.	\$50,000	\$40,000	80.00%
Non-Revenue Vehicles - Purchase five (5) new medium sized SUVs with specialty lighting and communication equipment. Purchase of seven (7) support vehicles to replace units that have exceeded their useful life by way of age, mileage, and/or ability to function.	\$2,485,000	\$1,988,000	80.00%
Trapeze Enterprise Asset Management - Critical Bus Transition Need. Trapeze EAM for Bus Modes. This software will permit management and ticketing/service orders for bus maintenance and parts including inventory control and loss prevention. This project must begin in FY25. Please code this project to BU 280 - Transit Systems (which will be used for Transition)	\$1,370,000	\$1,096,000	80.00%
HASTUS Scheduling Software - Critical Path Bus Transition Request. HASTUS Daily Crew, Daily Vehicle, Bid Web, and Employee Performance Module. These HASTUS modules will integrate with existing HASTUS scheduling modules to bring a whole suite of daily management and performance tracking to	\$750,000	\$600,000	80.00%

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
facilitate filling of open runs, payroll, operator bids, FMLA, attendance, time off requests, progressive discipline, accident/incident reporting, and more to be identified in the scoping process. Portion of project is expected to begin in FY25 with the bulk of work in FY26 and FY27. Please code to BU 280 - Transit Systems.			
Battery Electric and Fuel Cell Electric Buses On-Board Equipment - This project is to purchase the onboard equipment/improvements NCTD's Battery Electric Buses (BEB) require to be revenue service ready. Equipment/improvements include: fareboxes, radios, APCs, Camera System, and driver protection barriers.	\$540,000	\$432,000	80.00%
Network Upgrades - This project will replace Cisco equipment that has reached the "End-of-Support" (EOS) date. The EOS date is the last date to receive service and support for a product. After this date, all support services for the product are unavailable and the product becomes obsolete. Once obsolete, the product is not sold, manufactured, improved, repaired, maintained, or supported. This will include routers, switches, SFPs, transceivers, etc. at multiple NCTD locations. This includes only equipment that NCTD is responsible to maintain. Datel TOA 20 has a yearly assessment of NCTD's current equipment and determine what needs to be replaced. NCTD then determines what to replace and works with Datel to order, install, and configure the equipment.	\$175,000	\$140,000	80.00%
PRONTO Enhancements - This project is a joint CIP initiative with MTS. The project will implement the next phase of PRONTO enhancements that will improve customer experience using the PRONTO Regional Fare Collection System. The project is included in the joint MTS-NCTD PRONTO roadmap/workplan. Components include: 1. Implementation of NFC tap capabilities with Apple Wallet and Google Pay virtual PRONTO cards. This feature would replace the existing QR code for mobile device validation which has been a source of frustration for passengers since the launch of PRONTO. Implementation of this feature will result in major changes to the in-app experience and require significant reconfiguration. Additional enhancements to the PRONTO app will be made as part of this implementation based on customer feedback received since the launch of PRONTO. 2. Implementation of the PRONTO Rewards Program. This item was conceptualized as part of the original PRONTO scope but deferred until a later date. MTS and NCTD want to now configure a regional fare rewards program that will track and offer incentives to passengers for frequent transit use. 3. Additional enhancements to improve back-office experience based on feedback since the launch of PRONTO. This is a JOINT project with MTS and requires NCTD to commit CIP funding for the enhancements listed above. As is customary with most PRONTO capital projects, MTS will lead the project	\$650,000	\$520,000	80.00%

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Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
as the Regional Fare Systems Administrator and NCTD will reimburse MTS in accordance with the Regional Fare Systems MOU.			
BREEZE Operations West Hydrogen Fueling Station (Design) - To procure an A&E firm to prepare 35% level of detail bridging documents and a design-build, operate, and maintain (DBOM) contractor for the BOW hydrogen fueling station to support the zero-emission bus (ZEB) fuel cell electric bus (FCEB) pilot program. Total project cost of \$6.1 million; \$4,575,000 is being pursued with CEC funds for FY22. The remaining \$1,525,000 will be programmed with FY20 or FY21 LCTOP funds. The CIP reflects the funding needed in addition to LCTOP funds.	\$85,000	\$68,000	80.00%
Server Upgrades - The goal of this project is to replace obsolete servers with new and higher performing servers. This effort is to ensure that applications and services such as Fleetwatch, Trapeze, Automatic Passenger Counting systems, JDE and others are delivered to users with minimal to no interruptions due to server hardware failure.	\$72,000	\$57,600	80.00%
BREEZE Operations East and West Gate System - Replace four gate motors at West and five at East Facility	\$140,000	\$112,000	80.00%
Hydro Enhance Elevator Upgrade - Otis LVM 211 hydraulic elevator is out of production/obsolete and replacements for the control board are no longer available. This project will include the purchase and installation of a HydroEnhance upgrade to replace the current existing obsolete LVM 211 control board. This will extend the life of the LVM 211 and improve the reliability and uptime.	\$50,500	\$40,400	80.00%
RTMS Battery Replacement - This project will replace EnerSys, 12V, 125AH, VRLA batteries at the following five communication towers: Abbey, Mt. Soledad, Mt. Woodson, Palomar, and San Marcos. Battery replacement is required every 8 years and is due within FY24.	\$45,000	\$36,000	80.00%
COASTER Image Recorders (Construction) - This is Phase 2 (Build Phase) to follow COASTER Image Recorders Design idea. Background: "FRA is requiring the installation of inward- and outward- facing locomotive image recording devices on all lead locomotives in passenger trains..."[Federal Register 10/12/23]. This project would upgrade the COASTER Fleet's lead vehicles, the Siemens Locos, Classic Cab Cars, and CEM Cab Cars for 49 CFR 229.136 Compliance. The regulatory deadline to equip the vehicles is October 12, 2027. This project would cover the BUILD Phase (FY27), with another project (Ph1 Idea) for the DESIGN Phase planned for FY26. This project would factor in the different designs and hardware on the 3 COASTER lead vehicle types and would look to make related improvements for data collection, data storage, address hardware obsolescence, etc. Since there are commercial solutions that merge event recorder and/or video recording hardware with live data subscription-based services, it is recommended to look	\$3,000,000	\$2,400,000	80.00%

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Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
at the Video Recorder Upgrade in the larger context of COASTER data collection, recording, and reporting from both a technical perspective and the recurring subscription costs to Operations as well as any IT support considerations (from cybersecurity mitigations to additional servers for data storage). At a minimum, the project would meet the 10/12/27 regulatory deadline for image recording, but this project would also look at related cost-effective upgrades related to data consolidation, data storage, and data sharing. The IDEA timeline proposed is: FY25, begin immediately to develop SOW for the Rail A&E Bench to deliver a vehicle design to NCTD. The NCTD labor effort would be charged to Operating account(s) until the CIP is approved and capital accounts setup in FY26. (If SOW is ready and capital funds available, advancing before July 1, 2025, for design services seems possible). FY26, Execute a Task Order under Agreement 22047 with one of the A&E firms for vehicle design. The firm would deliver a design package ready for bid by end of FY26. The firm would also deliver the documentation necessary to update the COASTER Vehicle Fire Safety Assessment, redlines of the as-built vehicle schematics (electrical and structural if applicable for new antennas), etc. This is intended to deliver an all-inclusive package for NCTD's needs to maintain the vehicles. FY27, execute a new agreement to procure and install the FY26 design. TBD if NCTD has a bench that can provide onboard installation services. Other considerations: This project would need to coordinate with IT (data collection, retrieval, storage, and cybersecurity) MOS (The PTC Event Recorder from Wabtec is being obsoleted) And other stakeholders contributing to the development of the Design SOW.			
SPRINTER WiTronix System - This project provides funds for the upgrade of the SPRINTER's event recorders and train operator displays for the entire fleet. NCTD is upgrading the fleet with the WiTronix system. This project includes both materials and installation costs.	\$2,170,473	\$1,736,378	80.00%
COASTER Wheelset Refurbishment - This project funds the overhaul of the Charger Locomotive wheelsets. The \$280k requested will provide for 12 full wheelset overhauls, which include wheel and axle truing, non-destructive testing of the axle, journal bearing inspection and replacement, as well as wheel, brake and axle replacements.	\$280,000	\$224,000	80.00%
PRONTO Fare Collection Equipment (Convention Center) - Critical Project for FY26. Linked to construction of the Convention Center COASTER Platform. Includes TVMs and Validators for the COASTER Convention Center Platform. These components are NOT included in the BNSF agreement for construction and must be a separate capital item. Scoped for 4 TVMs and 9 validators including purchase of equipment, installation, configuration, initial licensing, and testing. This	\$500,000	\$400,000	80.00%

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Project Name/Description	Est. Total Cost¹	Est. FTA \$ Share²	Est. FTA % Share³
need is separate from the funded project for TVMs/Validator for critical locations across the district.			
COASTER Waste Rigs Carts - We need 2 carts to pull the waste pumping rigs at COASTER. this is tied to idea 2363. if funding is not available for both, 2363 is the priority.	\$60,500	\$48,400	80.00%
Waste Pumping Carts - We need to purchase 2 waste pumping trailer/cart rigs to pump out the trains. Each WASTECORP HONEYWAGON 150USG SYSTEM is 12K before tax and delivery	\$41,000	\$32,800	80.00%
Positive Train Control Disaster Recovery - This project provides a fully redundant Dispatching System. This would include adding additional licenses for TMDS CAD & BOS from Wabtec and ITCM licenses from Meteorcomm. This system would be designed for the GAO basement, but with the capability to be easily relocated to NCTD's future offices if/when NCTD staff moves from GAO to the new office complex.	\$150,000	\$120,000	80.00%
Wayfinding Master Plan - Continued implementation of the NCTD Wayfinding Master Plan project, based on the design by RSM consultants completed in 2019.	\$800,000	\$640,000	80.00%
SPRINTER Engine Overhauls - Overhaul the SPRINTER engines (powerpacks) on three DMUs.	\$2,200,000	\$1,760,000	80.00%
SPRINTER Wheelset Overhauls - This project is to fund the FY27 Wheelset Overhauls of 4 SPR DMUs.	\$320,000	\$256,000	80.00%
SPRINTER Axle Gearbox Overhauls - Procure three (3) new axle gearboxes for the SPRINTER. One is required to replace a failed gearbox and two spares to facilitate overhauls. While axles are in short supply, procuring the two spares will help support NCTD's overhaul activities.	\$290,000	\$232,000	80.00%
Bus Stations, Stops and Terminals	\$2,250,000	\$1,800,000	80.00%
Bus Support Equipment and Facilities	\$34,346,900	\$27,477,520	80.00%
Bus Signals and Communications Equipment	\$45,000	\$36,000	80.00%
Rail Rolling Stock	\$14,967,566	\$11,974,053	80.00%
Rail Transitways and Lines	\$68,554,393	\$54,843,514	80.00%
Rail Stations, Stops and Terminals	\$48,124,621	\$38,499,697	80.00%
Rail Support Equipment and Facilities	\$28,746,000	\$22,996,800	80.00%
Rail Signals and Communications Equipment	\$86,390,000	\$69,112,000	80.00%
Fixed Guideway Associated Transit Improvements	\$2,765,900	\$2,212,720	80.00%
Bus Rolling Stock	\$50,258,001	\$40,206,401	80.00%
Total	\$466,324,024	\$373,059,219	80.00%

Subrecipients

NCTD did not reallocate funds and has no subrecipients.

Categories of Work

NCTD reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for the

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purpose of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.

Table 2: Categories of Work
(amounts subject to rounding differences)

Project Name	Est. FTA \$ Share⁴	NAICS Code⁵	NAICS Title⁶	Est. FTA \$ NAICS⁷
San Dieguito Double-Track Phase 1	\$10,560,000	237990	Other Heavy and Civil Engineering Construction	\$8,976,000
		423510	Metal Service Centers and Other Metal Merchant Wholesalers	\$1,584,000
Del Mar Bluffs 5	\$7,920,000	237990	Other Heavy and Civil Engineering Construction	\$7,920,000
Wayfinding Signage	\$2,203,902	423440	Other Commercial Equipment Merchant Wholesalers	\$2,203,902
BREEZE Operations East/West Overhead Cranes (Construction)	\$1,760,000	238990	All Other Specialty Trade Contractors	\$1,320,000
		532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing	\$440,000
Bridge 257.2 (Construction)	\$3,832,080	237310	Highway, Street, and Bridge Construction	\$2,299,248
		238120	Structural Steel and Precast Concrete Contractors	\$766,416
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$383,208
		238910	Site Preparation Contractors	\$191,604
		561990	All Other Support Services	\$191,604
Zero Emission Buses Fall Protection (Construction)	\$688,000	238110	Poured Concrete Foundation and Structure Contractors	\$688,000
Oceanside Transit Center Pedestrian Crossing	\$981,901	237310	Highway, Street, and Bridge Construction	\$736,426
		238910	Site Preparation Contractors	\$196,380
		561990	All Other Support Services	\$49,095
Control Point Ash - No.10 Turnout	\$210,000	236220	Commercial and Institutional Building Construction	\$210,000
Security System Improvements	\$176,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$123,200
		423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$26,400
		561621	Security Systems Services (except Locksmiths)	\$26,400
COASTER Train Wash (Construction)	\$2,400,000	238190	Other Foundation, Structure, and Building Exterior Contractors	\$1,920,000
		423850	Service Establishment Equipment and Supplies Merchant Wholesalers	\$480,000
COASTER Turntables (Design)	\$200,000	541330	Engineering Services	\$200,000
COASTER Fuel Dispensing System	\$80,000	237120	Oil and Gas Pipeline and Related Structures Construction	\$80,000

⁴ The estimated FTA dollar share for each project from Table 1.

⁵ The category of work (NAICS code) for each project.

⁶ The category of work (NAICS code) title.

⁷ The estimated FTA dollar share for each NAICS code in each project.

