

**REVISED**  
**NORTH COUNTY TRANSIT**  
**SAN DIEGO RAILROAD**

**Agenda**

**Thursday, May 21, 2026**  
**Regular Meeting: 2:00 P.M.**

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

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

**MISSION**

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

**VISION**

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

**ASSISTIVE SERVICES**

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

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

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

## **PUBLIC COMMENT**

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

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

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

### **Zoom Participation:**

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

### **Phone Participation:**

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

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

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

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

## REGULAR MEETING BEGINNING AT 2:00 PM

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

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

### A. MINUTES

Approve Minutes for NCTD's Regular Board Meeting of April 15, 2026  
(*Suheil Rodriguez, Director of Administration/Clerk of the Board*)

### B. CONSENT ITEMS 1 – 10

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

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

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

1. Receive the Monthly Intergovernmental Affairs Report (S) (Attachments 1A – 1C)  
(*Mary Dover, Deputy Chief Operating Officer - Bus*)
2. Receive the Monthly Transit Operations Performance Report for March 2026 (S)  
(Attachment 2A)  
(*Ioni Tcholakova, Director of Service Planning*)
3. Approve Amendment No. 1 to Agreement No. 24083 with Eide Bailly for Financial Audit Services (S)  
(*Eun Park-Lynch, Chief Financial Officer*)
4. Authorize the Award of Supplemental Agreement No. 01 to Agreement No. 23056 with Spare Labs Inc. for the Purchase of On-Demand Micro-transit Software Services for Paratransit (S)  
(*Mary Dover, Deputy Chief Operating Officer - Bus*)
5. Authorize the Purchase of Non-Revenue Support Vehicles (S)  
(*Alex Denis, Chief Operating Officer – General Services*)
6. Authorize the Award of Agreement Nos. 26028 and 26029 for Thermo King HVAC Bus Parts (S)  
(*Alex Denis, Chief Operating Officer – General Services*)
7. Authorize the Award of Agreement Nos. 26034 – 26036 for Allison Transmission Parts (S)  
(*Alex Denis, Chief Operating Officer – General Services*)

8. Authorize the Award of Agreement Nos. 26031 – 26033 for Cummins Bus Engine Parts (S)  
*(Alex Denis, Chief Operating Officer – General Services)*
9. Set Public Hearing for June 18, 2026 to Consider Adoption of the FY2027 Operating Budget and the FY2027 – FY2031 Capital Improvement Program and Authorize Certain Related Actions (S)  
*(Eun Park-Lynch, Chief Financial Officer)*
10. Set Public Hearing for June 18, 2026 for the Board to Receive a Presentation on the Status of Job Vacancies and Recruitment and Retention Efforts as Required by California Government Code Section §3502.3 (S)  
*(Adrienne Johnson, Deputy Chief People Officer)*

### C. INFORMATION ITEMS ~~11~~ **-AND 1~~2~~3**

11. Receive Transit Operations Performance Report Dashboard Overview (Attachment 11A)  
*(Courtney Nichols, Manager of Business Intelligence)*
- ~~12.~~ ~~Receive Senate Bill 1098 Report Regarding the LOSSAN Rail Corridor (Attachment 12A)~~  
~~*(Mary Dover, Deputy Chief Operating Officer – Bus)*~~
- ~~13.~~12. Receive an Update Regarding the Development of the Proposed FY2027 Operating Budget and FY2027 – 2031 Capital Improvement Program (Attachments ~~1~~2~~3~~A – ~~1~~2~~3~~C)  
*(Eun Park-Lynch, Chief Financial Officer)*

### D. CLOSED SESSION ITEMS ~~1~~3~~4~~ AND ~~1~~4~~5~~

- ~~14.~~13. Closed Session Pursuant to Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation – *Rollins v. North County Transit District*, San Diego County Superior Court Case No. 26CU004648N  
*(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)*
- ~~15.~~14. Closed Session Pursuant to Government Code Section 54956.9(d)(2) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation – Number of Potential Cases: One (1) – Existing facts and circumstances: Receipt of a Government Claims Act claim pursuant to Government Code section 54956.9(e)(3)  
*(Lori A. Winfree, Deputy Chief Executive Officer/Chief General Counsel)*