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Project Name	Est. FTA \$ Share ⁴	NAICS Code ⁵	NAICS Title ⁶	Est. FTA \$ NAICS ⁷
SPRINTER Operations Facility Air Compressors	\$80,000	237120	Oil and Gas Pipeline and Related Structures Construction	\$56,000
		423830	Industrial Machinery and Equipment Merchant Wholesalers	\$24,000
SPRINTER Gangway Cabling	\$40,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$40,000
COASTER Lift Station Upgrades (Design)	\$40,000	237990	Other Heavy and Civil Engineering Construction	\$40,000
San Dieguito Lagoon Double-Track and Fairgrounds Station	\$29,117,297	236220	Commercial and Institutional Building Construction	\$8,735,189
		237310	Highway, Street, and Bridge Construction	\$1,747,038
		237990	Other Heavy and Civil Engineering Construction	\$8,735,189
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$1,455,865
		238910	Site Preparation Contractors	\$2,911,730
		238110	Poured Concrete Foundation and Structure Contractors	\$1,455,865
		238190	Other Foundation, Structure, and Building Exterior Contractors	\$1,455,865
		238990	All Other Specialty Trade Contractors	\$1,747,038
		561990	All Other Support Services	\$873,519
SPRINTER Corridor Service Improvement (Environmental/Design)	\$10,208,556	541330	Engineering Services	\$8,166,845
		541360	Geophysical Surveying and Mapping Services	\$1,020,856
		541620	Environmental Consulting Services	\$1,020,856
Escondido Signal Modernization - Phase 8/9	\$8,460,000	237990	Other Heavy and Civil Engineering Construction	\$2,538,000
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$5,922,000
Miramar Rail Replacement	\$2,088,000	237990	Other Heavy and Civil Engineering Construction	\$1,252,800
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$417,600
		423510	Metal Service Centers and Other Metal Merchant Wholesalers	\$208,800
		423990	Other Miscellaneous Durable Goods Merchant Wholesalers	\$208,800
Bus Stops Improvements Phase II/III (Construction)	\$2,360,000	236220	Commercial and Institutional Building Construction	\$1,180,000
		238110	Poured Concrete Foundation and Structure Contractors	\$472,000
		238910	Site Preparation Contractors	\$472,000
		337127	Institutional Furniture Manufacturing	\$236,000
Bridge 209.9 (Construction)	\$720,000	237310	Highway, Street, and Bridge Construction	\$432,000
		238120	Structural Steel and Precast Concrete Contractors	\$144,000
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$72,000
		238910	Site Preparation Contractors	\$36,000
		561990	All Other Support Services	\$36,000

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Project Name	Est. FTA \$ Share⁴	NAICS Code⁵	NAICS Title⁶	Est. FTA \$ NAICS⁷
HVAC Various Replacements	\$1,416,000	238220	Plumbing, Heating, and Air-Conditioning Contractors	\$1,132,800
		423730	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers	\$283,200
Carlsbad Grade Crossing Safety Improvements	\$600,000	541690	Other Scientific and Technical Consulting Services	\$600,000
Fire Alarm System (Construction)	\$880,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$880,000
Maintenance-of-Way Building Improvements (Construction)	\$864,000	236220	Commercial and Institutional Building Construction	\$216,000
		238110	Poured Concrete Foundation and Structure Contractors	\$86,400
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$216,000
		238290	Other Building Equipment Contractors	\$216,000
		238320	Painting and Wall Covering Contractors	\$129,600
Various Platform Improvements	\$400,000	236220	Commercial and Institutional Building Construction	\$200,000
		238110	Poured Concrete Foundation and Structure Contractors	\$80,000
		238910	Site Preparation Contractors	\$80,000
		337127	Institutional Furniture Manufacturing	\$40,000
BREEZE Operations West Unleaded Dispensers	\$540,000	238990	All Other Specialty Trade Contractors	\$324,000
		424710	Petroleum Bulk Stations and Terminals	\$216,000
BREEZE Operations East Conference Room	\$400,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$160,000
		238130	Framing Contractors	\$120,000
		238350	Finish Carpentry Contractors	\$120,000
SPRINTER Fuel Dispenser	\$328,000	238990	All Other Specialty Trade Contractors	\$196,800
		424710	Petroleum Bulk Stations and Terminals	\$131,200
Drought Tolerant Landscaping	\$160,000	561730	Landscaping Services	\$160,000
Oceanside Transit Center Platform Stormwater Improvements	\$160,000	237310	Highway, Street, and Bridge Construction	\$112,000
		238170	Siding Contractors	\$48,000
BREEZE Operations West Employee Parking (Design)	\$240,000	237310	Highway, Street, and Bridge Construction	\$240,000
COASTER Fuel Dispensing System (Design)	\$120,000	541330	Engineering Services	\$120,000
BREEZE Hydrogen Sensors (Construction)	\$192,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$192,000
Sorrento Valley Bus Parking (Design)	\$176,000	237310	Highway, Street, and Bridge Construction	\$176,000

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Project Name	Est. FTA \$ Share⁴	NAICS Code⁵	NAICS Title⁶	Est. FTA \$ NAICS⁷
BREEZE Operations East Offices Remodel	\$160,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$64,000
		238130	Framing Contractors	\$48,000
		238350	Finish Carpentry Contractors	\$48,000
Wireless Network	\$76,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$53,200
		238910	Site Preparation Contractors	\$15,200
		423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$7,600
BREEZE Operations East and West Signage	\$83,200	238990	All Other Specialty Trade Contractors	\$83,200
Elevator Upgrade	\$40,000	238290	Other Building Equipment Contractors	\$40,000
Non-Revenue Vehicles	\$1,988,000	423110	Automobile and Other Motor Vehicle Merchant Wholesalers	\$1,988,000
Trapeze Enterprise Asset Management	\$1,096,000	541511	Custom Computer Programming Services	\$1,096,000
HASTUS Scheduling Software	\$600,000	541511	Custom Computer Programming Services	\$600,000
Battery Electric and Fuel Cell Electric Buses On-Board Equipment	\$432,000	423690	Other Electronic Parts and Equipment Merchant Wholesalers	\$432,000
Network Upgrades	\$140,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$98,000
		238910	Site Preparation Contractors	\$28,000
		423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$14,000
PRONTO Enhancements	\$520,000	541511	Custom Computer Programming Services	\$520,000
BREEZE Operations West Hydrogen Fueling Station (Design)	\$68,000	541330	Engineering Services	\$68,000
Server Upgrades	\$57,600	423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$57,600
BREEZE Operations East and West Gate System	\$112,000	238290	Other Building Equipment Contractors	\$112,000
Hydro Enhance Elevator Upgrade	\$40,400	238290	Other Building Equipment Contractors	\$40,400
RTMS Battery Replacement	\$36,000	423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$36,000
COASTER Image Recorders (Construction)	\$2,400,000	518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	\$2,400,000
SPRINTER WiTronix System	\$1,736,378	518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	\$1,736,378
COASTER Wheelset Refurbishment	\$224,000	488210	Support Activities for Rail Transportation	\$224,000

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Project Name	Est. FTA \$ Share⁴	NAICS Code⁵	NAICS Title⁶	Est. FTA \$ NAICS⁷
PRONTO Fare Collection Equipment (Convention Center)	\$400,000	518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	\$400,000
COASTER Waste Rigs Carts	\$48,400	423110	Automobile and Other Motor Vehicle Merchant Wholesalers	\$48,400
Waste Pumping Carts	\$32,800	423110	Automobile and Other Motor Vehicle Merchant Wholesalers	\$32,800
Positive Train Control Disaster Recovery	\$120,000	541511	Custom Computer Programming Services	\$120,000
Wayfinding Master Plan	\$640,000	541611	Administrative Management and General Management Consulting Services	\$640,000
SPRINTER Engine Overhauls	\$1,760,000	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	\$1,760,000
SPRINTER Wheelset Overhauls	\$256,000	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	\$256,000
SPRINTER Axle Gearbox Overhauls	\$232,000	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	\$232,000
Bus Stations, Stops and Terminals	\$1,800,000	236220	Commercial and Institutional Building Construction	\$540,000
		237310	Highway, Street, and Bridge Construction	\$108,000
		237990	Other Heavy and Civil Engineering Construction	\$540,000
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$90,000
		238910	Site Preparation Contractors	\$180,000
		238110	Poured Concrete Foundation and Structure Contractors	\$90,000
		238190	Other Foundation, Structure, and Building Exterior Contractors	\$90,000
		238990	All Other Specialty Trade Contractors	\$108,000
		561990	All Other Support Services	\$54,000
Bus Support Equipment and Facilities	\$27,477,520	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	\$13,738,760
		561210	Facilities Support Services	\$13,738,760
Bus Signals and Communications Equipment	\$36,000	238210	Electrical Contractors and Other Wiring Installation Contractors	\$28,800
		423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$7,200
Rail Rolling Stock	\$11,974,053	336510	Railroad Rolling Stock Manufacturing	\$11,974,053
Rail Transitways and Lines	\$54,843,514	237990	Other Heavy and Civil Engineering Construction	\$32,906,109
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$16,453,054
		488210	Support Activities for Rail Transportation	\$5,484,351
Rail Stations, Stops and Terminals	\$38,499,697	236220	Commercial and Institutional Building Construction	\$11,549,909
		237310	Highway, Street, and Bridge Construction	\$2,309,982
		237990	Other Heavy and Civil Engineering Construction	\$11,549,909
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$1,924,985

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Project Name	Est. FTA \$ Share ⁴	NAICS Code ⁵	NAICS Title ⁶	Est. FTA \$ NAICS ⁷
		238910	Site Preparation Contractors	\$3,849,970
		238110	Poured Concrete Foundation and Structure Contractors	\$1,924,985
		238190	Other Foundation, Structure, and Building Exterior Contractors	\$1,924,985
		238990	All Other Specialty Trade Contractors	\$2,309,982
		488210	Support Activities for Rail Transportation	\$577,495
		561990	All Other Support Services	\$577,495
Rail Support Equipment and Facilities	\$22,996,800	423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	\$16,097,760
		561210	Facilities Support Services	\$6,899,040
Rail Signals and Communications Equipment	\$69,112,000	423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	\$62,200,800
		488210	Support Activities for Rail Transportation	\$6,911,200
Fixed Guideway Associated Transit Improvements	\$2,212,720	236220	Commercial and Institutional Building Construction	\$553,180
		237990	Other Heavy and Civil Engineering Construction	\$885,088
		238210	Electrical Contractors and Other Wiring Installation Contractors	\$553,180
		488210	Support Activities for Rail Transportation	\$221,272
Bus Rolling Stock	\$40,206,401	336211	Motor Vehicle Body Manufacturing	\$28,144,481
		336390	Other Motor Vehicle Parts Manufacturing	\$12,061,920
Total	\$373,059,219			\$373,059,219

Table 3 is a summary of each NAICS code and the total dollar values for each NAICS code based on the projects listed in Table 2.

Table 3: NAICS Code Summary
(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Dollars ⁸	NAICS Funding Weight ⁹
236220	Commercial and Institutional Building Construction	\$23,184,278	6.21%
237120	Oil and Gas Pipeline and Related Structures Construction	\$136,000	0.04%
237310	Highway, Street, and Bridge Construction	\$8,160,693	2.19%
237990	Other Heavy and Civil Engineering Construction	\$75,343,095	20.20%
238110	Poured Concrete Foundation and Structure Contractors	\$4,797,250	1.29%
238120	Structural Steel and Precast Concrete Contractors	\$910,416	0.24%
238130	Framing Contractors	\$168,000	0.05%
238170	Siding Contractors	\$48,000	0.01%
238190	Other Foundation, Structure, and Building Exterior Contractors	\$5,390,850	1.45%
238210	Electrical Contractors and Other Wiring Installation Contractors	\$29,127,092	7.81%

⁸ The total dollars for each category of work (NAICS) that are summed from the values in Table 2.

⁹ The percentage of dollars for each category of work (NAICS) for all projects anticipated to be awarded.

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FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

NAICS Code	Category of Work	NAICS Dollars⁸	NAICS Funding Weight⁹
238220	Plumbing, Heating, and Air-Conditioning Contractors	\$1,132,800	0.30%
238290	Other Building Equipment Contractors	\$408,400	0.11%
238320	Painting and Wall Covering Contractors	\$129,600	0.03%
238350	Finish Carpentry Contractors	\$168,000	0.05%
238910	Site Preparation Contractors	\$7,960,884	2.13%
238990	All Other Specialty Trade Contractors	\$6,089,020	1.63%
336211	Motor Vehicle Body Manufacturing	\$28,144,481	7.54%
336390	Other Motor Vehicle Parts Manufacturing	\$12,061,920	3.23%
336510	Railroad Rolling Stock Manufacturing	\$11,974,053	3.21%
337127	Institutional Furniture Manufacturing	\$276,000	0.07%
423110	Automobile and Other Motor Vehicle Merchant Wholesalers	\$2,069,200	0.55%
423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	\$15,986,760	4.29%
423440	Other Commercial Equipment Merchant Wholesalers	\$2,203,902	0.59%
423510	Metal Service Centers and Other Metal Merchant Wholesalers	\$1,792,800	0.48%
423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	\$148,800	0.04%
423690	Other Electronic Parts and Equipment Merchant Wholesalers	\$432,000	0.12%
423730	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers	\$283,200	0.08%
423830	Industrial Machinery and Equipment Merchant Wholesalers	\$24,000	0.01%
423850	Service Establishment Equipment and Supplies Merchant Wholesalers	\$480,000	0.13%
423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	\$78,298,560	20.99%
423990	Other Miscellaneous Durable Goods Merchant Wholesalers	\$208,800	0.06%
424710	Petroleum Bulk Stations and Terminals	\$347,200	0.09%
488210	Support Activities for Rail Transportation	\$13,418,319	3.60%
518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	\$4,536,378	1.22%
532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing	\$440,000	0.12%
541330	Engineering Services	\$8,554,845	2.29%
541360	Geophysical Surveying and Mapping Services	\$1,020,856	0.27%
541511	Custom Computer Programming Services	\$2,336,000	0.63%
541611	Administrative Management and General Management Consulting Services	\$640,000	0.17%
541620	Environmental Consulting Services	\$1,020,856	0.27%
541690	Other Scientific and Technical Consulting Services	\$600,000	0.16%
561210	Facilities Support Services	\$20,637,800	5.53%
561621	Security Systems Services (except Locksmiths)	\$26,400	0.01%
561730	Landscaping Services	\$160,000	0.04%
561990	All Other Support Services	\$1,781,713	0.48%
Total		\$373,059,219	100.00%

IV. Goal Methodology

Step 1: Determination of a Base Figure (26.45)¹⁰

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on NCTD's FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, NCTD followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the California Unified Certification Program (CUCP) DBE Database of Certified Firms and the 2022 U.S. Census Bureau County Business Patterns Database within NCTD's market area for each of the categories of work defined in Table 2.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} \times \text{Estimated NAICS \%}$$

- For the numerator: CUCP DBE Database of Certified Firms
- For the denominator: 2022 U.S. Census Bureau's Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- Relative Availability: Dividing the number of ready, willing and able DBE firms identified for each NAICS work category by the number of all firms identified within the market area for each corresponding work category.
- Weighted Relative Availability: Weighting the relative availability for each work category by the corresponding work category weight from Table 2 (NAICS %) to determine the Weighted Ratio for each NAICS work category and adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator. The relative availability of DBEs is calculated in Table 4 below.

¹⁰ 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

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Table 4: DBE Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	DBEs¹¹	All Firms¹²	Rel. Avail.
236220	Commercial and Institutional Building Construction	42	2,439	1.72%
237120	Oil and Gas Pipeline and Related Structures Construction	10	32	31.25%
237310	Highway, Street, and Bridge Construction	91	396	22.98%
237990	Other Heavy and Civil Engineering Construction	53	182	29.12%
238110	Poured Concrete Foundation and Structure Contractors	46	1,078	4.27%
238120	Structural Steel and Precast Concrete Contractors	26	229	11.35%
238130	Framing Contractors	4	465	0.86%
238170	Siding Contractors	2	150	1.33%
238190	Other Foundation, Structure, and Building Exterior Contractors	11	332	3.31%
238210	Electrical Contractors and Other Wiring Installation Contractors	52	5,052	1.03%
238220	Plumbing, Heating, and Air-Conditioning Contractors	16	5,778	0.28%
238290	Other Building Equipment Contractors	5	435	1.15%
238320	Painting and Wall Covering Contractors	11	2,373	0.46%
238350	Finish Carpentry Contractors	5	1,631	0.31%
238910	Site Preparation Contractors	56	1,314	4.26%
238990	All Other Specialty Trade Contractors	74	1,996	3.71%
336211	Motor Vehicle Body Manufacturing	-	41	0.00%
336390	Other Motor Vehicle Parts Manufacturing	-	108	0.00%
336510	Railroad Rolling Stock Manufacturing	-	-	0.00%
337127	Institutional Furniture Manufacturing	1	25	4.00%
423110	Automobile and Other Motor Vehicle Merchant Wholesalers	1	451	0.22%
423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	1	896	0.11%
423440	Other Commercial Equipment Merchant Wholesalers	2	246	0.81%
423510	Metal Service Centers and Other Metal Merchant Wholesalers	5	521	0.96%
423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	12	1,001	1.20%
423690	Other Electronic Parts and Equipment Merchant Wholesalers	1	1,342	0.07%
423730	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers	-	236	0.00%
423830	Industrial Machinery and Equipment Merchant Wholesalers	1	1,419	0.07%
423850	Service Establishment Equipment and Supplies Merchant Wholesalers	3	266	1.13%
423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	1	175	0.57%
423990	Other Miscellaneous Durable Goods Merchant Wholesalers	19	837	2.27%
424710	Petroleum Bulk Stations and Terminals	-	47	0.00%
488210	Support Activities for Rail Transportation	2	14	14.29%

¹¹ The number of DBEs in the market area for each NAICS code from the CUCP DBE Database of Certified Firms.

¹² The number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2022 U.S. Census Bureau County Business Patterns Database.

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NAICS Code	Category of Work	DBEs ¹¹	All Firms ¹²	Rel. Avail.
518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	18	970	1.86%
532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing	12	255	4.71%
541330	Engineering Services	131	5,371	2.44%
541360	Geophysical Surveying and Mapping Services	3	17	17.65%
541511	Custom Computer Programming Services	59	5,270	1.12%
541611	Administrative Management and General Management Consulting Services	206	10,052	2.05%
541620	Environmental Consulting Services	104	873	11.91%
541690	Other Scientific and Technical Consulting Services	70	2,562	2.73%
561210	Facilities Support Services	7	352	1.99%
561621	Security Systems Services (except Locksmiths)	1	403	0.25%
561730	Landscaping Services	21	4,772	0.44%
561990	All Other Support Services	23	746	3.08%
Total		1,208	63,150	1.91%

The relative availability of DBEs from Table 4 is 1.91%. However, to make the Base Figure more accurate, NCTD used weighting to take into account the amount of work that is available for each category of work (NAICS). The weighted relative availability of DBEs is calculated in Table 5 below.

Table 5: DBE Weighted Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Funding Weight ¹³	Rel. Avail. ¹⁴	Weighted Ratio ¹⁵
236220	Commercial and Institutional Building Construction	6.21%	1.72%	0.11%
237120	Oil and Gas Pipeline and Related Structures Construction	0.04%	31.25%	0.01%
237310	Highway, Street, and Bridge Construction	2.19%	22.98%	0.50%
237990	Other Heavy and Civil Engineering Construction	20.20%	29.12%	5.88%
238110	Poured Concrete Foundation and Structure Contractors	1.29%	4.27%	0.05%
238120	Structural Steel and Precast Concrete Contractors	0.24%	11.35%	0.03%
238130	Framing Contractors	0.05%	0.86%	0.00%
238170	Siding Contractors	0.01%	1.33%	0.00%
238190	Other Foundation, Structure, and Building Exterior Contractors	1.45%	3.31%	0.05%
238210	Electrical Contractors and Other Wiring Installation Contractors	7.81%	1.03%	0.08%
238220	Plumbing, Heating, and Air-Conditioning Contractors	0.30%	0.28%	0.00%
238290	Other Building Equipment Contractors	0.11%	1.15%	0.00%
238320	Painting and Wall Covering Contractors	0.03%	0.46%	0.00%
238350	Finish Carpentry Contractors	0.05%	0.31%	0.00%

¹³ From Table 3.

¹⁴ From Table 4.

¹⁵ The NAICS Funding Weight multiplied by the Relative Availability.

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NAICS Code	Category of Work	NAICS Funding Weight ¹³	Rel. Avail. ¹⁴	Weighted Ratio ¹⁵
238910	Site Preparation Contractors	2.13%	4.26%	0.09%
238990	All Other Specialty Trade Contractors	1.63%	3.71%	0.06%
336211	Motor Vehicle Body Manufacturing	7.54%	0.00%	0.00%
336390	Other Motor Vehicle Parts Manufacturing	3.23%	0.00%	0.00%
336510	Railroad Rolling Stock Manufacturing	3.21%	0.00%	0.00%
337127	Institutional Furniture Manufacturing	0.07%	4.00%	0.00%
423110	Automobile and Other Motor Vehicle Merchant Wholesalers	0.55%	0.22%	0.00%
423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	4.29%	0.11%	0.00%
423440	Other Commercial Equipment Merchant Wholesalers	0.59%	0.81%	0.00%
423510	Metal Service Centers and Other Metal Merchant Wholesalers	0.48%	0.96%	0.00%
423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	0.04%	1.20%	0.00%
423690	Other Electronic Parts and Equipment Merchant Wholesalers	0.12%	0.07%	0.00%
423730	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers	0.08%	0.00%	0.00%
423830	Industrial Machinery and Equipment Merchant Wholesalers	0.01%	0.07%	0.00%
423850	Service Establishment Equipment and Supplies Merchant Wholesalers	0.13%	1.13%	0.00%
423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	20.99%	0.57%	0.12%
423990	Other Miscellaneous Durable Goods Merchant Wholesalers	0.06%	2.27%	0.00%
424710	Petroleum Bulk Stations and Terminals	0.09%	0.00%	0.00%
488210	Support Activities for Rail Transportation	3.60%	14.29%	0.51%
518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	1.22%	1.86%	0.02%
532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing	0.12%	4.71%	0.01%
541330	Engineering Services	2.29%	2.44%	0.06%
541360	Geophysical Surveying and Mapping Services	0.27%	17.65%	0.05%
541511	Custom Computer Programming Services	0.63%	1.12%	0.01%
541611	Administrative Management and General Management Consulting Services	0.17%	2.05%	0.00%
541620	Environmental Consulting Services	0.27%	11.91%	0.03%
541690	Other Scientific and Technical Consulting Services	0.16%	2.73%	0.00%
561210	Facilities Support Services	5.53%	1.99%	0.11%
561621	Security Systems Services (except Locksmiths)	0.01%	0.25%	0.00%
561730	Landscaping Services	0.04%	0.44%	0.00%
561990	All Other Support Services	0.48%	3.08%	0.01%
Total				7.83%

The Step 1 base figure of 7.83% is the sum of the weighted ratios for each NAICS code, as shown in Table 5 above.

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FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, NCTD reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines. Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on NCTD projects. The projects anticipated to be awarded during the triennial period are substantially similar to those awarded in the recent past. NCTD calculated past DBE participation attainments for the three (3) FFYs, for which DBE attainment data is available. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by NCTD.

Table 6: Past Participation
(amounts subject to rounding differences)

Federal Fiscal Year (FFY)	FTA DBE Goal % ¹⁶	FTA DBE Attainment %¹⁷
2022	4.20%	12.19%
2023	4.20%	16.42%
2024	4.20%	25.54%
Median DBE Attainment Within the Last Three (3) Years		16.42%

The median participation for the past five FFYs is higher than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on NCTD's past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

Table 7: Adjusted Base Figure
(amounts subject to rounding differences)

Step 1 Base Figure ¹⁸	7.8%
Median DBE Attainment ¹⁹	16.4%
Adjusted Base Figure²⁰	12.1%

¹⁶ The FTA DBE Goal percentage for each Federal Fiscal Year.

¹⁷ The percentage of DBE attainment on the FTA share from the NCTD Semi-Annual Uniform Reports that were submitted to FTA.

¹⁸ From Table 5.

¹⁹ From Table 6.

²⁰ The average of the Base Figure and the Median DBE Attainment $[(7.8\% + 16.4\%) \div 2]$.

Disparity Study

NCTD conducted a disparity study in 2022 which examined disparities in NCTD contracting. The results of the study showed that utilization of certain MBE groups and minority-owned businesses in general on NCTD contracts was substantially below what might be expected from the availability analysis.

Other Available Evidence

NCTD is not in possession of other information that would have an impact on the DBE goal assessment.

V. Proposed Overall DBE Goal

The Proposed Overall DBE Goal for FFY 2026-2028 for NCTD's FTA-assisted contracts is 12.1%²¹.

NCTD intends to continue to use both race-conscious and race-neutral methods, as shown below, to meet the overall DBE goal of 12.1% for FFY 2026-2028 in accordance with Title 49 CFR Part 26.51.

Race-Neutral Implementation Measures

The United States Department of Transportation (USDOT) regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall DBE goal. NCTD is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in NCTD's FTA-assisted contracting program. NCTD plans to continue or implement the following race-neutral measures for FFY 2026-2028 and will continue to explore other options for consideration based on success in meeting its overall DBE goals based on these efforts. NCTD will:

- Arrange solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses, by means such as those provided under §26.39 of this part.
- Carry out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders and ensuring the dissemination to bidders on prime contracts a list of potential subcontractors).
- Advise the NCTD contracting community of the online directory of certified DBEs, found at <https://californiaucp.dbesystem.com/>.
- Hold pre-bid conferences to explain the projects and encourage prime contractors to use DBEs as subcontractors.
- Include NCTD's goal requirement for DBE participation in solicitations for all DOT-assisted applicable projects.

VI. Public Participation and Facilitation

In accordance with 49 CFR Part 26, minority, women, small, and local business associations, and community organizations within NCTD's market area will be consulted and provided an opportunity to review the triennial goal methodology and provide input.

NCTD issued a Public Notice on their website on June 10, 2025 announcing the Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2026-2028 (Attachment 1: Public Notice). The notice informed the public

²¹ Rounded from 12.12% to 12.1%.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

that the proposed goal and rationale will be made available for inspection and NCTD would accept comments for 30 days.

NCTD reached out to local minority, women, and community business organizations to provide them information on the Draft Proposed FTA Overall Triennial DBE Goal Methodology for FFY 2026-2028. Each organization was contacted multiple times (Attachment 2: E-blasts, Attachment 3: Contact Log) to solicit their comments and invite them to participate in the webinar. NCTD hosted a webinar on Thursday, June 26, 2025 (Attachment 4: Webinar Presentation) which had eight (8) attendees both in-person and virtual. Additionally, NCTD sent a link to the Public Notice to its vendors via PlanetBids on June 11, 2025. NCTD has not received any comments regarding its Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2026-2028.

**NORTH COUNTY TRANSIT DISTRICT
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Attachment 1: Public Notice

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

MAPS & SCHEDULES FARES SERVICES ACCESSIBILITY ABOUT NCTD

English
Translation Disclaimer

Doing Business with NCTD



Working with NCTD

We welcome the opportunity to work with you. Find helpful information regarding the bidding process, DBE program, advertising opportunities, and [working around the rails](#).

PlanetSide

Upcoming NCTD Solicitations (PDF)

Standard Terms and Conditions



Contracting Opportunities

We are committed to providing an equal opportunity for all business enterprises to participate in our procurement and contracting activities through our online bidding system.

To begin the process, visit the [Disadvantaged Vendor Portal](#) for NCTD where you can register as a bidder online, search for bid requests, order and download documents, bid electronically where applicable, and much more.

Business Quick Links

Commodity Codes

Procure Procedures (PDF)

UPICAA Qualified Contractors (PDF)

Disadvantaged Business Enterprise (DBE) Information

It is NCTD's policy to ensure that Disadvantaged Business Enterprise (DBE), as defined in 49 CFR Part 26 (Code of Federal Regulations), have an equal opportunity to receive and participate in Department of Transportation (DOT) awarded contracts. As of October 1, 2025, NCTD has established an overall DBE goal of 4.32% for federally funded contracts to be awarded by NCTD.

Should you wish to receive additional information about NCTD's DBE Program or have additional questions, please contact NCTD's DBE Liaison Officer, Bradley Saxon, at civilrights@nctd.org or (760) 946-9835.

[Click here](#) for more information on how to register to do business with NCTD.

[Click here](#) for the NCTD's proposed three-year overall goal methodology submission to FTA for Federal Fiscal Years 2026 through 2028.