- **CHIEF EXECUTIVE OFFICER’S REPORT**

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

- **REMAINING PUBLIC COMMUNICATIONS**

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

- **ADJOURNMENT**

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

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

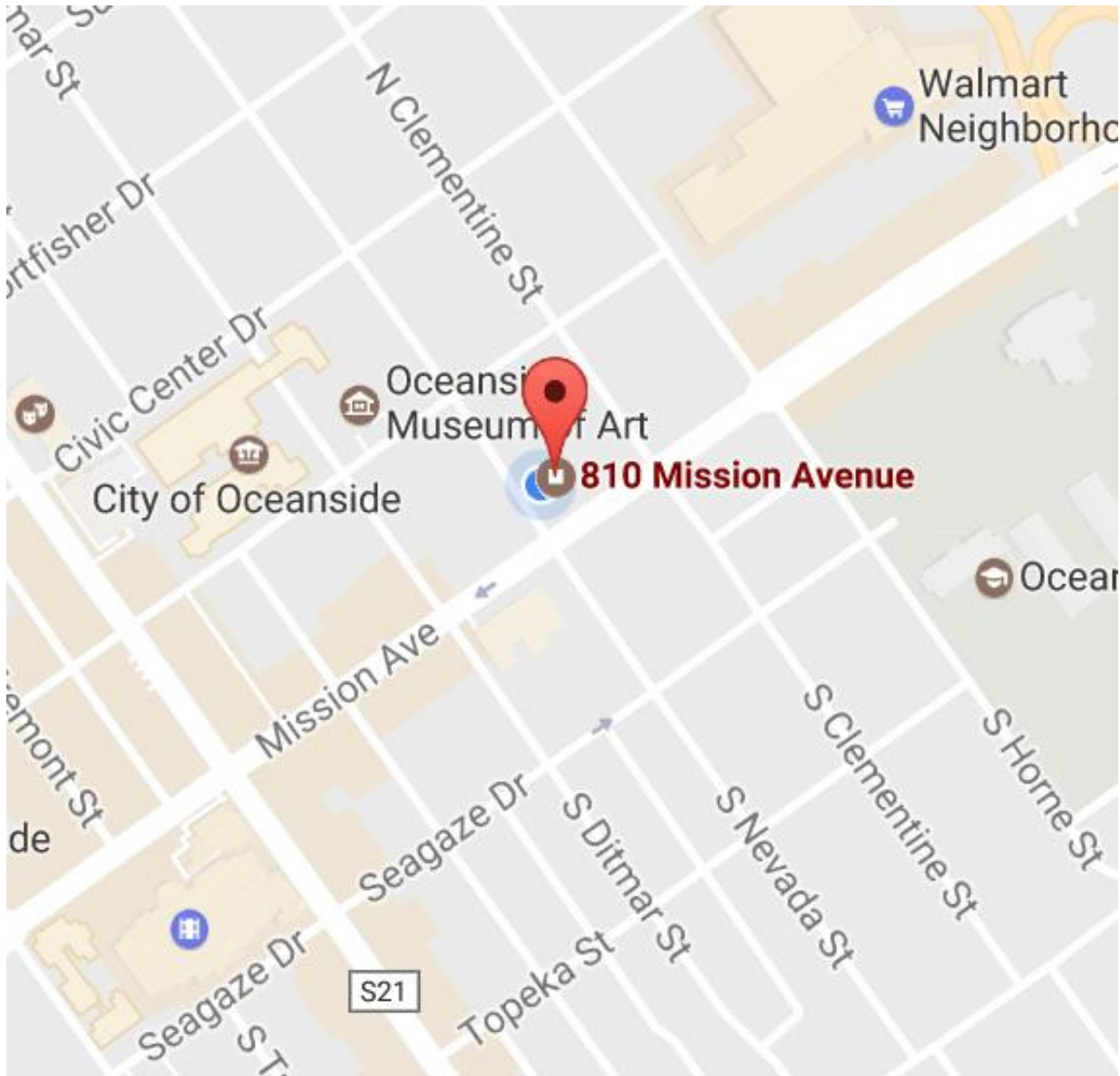
**Upcoming Meetings:**

- ***Marketing, Service Planning and Business Development Committee Meeting: Thursday, June 18, 2026 at 11:00 a.m.***
- ***Regular Board Meeting: Thursday, June 18, 2026 at 2:00 p.m.***

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

# **NORTH COUNTY TRANSIT** **SAN DIEGO RAILROAD**

## **MAP OF NCTD OFFICES**



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

Please log onto [www.goNCTD.com](http://www.goNCTD.com) to check our current routes and schedules, or call 1-800-COMMUTE.

**NORTH COUNTY TRANSIT**  
**SAN DIEGO RAILROAD**

May 14, 2026

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

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

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

**Regular Meeting:** May 21, 2026 at 2:00 p.m.

**Posted At:** 810 Mission Avenue, Oceanside, CA

**Posted Online At:** [www.goNCTD.com](http://www.goNCTD.com)

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

**Posted By:** Suheil Rodriguez, Clerk of the Board

# **NORTH COUNTY TRANSIT**

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## **SAN DIEGO RAILROAD**

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

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

#### **1. COMMENTS FOR MATTERS NOT ON AGENDA**

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

#### **2. TIME LIMITS FOR ADDRESSING MATTERS ON THE AGENDA**

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

#### **3. CUTOFF FOR TURNING IN SPEAKER SLIPS**

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

#### **4. MODIFICATION OF RULES BY CHAIR**

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

# **NORTH COUNTY TRANSIT**

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## **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.

| <b>Jurisdiction</b>  | <b>2023 Estimate</b> | <b>Percentage</b> | <b>Vote</b> |
|--|----------------------|-------------------|-------------|
| 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          |
| <b>Total</b>   | <b>951,394</b>       | <b>100.0%</b>     | <b>100</b>  |
| <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 – SAN DIEGO RAILROAD BOARD OF DIRECTORS HELD ON APRIL 15, 2026**

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#### **CALL TO ORDER**

Board Chair 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 2:02 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. Kent Lee (City of San Diego)

#### **PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG**

Board Member Lee 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**

Board Agenda Item 16 was changed to Other Business on the Regular Board Meeting agenda to align with the Metropolitan Transportation System's (MTS) recommendation regarding the Fare Change Study. The staff report and presentation were also revised. An errata was sent to the Board prior to the meeting and revised documents were posted on the agency's website for public inspection.

## **PUBLIC COMMUNICATIONS**

There was one general public comment received prior to the Board meeting. It was sent via email to the Board and posted on the NCTD website for public inspection.

## **APPROVAL OF THE MINUTES OF THE MARCH 19, 2026 REGULAR BOARD MEETING**

ON THE MOTION OF BOARD MEMBER EDSON TO APPROVE THE MINUTES OF THE MARCH 19, 2026 REGULAR BOARD MEETING, SECONDED BY BOARD VICE-CHAIR SANNELLA.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

## **APPROVAL OF CONSENT ITEMS 1 – 14**

1. Receive the Monthly Intergovernmental Affairs Report
2. Receive the Monthly Transit Operations Performance Report for February 2026
3. Receive the Marketing, Service Planning and Business Development Committee Chair Report for the Meeting on March 12, 2026
4. Receive the Executive Committee Chair Report for the Meeting on April 7, 2026
5. Receive the Quarterly Safety and Risk Management Report for the Second Quarter of FY2026
6. Receive the Quarterly Security Report for the Second Quarter of FY2026
7. Receive the Unaudited Quarterly Investment Report for the Second Quarter of FY2026
8. Receive the Unaudited Quarterly Financial Report for the Second Quarter of FY2026
9. Receive the Quarterly Customer Experience Report for the Second Quarter of FY2026
10. Receive the Quarterly Report of Contract Actions Issued Under the Chief Executive Officer's Authority for the Second Quarter of FY2026
11. Adopt Resolution No. 26-07 Authorizing the Execution of the Certifications, Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Del Mar Fairgrounds Platform
12. Adopt Resolution No. 26-08 Authorizing Participation in the California Disaster and Civil Defense Master Mutual Aid Agreement
13. Approve Task Order Agreement No. 01 to Agreement No. 26000 with Moffatt and Nichol for Preliminary Engineering and Environmental Clearance

14. Authorize the Chief Executive Officer to Execute an Agreement to Lease 398 Via El Centro, Oceanside, CA

ON THE MOTION OF BOARD MEMBER DESMOND TO APPROVE CONSENT ITEMS 1-14, SECONDED BY BOARD MEMBER EDSON.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

### **INFORMATION ITEM 15**

15. Receive Presentation on Grade Separation Prioritization

Ioni Tcholakova, Director of Service Planning, and Lillian Doherty, Director of Land Use, Planning and Asset Control, presented an update on NCTD's grade separation prioritization list of projects. In an effort to improve safety and enhance transit reliability, NCTD continues to coordinate with member agencies and regional partners to advance these projects. Staff presented an overview of the prioritization approach, the resulting priority list and ongoing efforts. The following Grade Separation list appears in priority order:

- a) City of Vista: Vista Village
- b) County of San Diego: Buena Creek
- c) City of Oceanside: El Camino Real
- d) City of Escondido: Nordahl Road
- e) City of Encinitas: Leucadia Boulevard
- f) City of Carlsbad: Grand Avenue to Tamarack Avenue
- g) City of San Marcos: Pacific Street & Mission Road
- h) City of San Diego: Washington Street
- i) City of Del Mar: Coast Boulevard

This prioritization list will provide the basis for NCTD's input into the Regional Rail Crossings Study that will be led by SANDAG and kick off later this calendar year.

Board Member Contreras shared her concerns that NCTD had not received an award for funding the Buena Creek Grade Separation project even after several attempts. Instead, she added, NCTD should focus their efforts on the Vista Village Grade Separation project that is necessary to mitigate response times for emergency personnel and traffic congestion in downtown Vista. Mary Dover, Chief of Staff, shared that NCTD has an existing Memorandum of Understanding (MOU) with the County of San Diego that allows for grant funding to be requested for the Buena Creek project. NCTD hopes to be notified this summer that they have been selected for an award.

Vice Chair Sannella asked if NCTD can package grants applications to include several projects. CEO, Shawn Donaghy, responded that this approach is generally not feasible because each corresponding city would have to have their funding match ready to spend.

Board Member Martinez asked if the grant applications NCTD is submitting are for projects that are “shovel-ready”. CEO Donaghy responded that the grant request asks for percent of level of readiness and liquidity of the match. Lillian Doherty responded that at this time none of the projects for which NCTD has submitted grant applications for are at a design phase, only concept phase.

Board Member Desmond confirmed that the County of San Diego is very motivated to get the Buena Creek Garde Separation project completed and that it is an important project for the County.

### **OTHER BUSINESS ITEM 16**

16. Forward a Recommendation to the San Diego Association of Governments (SANDAG) to Make the Changes to the Regional Comprehensive

Two public comments related to this agenda item were received via email. They were sent to the Board prior to the meeting and posted on the NCTD website for public inspection.

Mary Dover, Chief of Staff, Eun Park-Lynch, Chief Financial Officer and Ioni Tcholakova, Director of Service Planning, reviewed public feedback received as part of the fare change study and the Board made a recommendation to SANDAG on a fare change proposal.

SANDAG, MTS and NCTD are recommending a phased approach to increasing fares, which includes a slight increase in the fall of 2026 and a second increase in the fall of 2027. This was considered after receiving public feedback about preferring a phased approach for increasing fares so long as services were not reduced.

Board Member Edson made a motion per staff’s recommendation. She thanked staff for the amount of outreach and support that was done during the process.

Vice Chair Sannella seconded the motion on the floor. He also echoed Board Member Edson’s sentiments regarding the efforts towards this endeavor.

Board Member Joyce commented that although the fare increase will bring in a potential estimated revenue of \$1.2 million, NCTD still has a \$16 million budget shortfall. CEO Donaghy responded that there have been challenges at the state and federal level which have decreased or shifted funding streams to capital projects instead of continuity of operations. He agreed that raising fares will not solve NCTD’s budget deficit problems. NCTD has not raised fares since 2008. Board Member Joyce further asked whether the income data presented matched NCTD’s rider profile. Ioni Tcholakova explained that NCTD staff evaluated survey representation by comparing the percentage of low-income respondents to the low-income population within the overall NCTD service area, consistent with the methodology used for Title VI analyses. Low-income households were defined as those earning at or below 200% of the Federal Poverty Level

based on household size, consistent with NCTD policy. Ms. Tcholakova noted that low-income populations were overrepresented among survey respondents compared to the service area average. When making a major service change, NCTD uses this process to determine if it impacts the low-income population with a threshold of 10%.

Board Member Contreras asked if the future Convention Center stop will be part of Zone 3 and why microtransit is not part of the consideration for fare increases. CEO Donaghy responded that NCTD hopes to have one zone all the way to San Diego. Microtransit is not included in the proposed fare increase because it is still in the pilot stage and managing those fares is at the discretion of the agency. Board Member Contreras further asked if SANDAG may move to approve the fare increase recommendation without NCTD's approval. CEO Donaghy responded that SANDAG's Transportation Committee is the sole decision maker in this process and can do so without NCTD approval. However, he believes that SANDAG and MTS have considered our input and are making a recommendation based on what's best for the region. Board Member Contreras stated that the only way that she can agree with the motion on the floor is if the maker of the motion amends it to include that SANDAG look into implementing a low-income fare program for the region.

Board Member O'Hara believes that while he agrees the amendment is important to consider at a later date and that it should be a separate discussion altogether. Also, he is concerned that adding a discounted fare program will not help NCTD with its revenue deficit.

Board Member Joyce agreed with the amendment and would also like to begin discussions of implementing a low-income fare program at a future Board meeting. CEO Donaghy recommended the item be added to the Performance, Administration and Finance (PAF) Committee first to build a framework before it is discussed at the Board level.

Board Member Edson agreed with Board Member Contreras that a low-income discount program is important for the region and proposed to amend the motion to recommend that SANDAG pursue a study to support a low-income fare discount program.

Board Member Lee commented that even though NCTD raises fares now, it won't help with the financial shortfall it currently has. Also, it will need to determine the long-term financial viability of a low-income fare program in the next few years as future fiscal challenges arise.

Vice-Chair Sannella asked CEO Donaghy if there is any risk of NCTD supporting the amendment to the motion, since it was not MTS's original proposed recommendation. CEO Donaghy doesn't believe it will affect the recommendation since all we are adding is a future discussion of a low-income fare program. Mary Dover suggested that because MTS's recommendation was specific to revisions to the fare ordinance, any amendment to the motion is stated separately. While the Vice-Chair supports advocacy for a regional low-income fare program, he believes NCTD may encounter financial constraints that impact its long-term sustainability.