Disadvantaged Business Enterprise (DBE) Program

Finding California Certified DBEs and Other Small Businesses

Financial Services for Contractors

Helpful Business Links

Event Calendar

Department Contact Information

Procurement & Contract Administration Division
ATTN: Alex Davis
Chief Procurement Officer
adavis@nctd.org | (760) 946-6637

Please direct Purchase Order/Contract questions to adavis@nctd.org
and invoice inquiries to Accounts Payable (760) 946-2826.

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NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

Notice to Public - June 10, 2025

NORTH COUNTY TRANSIT DISTRICT

FEDERAL TRANSIT ADMINISTRATION

DBE GOAL FEDERAL FISCAL YEARS 2026-2028

In accordance with 49 CFR Part 26.45(g), the North County Transit District (NCTD), a recipient of U.S. Department of Transportation (DOT) assistance, announces a proposed Federal Transit Administration (FTA) Disadvantaged Business Enterprise (DBE) goal of **12.1%** for the triennial period October 1, 2025, through September 30, 2028. This race-neutral goal represents the percentage of work to be performed by certified DBE firms on NCTD's FTA-assisted projects during the triennial period.

We will be hosting a webinar and in-person meeting for public participation on **Thursday, June 26th from 10:00 a.m. to 11:00 a.m.** The in-person meeting will be held at NCTD's Administrative [Office 810 Mission Avenue, Oceanside, CA 92054](#) in the Board Room.

If you are interested in participating in the webinar or in-person meeting, please contact Nicole Chang at nchang@gcapsservices.com to receive the additional information.

The methodology will be available for public inspection for thirty (30) days from the date of this notice, Monday through Friday from 8:00 a.m. to 4:00 p.m. at the following location:

North County Transit District
810 Mission Avenue
Oceanside, CA 92054

*The U.S. DOT and NCTD will accept comments on this proposed goal for thirty (30) days from the date of this notice.

For additional information on the NCTD's Overall Disadvantaged Business Enterprise (DBE) Goal-Setting Methodology, please contact Bradley Saran, NCTD Civil Rights Officer via email bsaran@nctd.org or phone 760.966.6607.

Attachment 2: E-Blast

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

North County Transit District FEDERAL TRANSIT ADMINISTRATION DBE GOAL FEDERAL FISCAL YEARS 2026-2028

In accordance with 49 CFR Part 26.45(g), the North County Transit District (NCTD), a recipient of U.S. Department of Transportation (DOT) assistance, announces a proposed Federal Transit Administration (FTA) Disadvantaged Business Enterprise (DBE) goal of **12.1%** for the triennial period October 1, 2025, through September 30, 2028. This goal represents the percentage of work to be performed by certified DBE firms on NCTD's FTA-assisted projects during the triennial period.



Public Notice

We will be hosting a webinar and in-person meeting for public participation on **Thursday, June 26th from 10:00 a.m. to 11:00 a.m.** The in-person meeting will be held at NCTD's Administrative Office 810 Mission Avenue, Oceanside, CA 92054 in the Board Room.

The methodology will be available for public inspection until Thursday, July 10th, Monday through Friday from 8:00 a.m. to 4:00 p.m. at the following location: North County Transit District 810 Mission Avenue Oceanside, CA 92054

Click Here to Register for the Webinar!

If you are interested in participating in the webinar or in-person meeting, please contact Nicole Chang at nchang@gcapervices.com to receive the additional information.

For additional information on the NCTD's Overall Disadvantaged Business Enterprise (DBE) Goal-Setting Methodology, please contact Bradley Saran, NCTD Civil Rights Officer via email bsaran@nctd.org or phone 760.966.6607.

GCAP Services, Inc. | 3525 Hyland Avenue Suite 140 | Costa Mesa, CA 92626 US

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**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Attachment 3: Contact Log

Organization	Contact Information	Outreach	Comments
Associated General Contractors of America (AGC) San Diego Chapter https://www.agcsd.org	Dustin Steiner - Vice President Government & Industry Relations Director Tel:(858) 283- 8232 Email: dsteiner@agcsd.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Associated General Contractors of America (AGC) San Diego Chapter https://www.agcsd.org	Tel:858-558-7444 Email: info@agcsd.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
American Indian Chamber of Commerce of California https://www.aicccal.org/	Tracy Stanhoff - Leadership Tel:714- 898- 6364 Emails: tracy@adproweb.com stateadmin@aicccal.org ptacinfo@aicccal.org	06/12 – 06/25 Sent E-blasts 06/17 Attempted to call organization, but unable to leave message.	No comments received.
American Institute of Architects - San Diego https://aiasandiego.org/	Tel:619-232-0109 Email: info@aiasandiego.org	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
American Subcontractors Association of San Diego www.sandiegoasa.org	Nancy Grimes, Executive Director Tel:619-825-9552 Email: nancy@sandiegoasa.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Asian Business Association (ABA) www.abasd.org	Jason Paguio, President, CEO Tel:858-277-2822 Email: jason@abasd.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Organization	Contact Information	Outreach	Comments
Black Contractors Association, Inc. (BCA) www.bcasd.org	Mr. Abdul-Rahim Hameed, President Tel:619-263-9791 Email: nationalbca@aol.com	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Counsel for Supplier Diversity www.councilforsupplierdiversity.org	Tel:858-537-2281 Email: info@councilforsupplierdiversity.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
National Association of Minority Contractors Southern California www.namcsc.org	Tracy Watson, President Tel:323-296-8005 Emails: Presidentpresident@namcsc.org Ellen Love, Office Administrator elove@namcsc.net admin@namcsc.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with Tracy (Secretary); she requested more information regarding the webinar. An e-blast notification was sent to the email address on file	No comments received.
National Association of Women in Construction (NAWIC) San Diego www.nawicsd.org	Myrna Smith, President (current) Tel:817- 877- 5551 Email: info@nawicsd.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with Payton Sears, Marketing and Communication Manager, interest in receiving more information. Email on file: paytons@nawic.org	No comments received.
Pacific Southwest Minority Supplier Development Council www.pswmsdc.org	Tel:602-495-9950 Email: info@pswmsdc.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
San Diego Contracting Opportunities Center (SDCOC)	Tel:619-216-6671 Email: sdcoc@ptac-sandiego.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
San Diego County Hispanic Chamber of Commerce (SDHCC) www.sdchcc.org	Josie Flores - Clark, President Tel:619-813-3540 Emails: president@sdchcc.org rbgarnett@supplierdiversitysd.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with Josie; she acknowledged the opportunity to participate but did not confirm whether she will be participating	No comments received.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Organization	Contact Information	Outreach	Comments
San Diego Supplier Development Council (SDSDC)	Mr. Ronald B. Garnett, President & CEO Tel:858-537-2281 Emails: info@supplierdiversitysd.org council.info@supplierdiversitysd.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with front desk; they requested more information. Added updated email contact william@supplierdiversitysd.org to the e-blast list.	No comments received.
Small Business Development Center (SBDC) North San Diego and Imperial Regional Network sdivsbdc.org/north-san-diego-sbdc	Tel:760-795-8740 Email: centerinfo@miracosta.edu	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Women's Construction Coalition (WCC)	Tel:858- 848 - 1922 Emails: info@wccsd.org Katy Ross, President Emails:president@wccsd.org info@wccsd.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Northern San Diego Business Chamber	Brianna Eltzroth, Chief Operations Officer Tel:858-217-8971 Emails:brianna@sdbusinesschamber.com admin@sdbusinesschamber.com	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
The County of San Diego Black Chamber of Commerce www.sdblackchamber.org	Tel: 619-269-9400	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
San Diego North Economic Development Council www.sdnedc.org	Tel:760- 510- 5919 Email: info@sdnedc.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Barrio Logan Association www.barriologanassociation.org	Tel:619- 629-0737 Email: mcassani@urbancorps.org	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
Rise San Diego www.risesandiego.org	Tel: 619-531- 7473 Email: info@risesandiego.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Organization	Contact Information	Outreach	Comments
Home Aid San Diego www.homeaidsd.org	Jamie Prevost, President Tel:(858) 793-6292 Email: info@homeaidsd.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
San Diego Regional Economic Development Corp. www.sandiegobusiness.org	Tel: (619) 234-8484 Email: info@sandiegobusiness.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
California Southern Small Business Development Corporation www.casouth.com	Juan Hernandez Tel: (619) 232-7771 Email: jchernandez@californiasouthern.com	06/12 – 06/25 Sent E-blasts 06/17 Spoke with front desk; they requested information regarding the webinar. An e-blast update was sent to the email list on file	No comments received.
East County Economic Development Council www.eastcountyedc.org	Meri Birhane Tel: (619) 258-3670 Email: info@eastcountyedc.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with front desk; they confirmed receipt of the e-blast and stated that the information has been forwarded to Meri again.	No comments received.
Disabled Business Persons Association https://disabledbusiness.org/	Tel: (619) 594-8805 Email: admin@disabledbusiness.org	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
National Hispanic Construction Alliance	Julissa Cabrera Tel:(619) 600-0860 Email: vision@ncha.pro	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
National Association of Women Business Owners https://nawbo.org/san-diego/	Claudia Klaus, President Tel: (800) 556-2926 Email: DEIB@nawbo.org	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail with Connie Adam Ex. 709	No comments received.
Urban League of San Diego County https://www.sdfoundation.org/	Tel: (619) 235-2300 Email: info@sdfoundation.org	06/12 – 06/25 Sent E-blasts 06/17 Spoke with front desk. They would like more information to be sent to lzajde@sdfoundation.org.	No comments received.

**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Organization	Contact Information	Outreach	Comments
San Diego Regional Chamber of Commerce https://sdchamber.org/	Tel: (619) 544-1300 Email: Online submission form	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
Conference of Minority Transportation Officials (COMTO) www.comto.org	Tel: (202) 506-2917 Email: info@comto.org	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.
Otay Mesa Chamber of Commerce www.otaymesa.org	Tel: (619) 661-6111 Email: Online submission form	06/12 – 06/25 Sent E-blasts 06/17 Called organization and left voicemail.	No comments received.
San Ysidro Chamber of Commerce www.sanysidrochamber.org	Jason Wells Tel: (619) 482-5200 Email: jwells@sanysidrochamber.org	06/12 – 06/25 Sent E-blasts 06/17 – Attempted to call organization, but unable to leave message.	No comments received.

Attachment 4: Webinar Presentation



**Federal Transit Administration (FTA)
Overall Disadvantaged Business Enterprise (DBE)
Goal-Setting Methodology
Federal Fiscal Years (FFY) 2026-2028**

June 26, 2025

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Agenda

- **Introduction**
 - Title 49 CFR Part 26
 - Triennial Goal Period
 - Overall DBE Goal for FFY 2026-2028
- **DBE Goal Development**
 - Market Area
 - Anticipated Projects
 - Categories of Work
 - Goal Figure

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Introduction

- NCTD complies with Title 49 Code of Federal Regulations (CFR) Part 26 "Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs"
- Goal Setting Methodology FFY goal period:
 - 2026-2028 (October 1, 2025 through September 30, 2028)



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DBE Goal Development



MARKET AREA



ANTICIPATED
PROJECTS



CATEGORIZATION
OF WORK



DBE GOAL
FIGURE



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Market Area

- Market Area – the area in which the agency spends the substantial majority of its contracting dollars.
- Required to evaluate the availability of DBEs to perform work on NCTD FTA-assisted contracts.

NCTD's Market Area

- Orange County
- Riverside County
- San Diego County



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ANTICIPATED FTA-ASSISTED PROJECTS FOR FFY 2026-2028

FFY 2026-2028

Number of Projects	71
Total Est. Project Cost	\$466,324,024
Total Est. FTA \$ Share	\$373,059,219
Total Est. FTA %	80.00%



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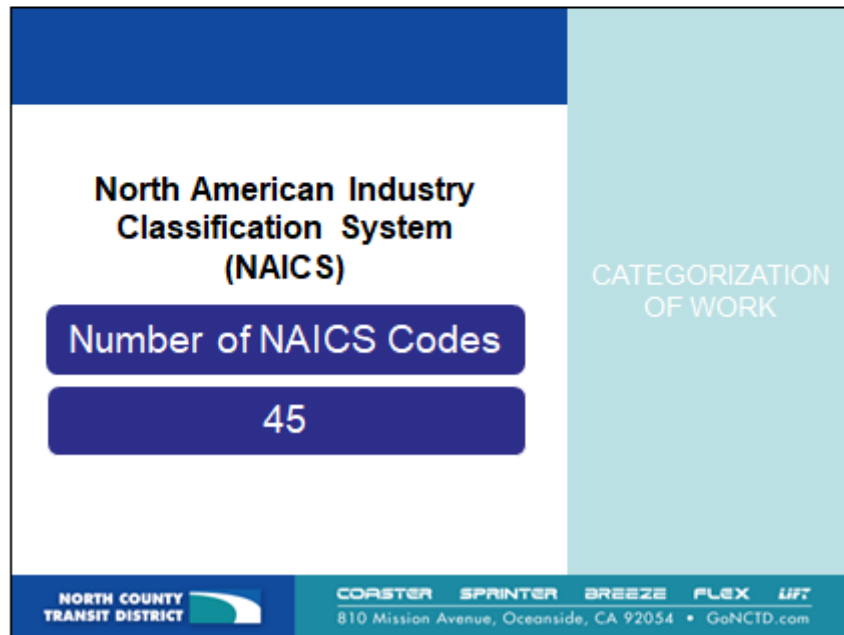
**NORTH COUNTY TRANSIT DISTRICT
FTA OVERALL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

ANTICIPATED FTA-ASSISTED PROJECTS FOR FFY 2026-2028		
Project Name	Total Estimated Project Cost	Estimated Federal Share
San Diego to Double-Track Phase 1	\$13,200,000.00	\$10,560,000.00
Del Mar Bluffs 5	\$9,900,000.00	\$7,920,000.00
Wayfinding Signage	\$2,754,878.00	\$2,203,902.40
BREEZE Operations East/West Overhead Cranes (Construction)	\$2,200,000.00	\$1,760,000.00
Bridge 257.2 (Construction)	\$4,790,100.00	\$3,832,080.00
Zero Emission Buses Fall Protection (Construction)	\$860,000.00	\$688,000.00
Oceanside Transit Center Pedestrian Crossing	\$1,227,376.00	\$981,900.80
Control Point Ash - No.10 Turnout	\$262,500.00	\$210,000.00
Security System Improvements	\$220,000.00	\$176,000.00
COASTER Train Wash (Construction)	\$3,000,000.00	\$2,400,000.00
Other Projects	\$427,909,170	\$342,327,336
Total	\$466,324,024	\$373,059,219