Board Chair Bhat-Patel requested staff to share more data that was collected on the fare survey. She wishes to know the types of riders that will be impacted. Ioni Tcholakova responded that there is information available regarding how many riders may be lost per fare type and category based on the model SANDAG provided; this can be sent to the Board for their review. Across all

the data, most survey participants responded that they preferred Package B and opted to choose higher fares but keep core services. The Board Chair noted she is supportive of a low-income fare program discussion in a future meeting.

The final motion was:

1. Forward a recommendation to SANDAG to make the changes to the Regional Comprehensive Fare Ordinance outlined in Attachment A to the Staff Report; and
2. Separately, send a letter to SANDAG advocating for a study of a low-income fare program.

ON THE MOTION OF BOARD MEMBER EDSON TO APPROVE AGENDA ITEM NO. 16, SECONDED BY BOARD VICE-CHAIR SANNELLA.

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

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

MOTION PASSES.

### **CLOSED SESSION ITEM 17**

The Board went into Closed Session at 3:40 p.m. and returned at 3:55 p.m. Lori Winfree, Deputy Chief Executive Officer/Chief General Counsel, stated that there was no reportable action.

### **CHIEF EXECUTIVE OFFICER'S REPORT**

The Chief Executive Officer reported the following:

- April 1, 2026 is World Public Transport Day.
- NCTD staff visited Sacramento and DC to advocate for public transit funding. The federal budget has cut significant funding across the nation towards energy, highway and transportation.
- Staff will present the FY2027 Operating Budget overview at the May Board meeting.

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

None

### **REMAINING PUBLIC COMMUNICATIONS**

None

## **ADJOURNMENT**

Board Chair Bhat-Patel adjourned the meeting at 3:58 p.m. Submitted by Suheil Rodriguez, Clerk of the Board, for the North County Transit – San Diego Railroad (NCTD).

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BOARD CHAIR  
North County Transit – San Diego Railroad

## **CERTIFICATION**

I, Suheil Rodriguez, duly appointed and qualified, Clerk of the Board of NCTD, do hereby certify that the above is a true and correct copy of the Minutes of the Regular Board Meeting held on April 15, 2026, approved by the Board of Directors of NCTD adopted at a legally convened meeting of the Board of Directors of NCTD held on May 21, 2026.

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CLERK OF THE BOARD  
North County Transit – San Diego Railroad

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**STAFF REPORT**

**RECEIVE THE MONTHLY INTERGOVERNMENTAL AFFAIRS REPORT**

Time Sensitive:  Consent:

**STAFF  
RECOMMENDATION:**

Receive the Monthly Intergovernmental Affairs Report for April 2026.

**BACKGROUND  
INFORMATION:**

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

**Legislative Activity and Updates – Federal:**

**Appropriations Update** – On April 30, the House of Representatives voted to fund the Department of Homeland Security, except for immigration enforcement agencies, ending the partial government shutdown. Congressional leaders intend to fund the remaining federal immigration enforcement agencies via a budget reconciliation package. Additionally, House Appropriations Committee Chairman Tom Cole (R-OK) released the markup schedule for Fiscal Year (FY) 2027 appropriations bills, including the FY 2027 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations bill. This bill sets annual funding levels for a variety of federal programs that support public transportation. The FY 2027 THUD bill is scheduled to receive a subcommittee markup on May 21, with a full appropriations committee markup on June 4.

**Federal Rail Grant Released** – On April 20, the Federal Railroad Administration (FRA) announced a \$2.04 billion Notice of Funding Opportunity (NOFO) for the Fiscal Year 25-26 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. The CRISI Program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Additionally, commuter rail projects that implement and sustain Positive Train Control (PTC) are eligible to receive funding from this program. NCTD plans to submit an application to fund the replacement of aging railroad signal equipment and related infrastructure necessary to install PTC on the SPRINTER corridor.

**President’s Budget Released** – On April 4, the Trump Administration released the President’s Budget Request for Fiscal Year 2027 which called for significant decreases in annual funding levels for public transit and passenger and freight rail programs. In addition, the request did not continue advance appropriations, meaning overall funding for transit and rail programs saw a decline from the previous five years under the *Infrastructure Investment and Jobs Act of 2021* (IIJA). The President’s Budget requested \$16.3 billion for federal public transit programs, a \$4.8 billion (23%) decrease from the FY 2026 enacted level. For passenger and freight rail, the President requested \$2.8 billion, a \$13 billion (82%) decrease from the FY 2026 enacted level. The budget proposal eliminated all funding for the Federal-State Partnership for Intercity Passenger Rail (FSP) grant program and significantly reduced funding levels for the Railroad Crossing

Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant programs.

**Surface Transportation Reauthorization** – In April, the House Transportation & Infrastructure Committee was anticipated to hold a markup of the next multi-year surface transportation reauthorization bill. However, Republican and Democratic leadership on the committee have not reached an agreement on the bill's top-line funding levels. The current surface authorization bill, the *Infrastructure Investment and Jobs Act of 2021* (IIJA), which governs federal highway, public transit, and safety programs, expires on September 30, 2026. If Congress does not pass a new surface authorization bill before this deadline, a short-term extension must be passed to continue funding these federal transportation programs.

#### **Legislative Activity and Updates – State:**

**Legislature Reconvenes** – On April 6, the Legislature returned from Spring Recess to continue holding policy committee and budget subcommittee hearings to meet upcoming deadlines. April 24 was the last day for policy committees to hear and report fiscal bills introduced in their house to fiscal committees. May 1 was the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house. NCTD continues to track several notable bills this legislative session, including:

- **SB 667 (Archuleta)**: Requires railroad corporations to install wayside detector systems at specified intervals on California railroads that provide freight rail service. This bill also establishes penalties for violations and requires the California Public Utilities Commission (CPUC) to enforce those penalties.
- **SB 1136 (Blakespear)**: Requires a regional rail operator within an intercity rail corridor to ensure that its fare systems are fully integrated with the intercity rail operator and any other regional rail operator in the intercity rail corridor on or before July 1, 2027. Requires state-supported intercity rail operators to provide service planning for certain special events.

**CARB Releases Proposed Amendments to Cap-and-Invest Regulation** – On April 19, the California Air Resources Board (CARB) released proposed amendments to the Cap-and-Invest regulation that will result in a significant reduction in transportation programs supported by the Greenhouse Gas Reduction Fund (GGRF) through 2030. CARB's proposed amendments would increase the number of free allowances to oil, gas, and utility companies, thereby reducing the number of allowances that can be sold on the Cap-and-Invest market and lowering GGRF revenues by nearly \$2 billion annually. While the proposal is intended to address industry leakage from California and the Cap-and-Invest program's cost to Californians, the reduction in funding for the GGRF will significantly impact key transportation, housing, and environmental programs. Specifically, the proposal would effectively end future investment through 2030 for the formula-based Low Carbon Transportation Operations Program (LCTOP), the Transit and Intercity Rail Capital Program (TIRCP), and the Affordable Housing and Sustainable Communities (AHSC) program. Together, these programs have supported investments in North County San Diego that reduce greenhouse gas emissions, improve air quality, and support affordable housing development near transit. CARB will vote on the proposed amendments at its meeting on May 28, 2026.

**State Budget Update** – The California Department of Finance released the April 2026 Finance Bulletin. The state reported that March General Fund cash receipts

exceeded projections by \$1.5 billion, with fiscal year-to-date revenues \$8.6 billion above forecast. The increased revenue was driven by strong personal income tax and corporate tax collections. Next month, the Governor will release the May Revision, which will incorporate updated revenue data and economic forecasts.

**Grant Activity:**

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

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

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

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Mary Dover, Deputy Chief Operating Officer – Bus**  
 E-mail: [mdover@nctd.org](mailto:mdover@nctd.org) Phone: 760-967-2895

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

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

- NCTD CEO Visits Washington, D.C. for Meetings with Federal Officials and Lawmakers
- Rep. Peters Submits LOSSAN Project
- Congress Ends DHS Shutdown
- Surface Transportation Reauthorization Markup Delayed
- DOT Announces Consolidated Rail Infrastructure and Safety Improvements NOFO
- DOT Announces Railroad Crossing Elimination NOFO

#### NCTD CEO Visits Washington, D.C. for Meetings with Federal Officials and Lawmakers

- During the week of April 13, NCTD CEO Shawn Donaghy visited Washington, D.C., for meetings with federal departments and lawmakers. Discussion topics included thanking congressional members for their support through the community project funding (earmark) process as well as discussing NCTD's federal priorities.
- The Manatt team organized the following meetings for the NCTD team:
  - Federal Railroad Administration:
    - Drew Feeley, Deputy Administrator
  - Federal Transit Administration:
    - Connor Torossian, Associate Administrator for Communications and Congressional Affairs
    - Matthew Cahill, Chief Counsel
    - Patrick Mullane, Senior Congressional Affairs Specialist
  - Rep. Mike Levin (D-CA)
  - Office of Rep. Scott Peters (D-CA)
  - Office of Sen. Alex Padilla (D-CA)
  - Office of Sen. Adam Schiff (D-CA)

#### Rep. Peters Submits LOSSAN Project

- Rep. Scott Peters (D-CA) released his list of community project funding for the FY27 appropriations cycle. Rep. Peters included NCTD's LOSSAN Signal Modernization Project for \$1,450,644. This project will fund the replacement of obsolete and legacy railroad signals, as well as related equipment along the LOSSAN rail corridor south of Interstate 8 into downtown San Diego.

- Before the funding is confirmed, the project will need to be accepted by the Senate Appropriations Transportation-Housing and Urban Development Subcommittee and then included in a final funding bill.

#### Congress Ends DHS Shutdown

- On April 30, the House approved a bill by voice vote to fund all of the Department of Homeland Security (DHS) except its immigration enforcement agencies, ending the longest agency shutdown in U.S. history. The shutdown lasted more than 10 weeks, with DHS Secretary Markwayne Mullin warning that the agency would soon run out of money to pay its employees.
- While House Republicans opposed passing the Senate-approved bill, arguing that it should include funding for immigration enforcement agencies, House Speaker Mike Johnson reportedly faced pressure from the White House and some House Republican lawmakers to pass it before the chamber left town for a weeklong recess.
- Secretary Mullin gave an interview to Fox News on Friday, May 1, explaining that the shutdown slowed the implementation of DHS priorities and eroded capacity. The Secretary added that during the shutdown period, more than 1,100 TSA screeners have quit, harming preparedness for a busy summer of travel with major events like the 2026 FIFA World Cup.

#### Surface Transportation Reauthorization Markup Delayed

- While the House Transportation & Infrastructure (T&I) Committee had hoped to mark up the long-awaited surface transportation reauthorization bill in mid-April, the Committee is now targeting May 20. The delay reportedly stems from ongoing negotiations between House T&I Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) over the bill's top line number. Chair Graves has supported a package in the \$500 and \$550 billion range, while Ranking Member Larsen is seeking a higher figure. Chair Graves has since indicated that he may be willing to possibly go over \$600 billion.
- Ranking Member Rick Larsen also reported that he is in favor of including a fee on electric vehicles and hybrid cars in the forthcoming surface transportation bill. Chair Graves had previously expressed support for such a proposal.

## DOT Announces Consolidated Rail Infrastructure and Safety Improvements

### NOFO

- The Federal Railroad Administration (FRA) released the NOFO for the FY25-26 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program. The CRISI program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
- FRA expects outcomes of selected projects to include either safety or high-performing core assets. Projects may either reduce train accidents, highway-rail grade crossing incidents, and trespass incidents; or restore and modernize core assets to improve the state of good repair, enhance system resiliency, and increase safety. At least 25 percent of the available award amount will be made available for projects located in Rural Areas.
- Applications are [due](#) by June 22, 2026.

### DOT Announces Railroad Crossing Elimination NOFO

- FRA released the NOFO for the Railroad Crossing Elimination Grant Program. This program funds projects that: build overpasses or underpasses so cars and trains never meet; upgrade safety technology at crossings; relocated tracks to close a grade crossing; and educate Americans on how to cross train tracks safely.
- FRA expects outcomes of selected projects to include either safety or improvement of mobility of people and goods. Projects may either reduce highway-rail crossing incidents, trespass incidents, and train accidents; or eliminate highway-rail and pathway rail grade crossings that are frequently blocked by trains to enhance rail safety, improve the health and safety of communities, and reduce the impacts that freight movement and railroad operations may have on underserved communities. The program sets-aside 3 percent of funding for planning projects located in Rural Areas or on Tribal Lands, 20 percent of Crossing Safety Program funds for projects in Rural Areas or on Tribal Lands, and at least \$3 million for Highway-Rail Grade Crossing safety information and education programs.
- Applications are [due](#) by May 29, 2026.