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**NORTH COUNTY TRANSIT DISTRICT
FTA OVERAL DBE GOAL SETTING METHODOLOGY FFY 2026-2028**

Project Name	Est. Federal \$ Share	NAICS Code	NAICS Code Description	Est. \$
San Diego/uto Double-Track Phase 1	\$10,500,000	237990	Other Heavy and Civil Engineering Construction	\$0,970,000
		423010	Metal Service Centers and Other Metal Merchant Wholesalers	\$1,504,000
Del Mar Bluffs 5	\$7,920,000	237990	Other Heavy and Civil Engineering Construction	\$7,920,000
Wayfinding Signage	\$2,203,902	423440	Other Commercial Equipment Merchant Wholesalers	\$2,203,902
BREEZE Operations East/West Overhead Cranes (Construction)	\$1,700,000	230990	All Other Specialty Trade Contractors	\$1,320,000
		532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing	\$460,000
Bridge 237.2 (Construction)	\$3,030,000	237310	Highway, Street, and Bridge Construction	\$2,299,248
		230120	Structural Steel and Precast Concrete Contractors	\$766,416
		230210	Electrical Contractors and Other Wiring Installation Contractors	\$303,208
		230910	Site Preparation Contractors	\$191,604
		561990	All Other Support Services	\$191,604
Other Projects	\$346,703,237			\$346,703,237

CATEGORIZATION OF WORK

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Base Figure						
NAICS Code	NAICS Title	NAICS %	DBEs	All Firms	Relative Availability (DBEs ÷ All Firms)	Weighted Ratio (NAICS % x Rel. Avail.)
236220	Commercial and Institutional Building Construction	6.21%	42	2,439	1.72%	0.11%
237120	Oil and Gas Pipeline and Related Structures Construction	0.04%	10	32	31.25%	0.01%
237310	Highway, Street, and Bridge Construction	2.15%	91	396	22.98%	0.50%
237990	Other Heavy and Civil Engineering Construction	20.20%	53	182	29.12%	5.89%
230110	Poured Concrete Foundation and Structure Contractors	1.29%	46	1,070	4.27%	0.05%
Other NAICS Codes		70.00%	906	59,023	0.02%	1.27%
Total		100%	1,208	63,150	1.91%	7.83%

$$\frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} = \frac{1.9\%}{\text{Relative Availability}}$$

$$\text{Estimated NAICS \%} \times \text{Relative Availability} = \text{7.83\% Weighted Ratio}$$

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Adjustment to the Base Figure

Past Performance

Federal Fiscal Year (FFY)	FTA DBE Goal %	FTA DBE Attainment %
2022	4.20%	12.19%
2023	4.20%	16.42%
2024	4.20%	25.54%
Median DBE Attainment Within the Last Three (3) Years		16.42%

Adjustment

Step 1 Base Figure	7.8%
Median DBE Attainment	16.4%
Adjusted Base Figure	12.1%

Disparity Studies

Other Available Evidence

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NCTD Overall Triennial DBE Goal for FFY 2026-2028

12.1%

Next Steps:

1. Accept Comments
2. Analyze Responses
3. Revise Goal, as needed
4. Finalize Goal
5. Submit Final Goal to FTA

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QUESTIONS?

Bradley Saran
Civil Rights Officer
North County Transit District
810 Mission Avenue | Oceanside, CA 92054
bsaran@nctd.org | 760.966.6607
GoNCTD.com





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STAFF REPORT ADOPT RAIL SAFETY MONTH PROCLAMATION

Time Sensitive: ☒ **Consent:** ☒

STAFF RECOMMENDATION: Adopt a Proclamation recognizing September 2025 as Rail Safety Month.

BACKGROUND INFORMATION: The North County Transit District (NCTD) holds safety as a core value in the provision and operation of public transit services throughout its service area. NCTD takes every opportunity to incorporate the fundamental principles of safety in all of its operational plans, procedures, and processes. NCTD also takes steps to proactively communicate the concept of public safety awareness and education to members of the community about rail grade crossings and rail right-of-way. This is done through public outreach and educational efforts throughout the year.

According to statistics kept by the Federal Railroad Administration and California Operation Lifesaver, Incorporated, the State of California continues to be identified as having the highest number of railroad trespasser fatalities of all states in the nation. There were 327 tragic rail incidents (directly related to trespassing) recorded statewide in calendar year 2024 (CY2024) of which 132 resulted in an injury and 195 were fatal. During CY2024, NCTD had 35 rail incidents on the NCTD railroad right-of-way related to trespassing which resulted in 8 injuries and 25 fatalities. To date in CY 2025, NCTD and/or its tenant railroads (Amtrak and BNSF) have experienced 12 rail incidents on the NCTD railroad right-of-way which has resulted in 3 injuries and 9 fatalities.

In an effort to reduce these tragedies, state legislators passed a bill in 2009 that designated September as “Rail Safety Month.” Each year, passenger and freight rail operators team up to remind pedestrians and motorists to exercise caution when near tracks, to heed the warning signals when crossing railroad tracks, and to always “See Tracks, Think Train”.

To promote Rail Safety Month, NCTD will be engaging in a vareity of activities including outreach to local communities through participation at various farmers’ markets and schools, pop up events at transit centers/rail stations, partnering with our Transit Enforcement Services Unit for direct outreach out businesses nearby our railroad tracks and stations, and online campaigns.

NCTD is affirming its commitment to safety and saving lives through the prevention of needless tragedy by this proclamation recognizing September 2025 as Rail Safety Month.

ATTACHMENT: 5A – 2025 California Rail Safety Month Proclamation

FISCAL IMPACT: This staff report has no fiscal impact.

COMMITTEE REVIEW: None

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

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

**PROCLAMATION OF THE NORTH COUNTY TRANSIT DISTRICT DESIGNATING
SEPTEMBER 2025 AS RAIL SAFETY MONTH**

WHEREAS, there is a train involved incident every three hours in the United States, and California ranks first in the nation in trespassing and grade crossing deaths; and

WHEREAS, last calendar year in California, there were a total of 327 trespasser related rail incidents, including 195 trespasser fatalities and 132 injuries; and

WHEREAS, last calendar year on railroad right-of-way owned and/or operated by the North County Transit District (NCTD), there were eight injuries, and 25 fatalities related to trespassing on the railroad right-of-way;

WHEREAS, there are more than 10,000 highway rail-grade crossings located within 52 counties and more than 400 cities in California, with 70 grade crossings on the Escondido Subdivision and 60 grade crossings on the San Diego Subdivision; and

WHEREAS, COASTER, SPRINTER, Metrolink, and Amtrak passenger rail operations and BNSF Railway freight train services operate on railroad infrastructure owned and operated by NCTD; and

WHEREAS, NCTD and its railroad service partners place the highest priority on safety by improving at-grade crossings with features such as flashing warning devices, gates, raised center medians, striping, signing, pavement markings and Positive Train Control; and

WHEREAS, California Operation Lifesaver, the Federal Railroad Administration, the California Department of Transportation, the California Public Utilities Commission, and the passenger and freight railroads are working together to improve railroad safety and to educate the public of the dangers of not obeying the signs and signals around railroad property; and

WHEREAS, railroad operators and the San Diego County communities they serve will benefit from the combined effort by local, state, and federal governments, the rail industry, and citizen efforts to promote safety around railroad tracks and crossings and reduce the likelihood of train related incidents; and

WHEREAS, September is designated as *Rail Safety Month* in the State of California; and

WHEREAS, California Operation Lifesaver supports the ***See Tracks? Think Train!*** campaign and educational efforts by conducting on-the-ground law enforcement trainings, safety presentations, and public awareness activities to help reduce train related incidents.

NOW, THEREFORE, BE IT RESOLVED that the NCTD Board of Directors hereby proclaim September 2025 as ***“Rail Safety Month”*** and commends the efforts being made to improve railroad crossing safety. The NCTD’s Board of Directors urges the public to be cautious and safe around railroad tracks and property and to remember **SEE TRACKS? THINK TRAIN!**

PASSED, APPROVED, AND ADOPTED at the regular meeting of the Board of Directors of the North County Transit District this 17th day of July 2025.

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 a proclamation passed and approved by the Board of Directors of the North County Transit District adopted at a legally convened meeting of the Board of Directors of the North County Transit District held on the 17th day of July 2025.

CLERK OF THE BOARD
North County Transit District

STAFF REPORT

AUTHORIZE CHANGE ORDER NO. 05 TO AGREEMENT NO. 22016 WITH TRILLIUM USA COMPANY, LLC. FOR HYDROGEN FUEL STATION DESIGN-BUILD-OPERATE-MAINTAIN AT THE BREEZE OPERATIONS WEST FACILITY

Time Sensitive: ☐ Consent: ☒

**STAFF
RECOMMENDATION:**

Authorize Change Order No. 05 to Agreement No. 22016 with Trillium USA Company, LLC, for Hydrogen Fuel Station Design-Build-Operate-Maintain at the BREEZE Operations West facility, in an amount not-to-exceed \$5,721,135, following negotiations and review and approval by Chief General Counsel.

**BACKGROUND
INFORMATION:**

On October 21, 2021, the North County Transit District's (NCTD) Board of Directors (Board) approved Agreement No. 22016 with Trillium USA Company, LLC (Trillium), for Hydrogen Fuel Station Design-Build-Operate-Maintain at the BREEZE Operations West facility, in an amount not to exceed \$12,533,414 should all options be exercised (Agenda Item No. 17).

Completed Change Orders

On April 17, 2024 and March 14, 2025, NCTD processed Change Orders No. 01 and No. 04 for no-cost time extensions and the no-cost installation of two compressed natural gas (CNG) dispensers purchased under a separate Agreement No. 22017. In accordance with Board Policy No. 19 - *Delegation of Authority to the Chief Executive Officer*, these Change Orders did not require Board approval.

On July 18, 2024, the NCTD Board approved Change Order No. 02 (later split into Change Orders No. 02 and No. 03) for replacement of the existing Fleetwatch® fuel management system and fuel deliveries with a rental hydrogen mobile fuel trailer for up to six (6) months, in an amount not to exceed \$400,000 (Agenda Item No. 7).

Proposed Change Order No. 5

The proposed Change Order No. 5 incorporates Field Work Directives No. 04 through No. 10, issued to Trillium between July 2024 and June 2025. The scope of this work under these Field Work Directives includes building modifications adjacent to the fuel island, installation of semi-permanent construction fencing, and relocation of electrical conduit and retrofit of the liquid tank to reduce fuel losses for an amount not to exceed \$400,555.

Change Order No. 05 also includes mobile fueling for the placement of the first four fuel cell electric buses (FCEB) into revenue service until commissioning of the hydrogen fuel station is completed and also increases the fuel quantities to support placement of an additional three FCEBs into revenue service in an amount not to exceed \$1,140,700.

Finally, Change Order No. 05 includes modifications to fuel pricing based on different market conditions from the time of award of the original agreement. The fuel pricing in the original agreement was a fixed cost of \$8.17/kg for year one following station completion and commissioning, \$7.75 for year two , and \$7.55 for year three. The new fuel pricing will be an indexed cost estimated at \$8.82/kg for all three years. The revised fuel pricing has been determined to be fair and reasonable based on the price analysis conducted, which included a survey of fuel pricing for transit agencies in California, showing that the hydrogen market has changed significantly since this agreement was executed.

The estimated fuel usage will increase from 86,000 kg/year for eight FCEBs to 205,000 kg/year for thirty-five (35) FCEBs. When the original agreement was awarded, it was based on NCTD's plan to have eight FCEBs for the first three years and 25 FCEBs for years four and five. NCTD has actually purchased 35 FCEBs, which will all be placed in revenue service in year one of hydrogen fuel station operations.

Change Order No. 05 for this additional work, including the not-to-exceed amount of \$5,721,135, would increase the overall value of the contract from \$12,913,857 to a not-to-exceed amount of \$18,634,992. Change Order No. 5 exceeds the Chief Executive Officer's contract modification authority under Board Policy No.19.

Based on the foregoing, staff recommends that the Board approve Change Order No. 05 to Agreement No. 22016 with Trillium for Hydrogen Fuel Station Design-Build-Operate-Maintain at the BREEZE Operations West facility in an amount not-to-exceed \$5,721,135.

ATTACHMENT: None

FISCAL IMPACT: The total fiscal impact of the proposed contract action is up to \$5,721,135.

Design-Build Component of the Agreement

The total cost of \$510,163 for completed and proposed design-build component changes (\$109,608 for Change Order No. 03 and \$400,555 for Field Work Directives No. 4, 5, 7, 8, 9 in proposed Change Order No. 05) will be funded with Federal Transit Administration (FTA), California Energy Commission Clean Transportation Program, and Transportation Development Act (TDA) funds programmed in Project No. 124018, which has a total budget of \$7,717,151.

Operate and Maintain Component (includes fuel) of the Agreement

The additional fuel costs of \$5,591,415 (\$270,835 for Change Order No. 02 and \$5,320,580 for Field Work Directives No. 6, 10, and the additional liquid fuel in proposed Change Order No. 05) for hydrogen mobile fuel trailers prior to completion of the hydrogen fuel station and increased number of FCEBs using the station upon completion and commissioning, will be funded with FTA and matching local funds (maintenance costs) and local operating funds (hydrogen fuel) programmed in the FY2025 and FY2026 operating budgets. Future years expenditures will be budgeted through the annual operating budget process.

COMMITTEE REVIEW: None

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

STAFF REPORT

AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A PURCHASE AND SALE AGREEMENT FOR THE ACQUISITION OF 818 MISSION AVENUE IN OCEANSIDE, CA

Time Sensitive: ☒ **Consent:** ☒

**STAFF
RECOMMENDATION:**

Authorize the Chief Executive Officer to execute a Purchase and Sale Agreement with United Tates Real Estate, in an amount not-to-exceed \$1,250,000, for the purchase of 818 Mission Avenue, located adjacent to North County Transit District's General Administrative Offices in Oceanside, CA, subject to review and concurrence by the Deputy Chief Executive Officer/Chief General Counsel.