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## MONTHLY LEGISLATIVE UPDATE

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

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### STATE UPDATES

#### APRIL 2026 RECAP:

In April, the Legislature progressed from an early policy review phase into a fast-paced, deadline-driven period that focused the field of active legislation. The month began with the Legislature observing Spring Recess, temporarily pausing committee and floor activity. Prior to the break, policy committees had already begun hearing a large volume of bills, setting the stage for an intense period of legislative work upon their return.

When the Legislature reconvened in early April, activity accelerated quickly. Policy committees resumed hearings and worked through substantial bill backlogs, while amendments were introduced to refine proposals ahead of key deadlines. As the month continued, lawmakers advanced viable measures and set aside those unlikely to move forward, reflecting the natural culling process that occurs at this stage of session.

A major driver of activity was the April 24 deadline for fiscal bills to pass out of policy committees. In the lead-up to this cutoff, committees held lengthy and frequent hearings to process remaining measures, resulting in a significant number of bills advancing to fiscal committees for further consideration. Non-fiscal bills continue to move through policy committees ahead of the May 1 deadline to reach their respective house floors.

At the same time, the Legislature continued its work on the state budget. Budget committees and subcommittees held hearings throughout the month to examine departmental spending proposals and assess funding priorities in response to the Governor's January budget. In addition, the Senate released its "Foundation for the Future" budget framework for the 2026–27 fiscal year, outlining a cautious fiscal approach that prioritizes reserve building, limits new ongoing commitments, and combines spending reductions with potential revenue options to address projected deficits. This proposal serves as an early marker in negotiations with the Legislature and the Administration.

Attention is now turning toward the Governor's May Revision, anticipated in mid-May, which will update revenue projections and propose adjustments to the state's spending plan. This release will be the next inflection point in the budget process, shaping negotiations between the Legislature and the Administration ahead of the June 15 constitutional deadline for the Legislature

to pass a balanced budget. Following legislative approval, the Governor has 12 days to review, sign, and potentially veto items before the budget is enacted.

Looking ahead, the Legislature's focus will shift to fiscal committees, where bills will be evaluated in the context of overall spending priorities, and May 15 marks the deadline for fiscal committees to advance legislation to the floor. April's deadlines marked a transition from broad policy consideration to a more targeted phase of fiscal review and floor deliberation, where the measures that remain will face heightened scrutiny as the session continues.

## **STATE BUDGET UPDATE:**

### **HHAP Round 6 Funding Announced**

On April 8, Governor Newsom [announced](#) \$145.4 million in Homelessness Housing, Assistance and Prevention (HHAP) Round 6 funding to support efforts to reduce homelessness across eight regions in the state. The funding is intended to assist local governments and Continuums of Care (CoCs) expand access to interim and permanent housing, strengthen supportive services, and advance prevention and diversion strategies. This allocation builds on earlier awards, bringing total Round 6 funding commitments to more than \$724 million statewide.

The announcement also highlights updated accountability measures tied to the program. Recipients are required to maintain compliant housing elements and demonstrate measurable progress in addressing homelessness, with the state retaining the authority to recapture funds if expectations are not met. Funding is prioritized for housing-focused interventions, with a significant share directed toward expanding both interim and long-term housing options. An additional round of HHAP funding is anticipated as part of the upcoming state budget.

### **Senate Releases 2026–27 Budget Framework: Focused on Reserves and Long-Term Stability**

In mid-April, the Senate [released](#) its "Foundation for the Future" budget framework for the 2026–27 fiscal year. The proposal outlines a strategy to balance near-term improvements in state revenues with anticipated ongoing structural budget challenges. While recent revenue gains, estimated at roughly \$20 billion over the current and upcoming fiscal years, have improved the short-term outlook, the plan underscores that significant out-year deficits remain, including a projected gap exceeding \$20 billion as soon as the 2027–28 budget year.

To address these pressures, the Senate's framework takes a more cautious approach focused on building reserves, limiting new ongoing spending, and making targeted policy adjustments to improve long-term stability. A key component of the proposal is strengthening the state's reserve structure, including increasing the Rainy-Day Fund cap and adjusting deposit rules to better capture revenue volatility. Under the plan, total reserves would grow to about \$38.9 billion in 2026–27, providing a larger buffer against future economic downturns.

At the same time, the proposal seeks to preserve core programs, particularly those that have relied on one-time funding in recent years. It includes continued support for housing and homelessness programs, maintains key health and human services programs, and fully funds education obligations. Additional investments are also proposed for childcare, food assistance, and public safety programs, reflecting an effort to sustain essential services while managing fiscal constraints.

To help close the structural deficit, the plan combines ongoing spending reductions with new revenue concepts. Notably, it proposes a “Fair Share Contribution” requiring large employers to help offset Medi-Cal costs when employees rely on state-supported coverage, which could generate about \$5 billion to \$8 billion annually. This is paired with additional spending reductions, building on actions taken in prior budget cycles.

Overall, the Senate’s proposal serves as an initial framework for budget negotiations with the Assembly and the Administration. As the process moves forward, budget subcommittees will continue to refine funding priorities and incorporate updated fiscal data, particularly following the Governor’s May Revision, anticipated in mid-May.

## **Department of Finance Releases April Finance Bulletin**

The Department of Finance [released](#) the April 2026 Finance Bulletin, highlighting a moderating yet stable economic environment. The bulletin indicates that the state’s budget outlook is showing modest improvement, though uncertainty persists due to the variability of certain revenue sources and mixed economic indicators.

A notable development in the bulletin is the state’s revenue performance. March General Fund cash receipts exceeded estimates by \$1.5 billion, with fiscal year-to-date revenues running \$8.6 billion above projections. This overperformance is largely driven by strong personal income tax and corporate tax collections, and particularly higher-than-expected Pass-Through Entity Tax (PTET) payments. Sales tax receipts also came in slightly above expectations, suggesting continued consumer activity.

Labor market conditions remain relatively steady but show signs of softening. California’s unemployment rate held at 5.4 percent early in 2026, with modest job gains overall despite some sector-level volatility. Gains in sectors such as leisure and hospitality and professional services were partially offset by losses in others, including education and health services, some of which were linked to temporary factors such as labor strikes.

Housing and building activity present a mixed picture. Home prices continue to rise modestly, with the statewide median price reaching approximately \$830,000 in February 2026. At the same time, sales activity has increased month-over-month but remains slightly below levels seen a year ago, reflecting ongoing affordability challenges and uneven demand.

## **STATE LEGISLATIVE UPDATES:**

### **Lawmakers Advance SB 876 to Address Insurance Claims Handling Following Disasters**

The Senate Insurance Committee held a hearing on several measures, including [SB 876 \(Padilla\)](#). The measure, sponsored by Insurance Commissioner Ricardo Lara and the California Department of Insurance, is intended to address issues identified by disaster survivors, including delays in claims processing, underinsurance, inconsistent communication, and difficulty accessing full benefits.

SB 876 proposes reforms to standardize claims handling and improve transparency. Key provisions include establishing timelines for claim payments following a total loss, expanding coverage for building code upgrades and additional living expenses, requiring updated replacement cost estimates, and improving communication through written status updates when adjusters change.

Supporters noted the bill is informed by recent wildfire experiences and aims to address gaps in the current system. While not intended to regulate insurance rates, some provisions may increase costs, which would be subject to regulatory review. Industry representatives raised concerns about potential impacts on premiums and insurance availability, citing expanded coverage requirements and administrative burdens.

Committee members expressed support for strengthening consumer protections while emphasizing the need to balance affordability and market stability. The committee ultimately advanced SB 876 after amendments removed a requirement for guaranteed replacement cost coverage. The measure is now scheduled for a hearing in the Senate Appropriations Committee in early May.

## **HR 1 Impacts on CalFresh and Food Access**

The California State Assembly Select Committee on CalFresh Enrollment and Nutrition convened an oversight hearing to examine the anticipated impacts of HR 1, the “One Big Beautiful Bill Act” (OBBBA), on the state’s food assistance system. Discussion focused on eligibility changes, expanded work requirements, and administrative challenges associated with implementation.

State analysts and department officials outlined that the law introduces significant modifications to CalFresh, including expanded work requirements, reduced eligibility for certain lawfully present noncitizens, and a shift in program costs to the state and counties. Implementation was expected to begin this year, with an estimated 665,000 individuals at risk of losing benefits due to new work requirements and approximately 72,000 individuals affected by eligibility restrictions.

Committee members raised concerns about the scale and pace of implementation, particularly the administrative burden on counties and the risk that eligible individuals could lose benefits due to increased reporting and verification requirements. Discussion focused on county capacity, the reliability of cost and caseload assumptions, and whether existing funding and staffing levels are sufficient. Members also highlighted uncertainty around implementation data and emphasized the need for flexibility and oversight as the state responds to evolving federal requirements.

Stakeholders and service providers described the broader impacts of HR 1 on households, local economies, and support systems. Community organizations, eligibility workers, and food banks reported increased demand for assistance, staff operational strain, and potential gaps in access as eligibility rules change. Speakers emphasized that CalFresh benefits play a critical role in supporting household food security as well as local economies. Food banks also noted that they may face significant capacity challenges if large numbers of individuals lose benefits.

## **EXECUTIVE BRANCH ACTIVITY:**

### **Governor Issues Executive Order on Artificial Intelligence**

The debate over artificial intelligence (AI) regulation continued to intensify, reflecting a growing divide between federal and state approaches. The Trump administration has issued policy guidance discouraging state-level regulation, arguing that a “patchwork” of laws could undermine U.S. competitiveness in the global AI market. At the same time, states such as California are advancing their own frameworks to address emerging risks related to privacy, public safety, and consumer protection, highlighting an ongoing governance gap in the absence of comprehensive federal legislation.

Governor Newsom issued an executive order establishing safety and privacy requirements for AI companies that contract with the state. The action aligns with a broader national trend, as states across the country have introduced or enacted more than 100 measures addressing issues such as transparency, use of AI by minors, and protections against misuse of copyrighted material. These efforts are being driven by increasing concerns about AI's impact on employment, education systems, energy demand, and community safety.

Federal efforts to preempt state action remain active but uncertain. Proposals to impose a moratorium on state AI laws have faced bipartisan resistance, with state leaders from both parties expressing concern about limiting state authority in this rapidly evolving policy area. As a result, the AI regulatory landscape remains fragmented, with varying requirements emerging across jurisdictions.

Looking ahead, AI policy is expected to remain a dynamic and closely watched issue. Ongoing developments at both the federal and state levels will affect procurement practices, data governance, public safety, and infrastructure planning, underscoring the need for continued monitoring as this policy area evolves.

### **State Announces DMV Technology Upgrades to Improve Service and Enhance Security**

On April 14, Governor Gavin Newsom announced two new technology upgrades at the California Department of Motor Vehicles to improve both security and customer service.

The first is the introduction of a digital signature barcode on California driver's licenses and identification cards. This feature is designed to help verify whether a card's signature is authentic, altered, or revoked, providing an additional tool to combat identity fraud and theft. Existing licenses and identification cards will remain valid until their expiration dates, and residents are not required to replace them immediately.

The second upgrade is a new statewide QR code check-in system at DMV offices. Under this process, customers can scan a QR code upon arrival to join a virtual queue and receive notifications as their turn approaches. The state indicates this Virtual Intake Process is intended to reduce wait times, ease in-office congestion, and create an efficient and predictable customer experience.

## **CAPITOL TO CAPITOL: FROM SACRAMENTO TO WASHINGTON, D.C.**

### **IRS Releases Opportunity Zone Redesignation Guidance**

On April 7, the Internal Revenue Service (IRS) [announced](#) new [guidance](#) updating the process for the redesignation of Opportunity Zones (OZs) and the establishment of Qualified Opportunity Funds (QOFs). The guidance furthers the census tract eligibility and other programmatic changes made in Section 70421 of [HR 1](#), the One Big Beautiful Bill Act (OBBBA).