**BACKGROUND
INFORMATION:**

The North County Transit District (NCTD) is interested in acquiring 818 Mission Avenue, located adjacent to NCTD's General Administrative Offices in Oceanside, CA, APN 147-191-08-00, consisting of a 3,302 square foot parcel with a 2,001 +/- square foot office building (Property). The Property, owned by United Tates Real Estate, William J. Tate Jr, LLC Member/Manger, (the "Seller"), is located adjacent to NCTD's General Administrative Offices (GAO) Facility, located at 810 Mission Avenue, Oceanside CA. The Property is listed at \$1,450,000, zoned general commercial and is the only other property located on the same block as GAO.

GAO is located on Mission Avenue between N. Clementine Street and N. Nevada Street. The Property shares a zero-lot line with NCTD's property and shares a driveway with the office building wall and parking as the boundary to GAO's parking lot. With NCTD's transition on June 30, 2025, which brought all bus operations in-house, additional office spaces are necessary. Acquisition of this property adds much needed office and parking space, while giving NCTD the sole ownership of the block.

NCTD was made aware of the sale of the Property and on May 16, 2025, NCTD provided the Seller's broker a non-binding Letter of Intent (LOI) to purchase the Property for \$800,000. NCTD was informed at that time that the property had other parties interested and Property owners entered into a contract with that entity.

On June 13, 2025, NCTD was notified that the pending sale had fallen through, through no fault of the Property, and it was back on the market. On June 16, 2025, NCTD sent a new LOI to purchase the Property for \$900,000. On June 23, 2025, NCTD received a LOI with a counteroffer for \$1,450,000.

NCTD resubmitted a Best and Final LOI on June 24, 2025 to Purchase the Property for \$1,250,000 and offered 30-day closing from date of the signed LOI. On June 27, 2025, NCTD received the signed LOI confirming the purchase price of \$1,250,000 and a closing date following NCTD Board approval. The revised purchase price is in accordance with NCTD's internal valuation and considered to be within fair market value range. The terms outlined within the non-binding LOI are solely for the purposes of developing the Purchase and Sale Agreement.

Staff recommends that the Board authorize the Chief Executive Officer to execute a Purchase and Sale Agreement with United Tates Real Estate, William J. Tate Jr, LLC Member/Manger, in an amount not-to-exceed \$1,250,000, for the purchase of 818 Mission Avenue in Oceanside, CA, subject to review and concurrence by the Deputy Chief Executive Officer/Chief General Counsel.

ATTACHMENT: None

FISCAL IMPACT: The fiscal impact of this proposed contract action is not-to-exceed \$1,250,00, which will be funded with local Transportation Development Act (TDA) funds.

COMMITTEE REVIEW: None

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

STAFF REPORT

**RATIFY RETROACTIVE REVISION TO FY2022
CLASSIFICATION AND COMPENSATION SCHEDULE**

Time Sensitive: ☒ **Consent:** ☒

**STAFF
RECOMMENDATION:**

Ratify the retroactive revisions to the FY2022 Classification and Compensation Schedule, effective April 1, 2022.

**BACKGROUND
INFORMATION:**

The North County Transit District (NCTD) is required to maintain Classification and Compensation Schedules for its represented and non-represented positions, which must be approved by the NCTD Board of Directors (Board). The schedules consist of individual pay grades that are grouped within career bands that reflect progressively increasing levels of responsibility and scope of authority. The Classification and Compensation Schedules are approved by the Board as part of the annual fiscal operating budget approval process and are subject to update throughout the fiscal year based on position changes and operational needs. Further, in accordance with requirements for participation in the CalPERS retirement program, as detailed in the California Code of Regulations (CCR) Section 570.5, all revisions must be individually approved by the governing body as they occur.

After the agenda was posted for the July 17, 2025 meeting, staff became aware of an omission from the FY2022 Classification and Compensation Schedule that requires immediate attention. One of NCTD's employees recently retired, and during CalPERS' verification of the employee's reported pay rates for retirement calculation purposes, it was discovered that the employee's position had been inadvertently omitted from the 2022 adopted schedule. This omission may adversely affect the employee's retirement benefits and requires prompt correction.

In preparation for the transition to direct operation of Rail Operations and Maintenance functions effective June 6, 2022, several positions were added to the FY2022 Classification and Compensation schedule during the latter part of the fiscal year to support the significant organizational change that was forthcoming. While the revised schedule was prepared internally, it was inadvertently not brought to the Board for formal approval at that time.

Although all new and/or changed position titles were subsequently included in the FY2023 Non-Represented Classification and Compensation Schedule (effective July 1, 2022) and approved by the Board at its June 16, 2022 meeting, the prior schedule covering the period from May 1, 2022 through June 30, 2022 was not formally approved. Accordingly, the revised FY2022 Classification and Compensation Schedule effective April 1, 2022 is now presented for ratification to ensure compliance with CCR 570.5.

JUSTIFICATION FOR LATE AGENDA ITEM:	Government Code section 54954.2(b)(2) authorizes a legislative body to take action on items not appearing on the posted agenda upon a determination by a two-thirds vote of the members present at the meeting, or, if fewer than two-thirds are present, a unanimous vote of those present, that (1) there is a need to take immediate action, and (2) the need for action came to the attention of the local agency after the agenda was posted. In this case, staff did not become aware of the need to revise the FY2022 Classification and Compensation Schedule until after the agenda was posted. Because the omission may affect retired employees' benefits and NCTD's compliance with CCR § 570.5, immediate action is necessary to ratify the corrected schedule and maintain regulatory compliance.
ATTACHMENT:	Revised 8A – FY 2022 Classification and Compensation Schedule, effective April 1, 2022
FISCAL IMPACT:	This staff report has no fiscal impact.
COMMITTEE REVIEW:	None
STAFF CONTACT:	Joy Freeman, Chief People Officer E-mail: jfreeman@nctd.org Phone: 760-435-9167

FY22 CLASSIFICATION AND COMPENSATION SCHEDULE

GRADE	MINIMUM	MIDPOINT	MAXIMUM	POSITION TITLE
A01	\$2,546 \$30,549	\$3,055 \$36,659	\$3,564 \$42,769	Customer Service Assistant Document Control Clerk Intern
A02	\$2,851 \$34,215	\$3,055 \$41,058	\$3,564 \$47,901	Customer Service Lead Receptionist
B01	\$3,066 \$36,788	\$3,692 \$44,298	\$4,317 \$51,807	Administrative Analyst Administrative Coordinator Code Compliance Inspector Control Center Technician
B02	\$3,434 \$41,202	\$4,292 \$51,503	\$5,150 \$61,804	Accounting Technician Administrative Assistant Fare Revenue Specialist Human Resources Coordinator
B03	\$3,846 \$46,146	\$4,870 \$58,439	\$5,894 \$70,733	Document Control Coordinator Payroll Specialist Project Specialist Technical Writer PT
B04	\$4,824 \$57,886	\$6,030 \$72,357	\$7,236 \$86,829	Asset Administrator Assistant Dispatcher Information Technology Technician Technician - Rail
B05	\$5,818 \$69,820	\$7,564 \$90,765	\$9,309 \$111,712	Train Dispatcher
C01	\$4,763 \$57,156	\$5,954 \$71,445	\$7,144 \$85,734	Accountant Assistant Manager Customer Service Information Technology Project Coordinator Management Analyst I Quality Control Supervisor Real Estate Administrator Senior Graphic Communication Designer Transit Planner

FY22 CLASSIFICATION AND COMPENSATION SCHEDULE

04/01/2022

GRADE	MINIMUM	MIDPOINT	MAXIMUM	POSITION TITLE
C02	\$5,123 \$61,476	\$6,404 \$76,845	\$7,684 \$92,214	Human Resources Business Parnter I
				HR Generalist
				Marketing and Communications Coordinator
				Senior Planner - Environmental
				Senior Accountant
				Senior Quality Control Supervisor-Facilities
				Senior Right of Way Coordinator
				Senior Transit Planner
				Systems Engineer I
C03	\$5,818 \$69,820	\$7,564 \$90,766	\$9,309 \$111,712	Assistant Clerk of the Board
				Executive Coordinator
				Field Safety Specialist
				Human Resources Business Partner II
				Legal Coordinator
				Management Anayst II
				Right of Way Manager
				Senior Financial Analyst
				Senior Procurement Contracting Officer
				Supervisor of Rail Operations SPRINTER
				Supervisor, Paratransit and Mobility Services Operations
				System Safety & Compliance Inspector
				Systems Engineer II
				Trainer
C04	\$6,204 \$74,449	\$8,294 \$99,528	\$10,384 \$124,607	Accounting Manager
				Architect
				Bus Mechanical Officer
				Compliance Officer
				Facilities Engineer
				Governmental Affairs Officer
				Instructional Design Manager
				Night Shift Supervisor
				Principal Contracting Officer
				Principal Human Resources Generalist
				Quality Control Officer
				Senior Network Engineer
				Senior Project Analyst
				Senior Quality Control Supervisor-Maintenance of Way

FY22 CLASSIFICATION AND COMPENSATION SCHEDULE

04/01/2022

GRADE	MINIMUM	MIDPOINT	MAXIMUM	POSITION TITLE
C05	\$7,298 \$87,582	\$10,014 \$120,168	\$12,730 \$152,754	Senior Systems Engineer
				Senior Trainer
				Supervisor of Rail Operations - COASTER
				Supervisor, Maintenance of Equipment
				System Safety Specialist
				Maintenance of Way Manager
				Maintenance of Way Structures Engineer
				Management Analyst III
				Manager, Maintenance of Equipment
				Manager of Rail Operations
D01	\$6,659 \$79,906	\$8,933 \$107,201	\$11,208 \$134,496	Operations Control Center Supervisor
				Program Manager - Rail Technologies
				Program Manager of Marketing and Ridership Developoment
				Program Risk Manager
				Senior Rail Engineer
				Signal Manager
				Staff Attorney
				Capital Program Manager
				Information Technology Manager
				Manager of Administration
				Manager of Customer Service
				Manager of Facilities
				Manager of Paratransit & Mobility Services
				Manager of Security
				Manager of Real Estate
				Payroll Manager
				Principal Management Analyst
				Procurement & Contract Adminstration Manager
				Training Manager - Rail

FY22 CLASSIFICATION AND COMPENSATION SCHEDULE

04/01/2022

GRADE	MINIMUM	MIDPOINT	MAXIMUM	POSITION TITLE
D02	\$9,155 \$109,862	\$11,902 \$142,822	\$14,648 \$175,780	Controller
				Director Bus Operations
				Director of Human Resources
				Director of Information Technology
				Director of Marketing and Communications
				Director of Payroll
				Director of Planning and Development
				Director of Right of Way
				Director of Service Planning
				Director of Strategic Planning
				Director Operations Control Center
				Director Rail Operations
				Enterprise Risk Manager
				Senior Staff Attorney
				Technology Manager - Train Control System
E01	\$11,469 \$137,626	\$15,196 \$182,354	\$18,924 \$227,083	Chief Administrative Officer
				Chief Development Officer
				Chief Financial Officer
				Chief of Planning, Marketing & Communicatians
				Chief of Procurement & Contract Administration
				Chief of Safety
				Chief Operations Officer- Bus Operations
				Chief Operations Officer - Rail
				Chief Operations Officer - Support Services
				Chief Technology Officer
				Deputy Director
				Director of Engineering and Maintenance
				Director of Rail Mechanical
				Senior Legal Counsel
E02	\$13,074 \$156,894	\$17,324 \$207,884	\$21,573 \$258,874	Strategic Financial & Business Management Advisor
Board -GC	\$14,850 \$178,203	\$20,154 \$241,846	\$25,458 \$305,490	General Counsel
Board-ED	\$21,215 \$254,575	\$27,579 \$330,948	\$33,943 \$407,320	Executive Director

NORTH COUNTY TRANSIT

SAN DIEGO RAILROAD

**Agenda
Item #**

89

STAFF REPORT

RECEIVE PRESENTATION ON SANDAG'S DRAFT 2025 REGIONAL PLAN

Time Sensitive: ☒ **Consent:** ☐

STAFF RECOMMENDATION:

Receive a presentation on SANDAG's Draft 2025 Regional Plan.

BACKGROUND INFORMATION:

On May 27, 2025, the San Diego Association of Governments (SANDAG), released the Draft 2025 Regional Plan for public review and comment. The associated Environmental Impact Report is expected to be released in late Summer 2025. The SANDAG Board of Directors will consider adoption of the Regional Plan and certification of the Environmental Impact Report by the end of 2025.

The Regional Plan is a long-term planning document that is updated every four years to address the transportation, infrastructure, land use, housing, and environmental needs of the San Diego region. The Regional Plan is a federal- and state-mandated planning document that ensures the entities in the region remain eligible for transportation and infrastructure funding.

The public review and comment period is open through July 18, 2025. NCTD staff is preparing a response to the Draft Regional Plan that details priorities and considerations relevant to NCTD's position as a transit operator and owner of railroad infrastructure.

The Board will receive an overview of SANDAG's Draft 2025 Regional Plan as well as NCTD's priorities as it relates to the Regional Plan.

ATTACHMENT:

None

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 9

Receive Presentation on SANDAG's Draft 2025 Regional Plan

NCTD Regular Board Meeting
July 17, 2025

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD⁺



Draft 2025 Regional Plan

Brian Lane and Jennifer Williamson

NCTD Board of Directors
July 17, 2025

Overview



What is SANDAG?



What is a Regional Plan?



2025 Regional Plan

How was it developed?



Project and Program Highlights



Next Steps

What is SANDAG ?



PLAN



BUILD



PRESERVE



PROVIDE

What Makes Our Region Unique

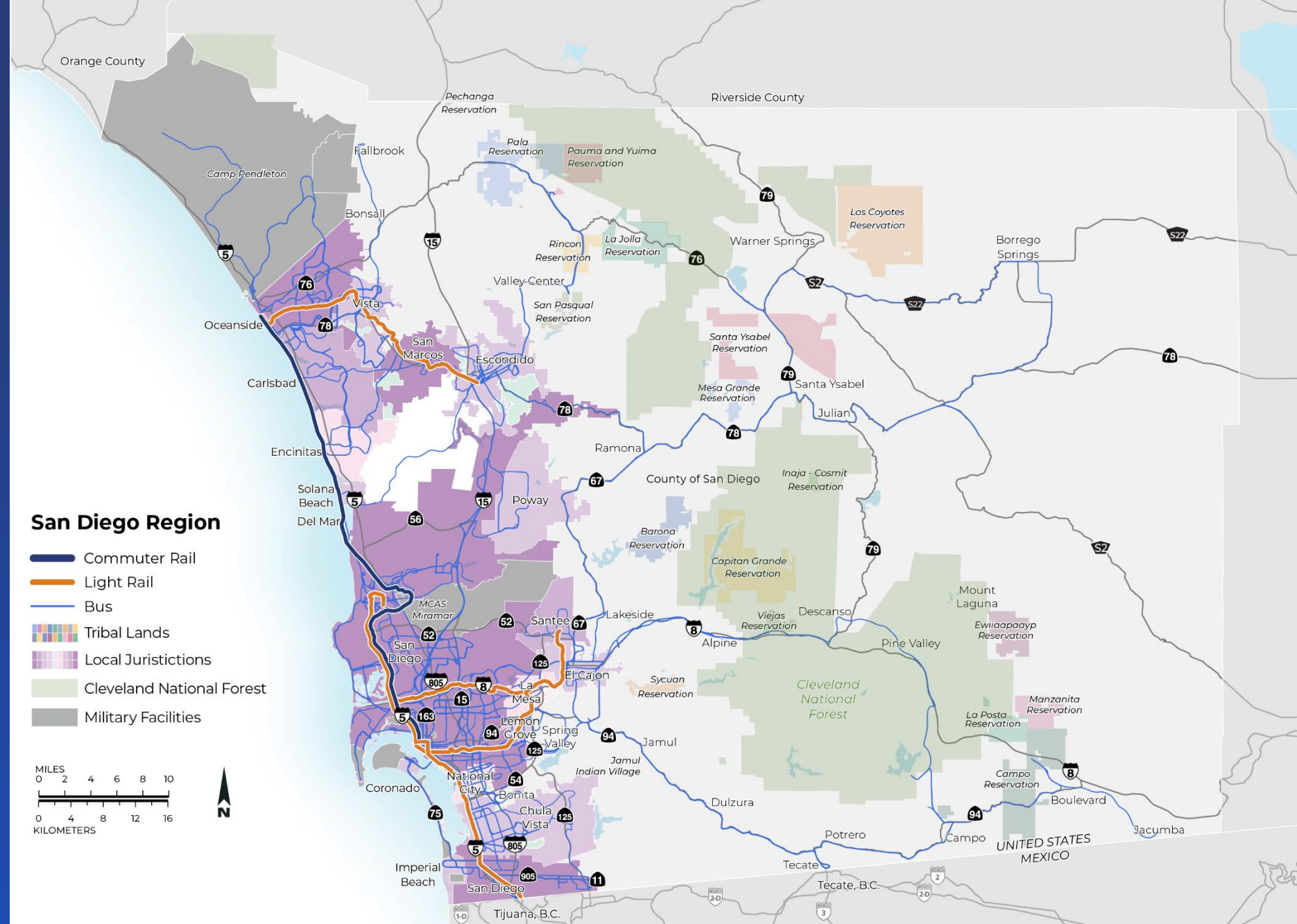
Over 3.3 million people

18 cities and the County of San Diego

17 tribal governments

U.S.–Mexico border

Major military installations

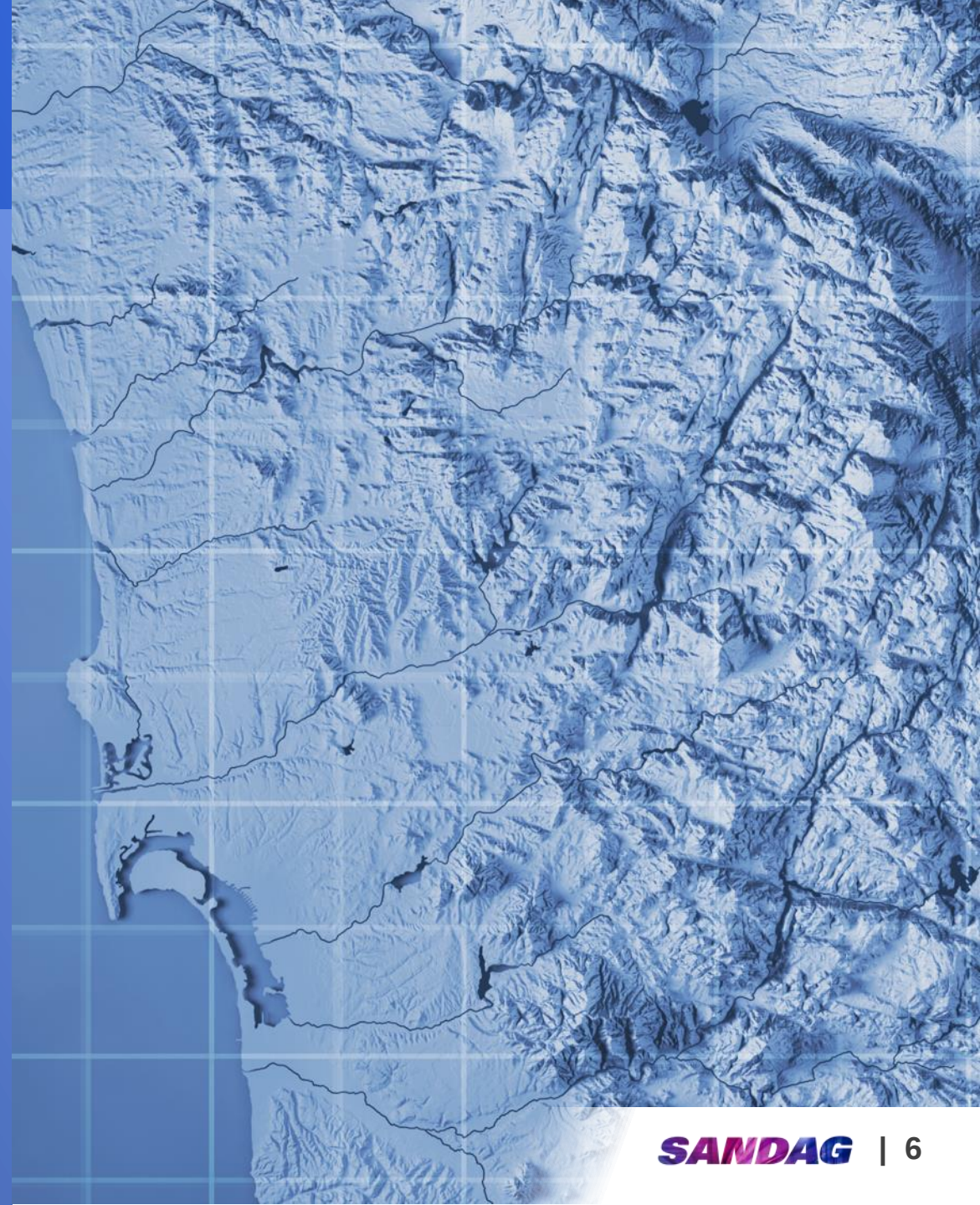


Who is represented at SANDAG?



What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years
- Developed **every 4 years**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**

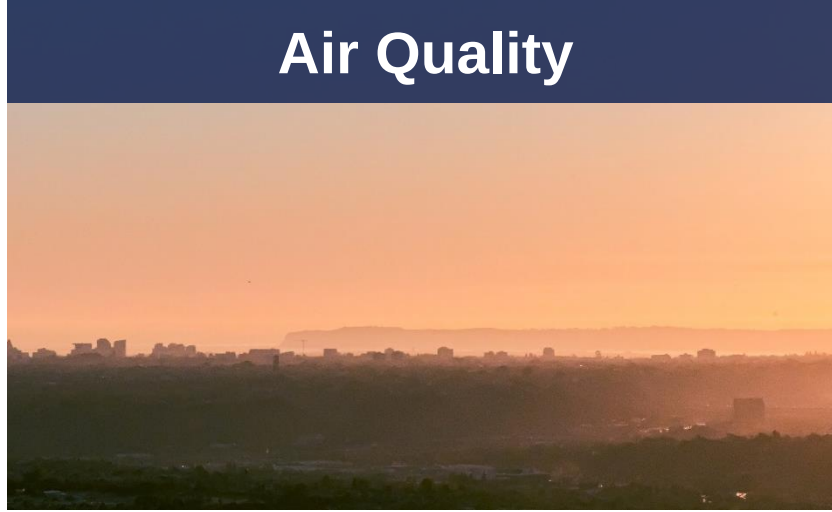


Plan Requirements

Equity



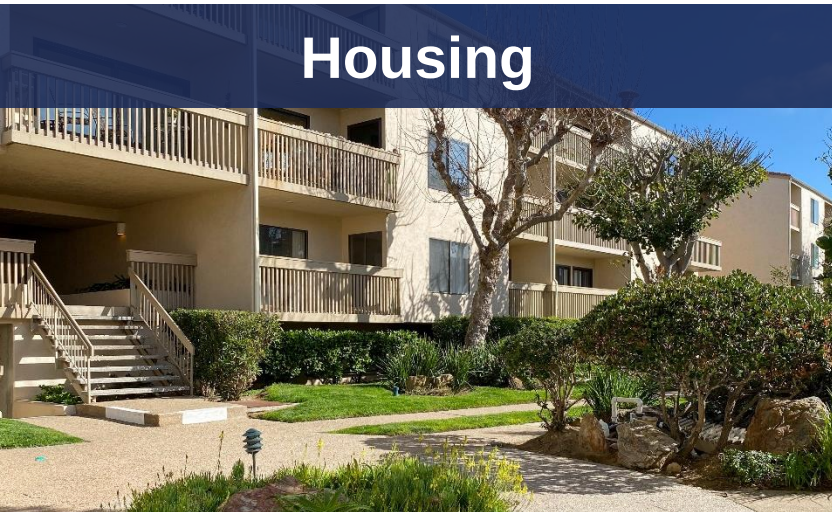
Air Quality



Climate



Housing



Land Use



Vehicle Miles Traveled



Public Feedback on the Draft 2025 Regional Plan Network



We gathered regional transportation needs through:

- More than 2,000 comments online
- More than 8,000 unique visits to website
- 8 community workshops
- 45 pop-up events by Community Based Organizations (CBO) partners in underserved communities
- 7 Board of Directors workshops
- 7 workshops with SANDAG Working Groups and Policy Advisory Committees

Feedback Themes



Reduce congestion and improve roads



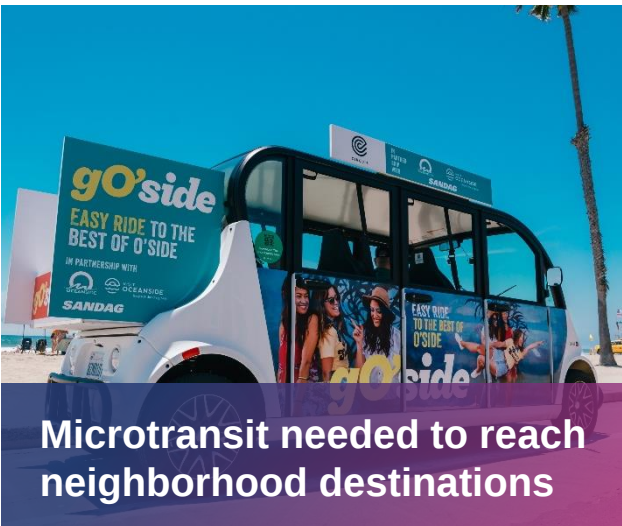
Transit should be faster and more frequent



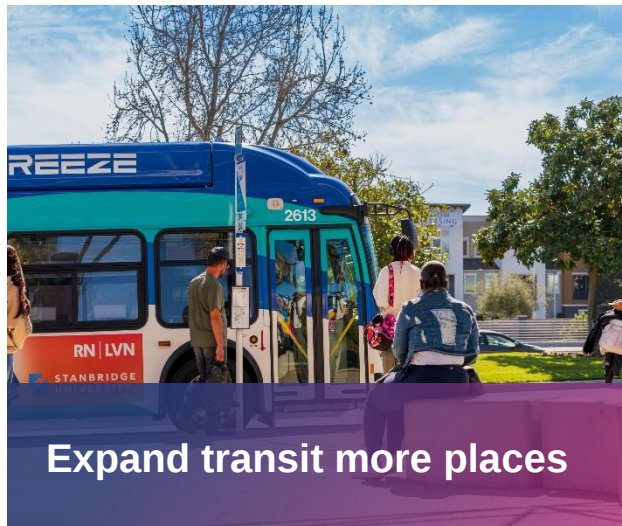
School connections



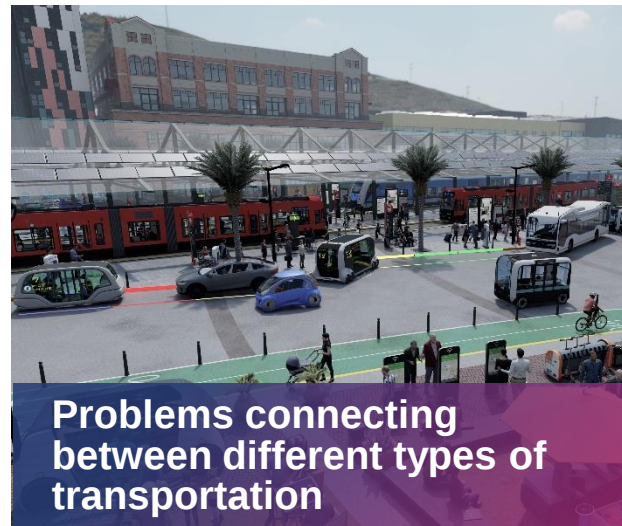
Improve rural transportation services



Microtransit needed to reach neighborhood destinations



Expand transit more places



Problems connecting between different types of transportation



Biking and walking safety issues

Draft 2025 Regional Plan Transportation Network



Draft 2025 Regional Plan Active Transportation



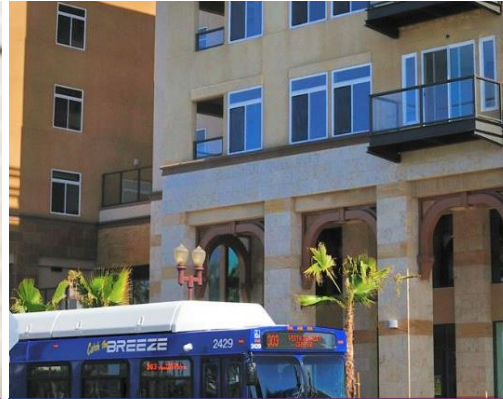
Proposed Policies and Programs



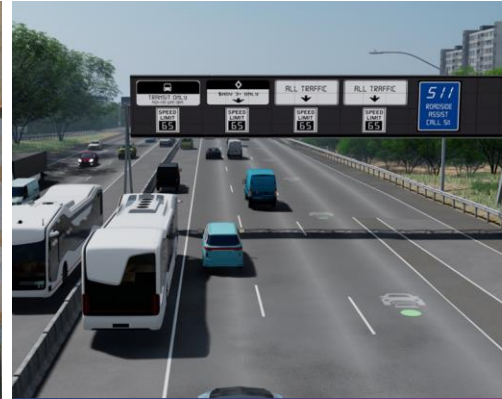
Pricing Strategies



Climate



Housing & Land Use



Transportation Technology



Transportation Demand Management



Vision Zero



Digital Infrastructure



Habitat



Fix it First



Health

North County Project Highlights

Now, in-process, or proposed

Transit Improvements

North County



- SPRINTER improvements to separate tracks from car traffic and adding second tracks
- More frequent service and expanded hours on buses and SPRINTER
- Transit experience upgrades
 - Ex. Bathrooms, shade, security

Rapid Highlights

North County



15 Rapid Bus routes proposed in North County

For example:

- *Rapid 483* Riverside County (Temecula) to San Marcos
- *Rapid 494* Oceanside to Vista via Mission Ave

LOSSAN Railway

North County



- Stabilizing eroding bluffs
- Finish double tracking
- Replacing bridges
- Exploring future options for the location of Del Mar section of tracks
- Miramar Tunnel
- New station at Camp Pendleton and UTC
- Increasing service frequency

Neighborhood Shuttles

North County



13 proposed service areas in North County

- **Services open now**

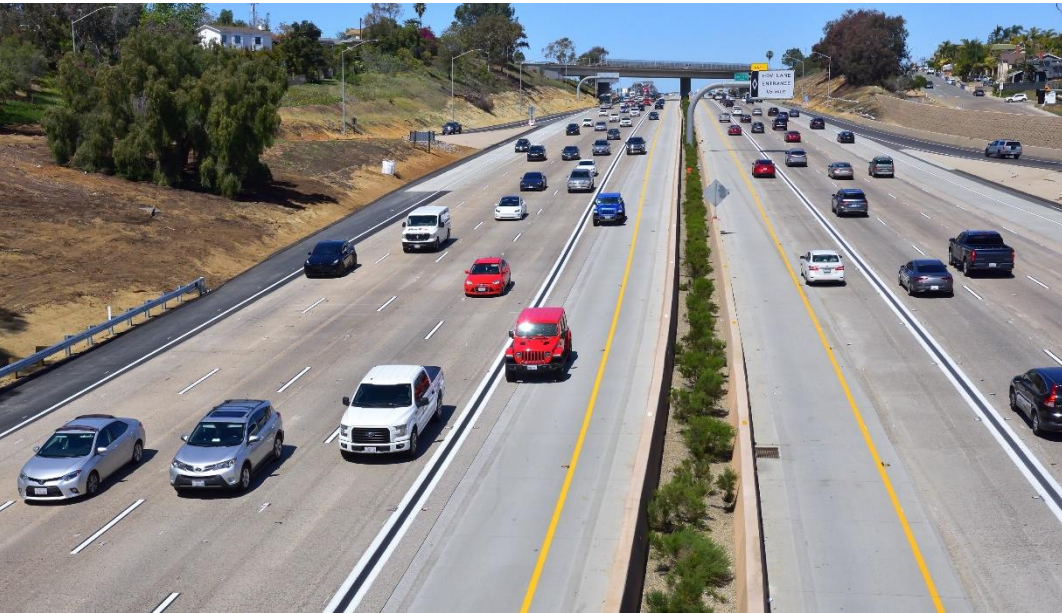
- Downtown Oceanside Shuttle (gO'side)
 - *Managed by City of Oceanside*
- Vista and San Marcos van shuttles
 - *Part of NCTD+*

- **Future service already in the works**

- Fallbrook/Pala van shuttle
- Oceanside east of I-5
- Encinitas and Escondido microtransit

Highway Project Highlights

North County



- Extending managed lanes on I-5 Freeway from Highway 78 to Highway 76
- Freeway connectors
 - Highway 78 and I-15 Freeway
 - Highway 78 and I-5 Freeway
- Highway 78 managed lanes
- Extending managed lanes on I-15 Freeway from Highway 78 to County Line

How can you weigh in?

May 23 – July 18

2025 Draft Plan Public Comment Period

Review the whole plan on our website and send your feedback

December

Final Plan Presented to SANDAG Board

Make public comments at Board meetings

Late Summer

2025 Draft Plan Environmental Impact Report Public Comment Period

Review the EIR and send in your written comments

Ways to Make a Comment on the 2025 Draft Regional Plan

Deadline to send in comments: July 18



SANDAG.org/2025regionalplan

1. Visit our online map tool and leave a comment in our online form
2. Email regionalplan@sandag.org
3. Call **619.515.1169** and leave a message
4. Make a public comment at our public hearing during our Transportation Committee meeting
 - Friday, July 18, 2025 at 9:00 a.m.
 - 1011 Union St, SANDAG Board Room, San Diego, 92101

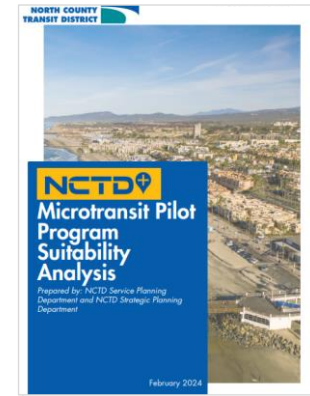
Stay connected with us

-  Sign up for emails
SANDAG.org/regionalplanupdates
-  Follow us on social media
[@SANDAGregion](#) [@SANDAG](#)
-  Send us an email
regionalplan@sandag.org

SANDAG

Regional Plan Input

- SANDAG, NCTD, and MTS participated in transit-related discussions in Spring-Summer 2023
- Key planning documents inform NCTD priorities
 - NCTD Microtransit Suitability Analysis
 - California State Rail Plan
 - NCTD Service Implementation Plan
- NCTD participated in North County Regional Plan Learning Session in June 2025
- NCTD and SANDAG staff met to discuss 2025 Draft Regional Plan in July 2025



NCTD's Regional Plan Priorities



SPRINTER

- Double tracking
- Increased frequency



COASTER

- Double tracking
- Corridor alignment



Grade Separation

- Grade separation along COASTER and SPRINTER corridors

NCTD's Regional Plan Priorities



BREEZE

- Increased frequency on key corridors



NCTD+

- Implementation in strategic settings to support network access



Connections

- Ensure new services promote connections at key transit hubs

Questions?

STAFF REPORT**RECEIVE UPDATE REGARDING NCTD BUS AND MAINTENANCE OPERATIONS INSOURCING**Time Sensitive: ☒ Consent: ☐**STAFF
RECOMMENDATION:**

Receive an update regarding NCTD bus and maintenance operations insourcing.

**BACKGROUND
INFORMATION:**

At the December 15, 2022 Board Meeting (Agenda Item No. 21), the Board authorized NCTD to resume direct operations of BREEZE, LIFT, FLEX, and NCTD+ no later than July 1, 2027. The decision to insource operations received unanimous support, citing a desire to "increase accountability from bus operations and maintenance staff... and provide a positive customer transit experience." In line with this directive, NCTD issued written notice to MV Transportation on November 12, 2024, terminating Agreement No. 17033 effective June 30, 2025. In June, the Board approved the FY2026 Operations Budget and the FY2026–FY2030 Capital Improvement Program (Agenda Item No. 14), allocating funds to support insourced bus operations. The transition formally began on June 29, 2025, marking a major milestone in NCTD's history—the first time in nearly 50 years that all services are directly operated.

In under eight months, NCTD staff collaborated with MV Transportation to complete the full transition of bus operations. This effort included issuing over 55 purchase orders for essential services and specialty equipment; onboarding approximately 450 employees from MV Transportation; executing Memoranda of Understanding with Teamsters Local 542 and Amalgamated Transit Union (ATU) Local 1309; developing a custom bus operations dispatch system; and aligning standard operating procedures to support direct operations.

Throughout FY2026, the Bus Operations and Maintenance Division will continue refining systems and processes to support the operations team, advance clean air initiatives, and better serve our customers. Key initiatives include union negotiations in Q1 with Teamsters Local 542 and ATU Local 1309 for new collective bargaining agreements; full implementation of the hydrogen-electric bus fleet and fueling station in Q2–Q3; and potential expansion of NCTD+ in Q4. NCTD will also enhance critical systems such as Enterprise Asset Management (EAM), dispatch management, employee performance tracking, yard management, and payroll.

The Capital Improvement Program also funds a number of facility upgrades, including bus stop improvements; a remodel of the Bus Operations East office in Escondido; HVAC replacements; overhead crane installations; security gate and signage upgrades; hydrogen detection sensor installations; surface lot redesign and repaving to optimize operational efficiency; and the procurement of additional battery-electric buses and non-revenue vehicles.

The Bus Operations and Maintenance Division is further committed to workforce investment, including the development of a zero-emission maintenance technician apprenticeship program in partnership with Palomar College, as well as other workforce development and leadership initiatives.

Collectively, these improvements will position NCTD's bus operations and maintenance for long-term success and help deliver a world-class customer experience in alignment with NCTD's mission.

ATTACHMENT: None

FISCAL IMPACT: None

COMMITTEE REVIEW: None

STAFF CONTACT: **Lilia Montoya, Chief Operating Officer - Bus**
E-mail: lmontoya@nctd.org Phone: 760-966-6665

RELATED TO
AGENDA ITEM 10

Bus Operations Insourcing Update



Regular Board Meeting
July 17, 2025

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD⁺

Bus Transition Overview

"Bringing our bus operations in-house is a pivotal step in strengthening the service we provide to our customers and reinforcing the culture we want to build within our organization..."



Timeline

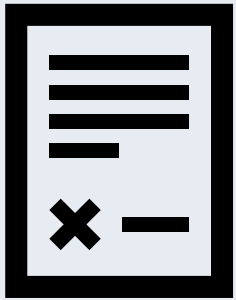
KEY DATES

December 15, 2022: Board direction to insource bus operations

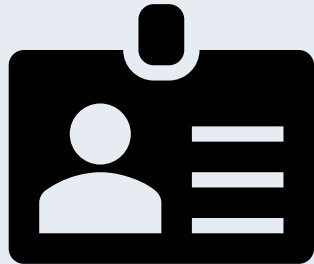
November 12, 2024: Notice sent to MV Transportation to terminate contract

June 29, 2025: Direct operations begins for all bus operations functions

8 Months



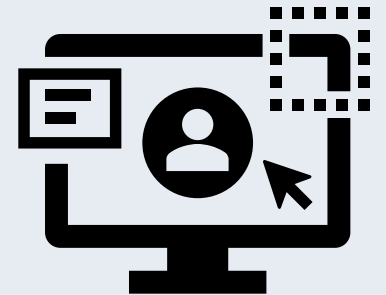
55+ Purchase
Agreements



450+ New
Employees



5 Labor MOU
Extensions



3 New System
Implementations

Complementary Initiatives



Clean Air Initiatives

Implementation of NCTD's Battery Electric and Hydrogen Fuel Cell Bus Fleet



NCTD+ Expansion

Expansion of NCTD+ in the City of Vista



Bus Rodeo

NCTD competed in an inaugural joint Rodeo with MTS and the APTA International Bus Rodeo

Upcoming Initiatives in FY26

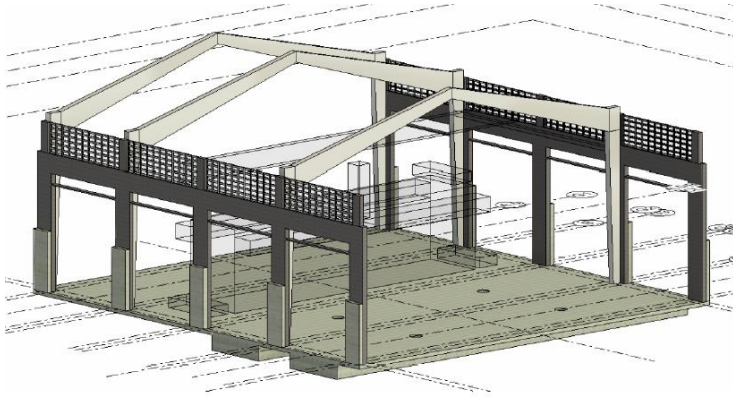


Figure 8: BOE w/ Bus and Crane Systems

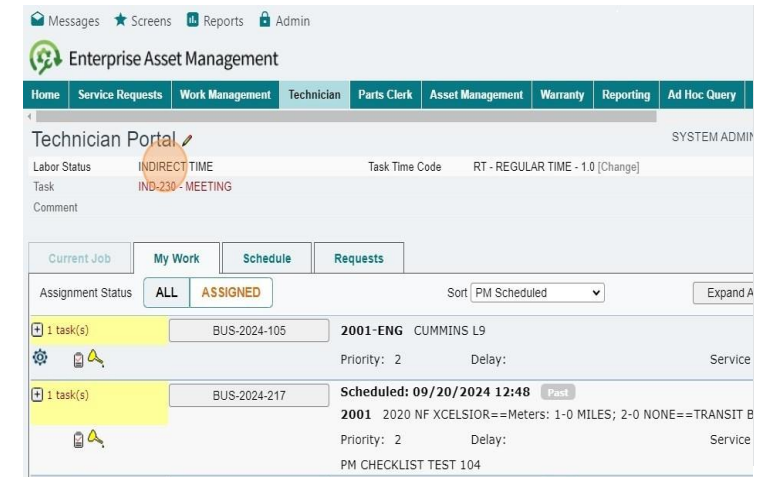
Facility Upgrades

Approved FY26 CIP includes nearly \$6M in investments in passenger amenities and supportive infrastructure



Workforce Development

Zero Emission Vehicle Tech Program and Apprenticeship with Palomar College



Optimize Operations

Continued refinement of operational systems, procedures, and services

Supporting NCTD's Mission



- Renewed and reinvested in our culture of service
- Providing selfless service through accountability, integrity, and teamwork

Questions?