The OZ program was established by the [2017 Tax Cuts and Jobs Act](#) (TCJA) and aimed to stimulate investment in economically distressed census tracts. OZs are nominated by Governors and approved by the Secretary of the Treasury, the initial cohort of which is set to expire on December 31, 2028. The program operates over 10-year windows and provides tax incentives that either delay, discount, or permanently exclude capital gains taxes on investments made in or by Qualified Opportunity Funds (QOFs).

The OBBBA narrowed the number of qualifying census tracts, biased designation towards rural communities, and maintained broad statutory language regarding the types of investments QOFs can make. Eligibility is now strictly based on the [2020-2024 American Community Survey](#) (ACS) 5-Year data. If a tract was eligible in 2018 but its economic status improved in the most recent census data, it may no longer be eligible for the 2027 cohort of OZs. Designated tracts must have a poverty rate of at least 20% or a median family income that does not exceed 70% of the area's median income.

The nominating period will begin on July 1, and close 90 days after. California Governor Gavin Newsom is responsible for nominating eligible tracts.

### **DHS Secretary Signals Potential to Remove CBP from International Airports in Sanctuary Jurisdictions**

On April 7, Department of Homeland Security (DHS) Secretary Markwayne Mullin [stated](#) DHS was considering not processing international arrivals at airports in sanctuary jurisdictions, unless local law enforcement was permitted to cooperate with immigration officials at those airports, which could bar sanctuary jurisdictions with airports from receiving international travelers.

The move could halt international air travel across California, which was [designated](#) a sanctuary jurisdiction by the Department of Justice (DOJ) in August 2025. Secretary Mullin stated that Customs and Border Protection and Immigration and Customs Enforcement (ICE) rely on local jurisdictions to house some detainees from airports before they are formally denied entry and/or deported. He also noted the potential for an error in processing, which would require ICE to then identify, arrest, and remove the wrongfully admitted individual. Barring airports across California from receiving international flights could have major ramifications on the upcoming FIFA World Cup, set to be played in both Northern and Southern California.

Federal law already requires some level of coordination with local enforcement at airports and other ports of entry into the United States, and California's sanctuary policies are not necessarily violative of those requirements. The Administration has taken a broad approach to those statutes, including [Section 1373](#), which they have argued disallows sanctuary jurisdictions entirely.

### **Ninth Circuit Pauses Enforcement of California Law on Federal Agent Identification**

On April 22, a three-judge panel of the U.S. Court of Appeals for the Ninth Circuit [determined](#) that California may not enforce its "No Vigilantes Act" while ongoing litigation continues. The panel found that the measure could conflict with the Supremacy Clause, which generally prevents states from regulating federal operations. In the opinion, Judge Mark J. Bennett wrote that the statute attempts to directly govern federal activities, making it unconstitutional at this stage.

The "No Vigilantes Act" was enacted by [SB 805 \(Perez, 2025\)](#) and requires law enforcement agencies to adopt policies regarding the visible display of identification. The measure also requires specified non-uniformed law enforcement officers operating in California to display identification, such as a name or badge number, while performing their duties, and expands the state's prohibition on falsely impersonating a peace officer.

This ruling builds on earlier court decisions involving related measures, including SB 805 (Perez, 2025) and [SB 627 \(Wiener, 2025\)](#). In February 2026, U.S. District Judge Christina Snyder prevented enforcement of SB 627's provision limiting federal agents' use of face coverings,

concluding it was unconstitutional because it applied only to federal officers and not to state or local law enforcement. However, the court permitted the identification requirements under SB 805, such as displaying a name or badge number, to proceed, determining they did not present the same constitutional concerns. The federal government later appealed a portion of the ruling that allowed the identification requirement to remain in effect, prompting the appellate court to temporarily halt its enforcement while the case moves forward.

The matter will continue to move through the appeals process, with the current order remaining in effect in the interim.



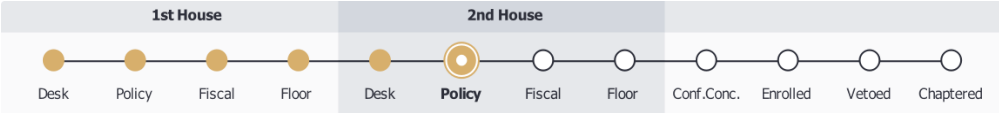
# North County Transit District

## Legislative Report

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

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

**Progress bar**



**Notes**

**Notes 1**

Positive

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

**Bill information**

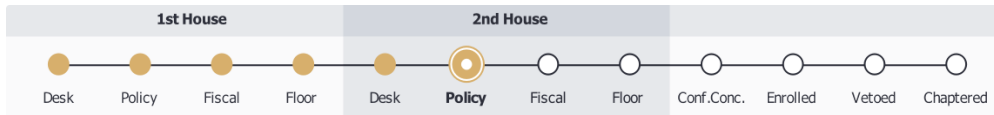
**Status:** 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

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

**Location:** 01/27/2026 - Senate Rules

**Current Text:** 01/14/2026 - Amended

**Last Amend:** 01/14/2026

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

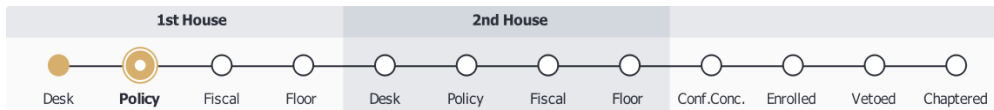
**Status:** 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Location:** 01/29/2026 - Senate Rules

**Current Text:** 01/05/2026 - Amended

**Last Amend:** 01/05/2026

**Motor Vehicle Fuel Tax Law: suspension of tax.****Progress bar****Notes****Bill information**

**Status:** 02/23/2026 - Referred to Com. on TRANS.

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

purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/09/2026 text)

**Location:** 02/23/2026 -  
Assembly Transportation

**Current Text:** 02/09/2026 - Introduced

AB 1837

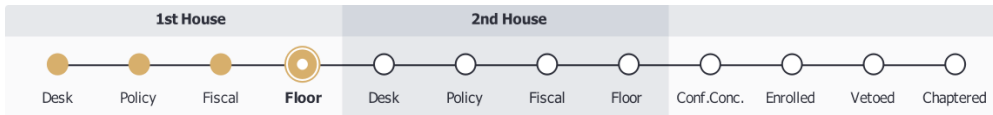
González, Mark, D

HTML

PDF

### Video imaging of parking violations.

#### Progress bar



#### Notes

#### Bill information

**Status:** 04/27/2026 - Read second time. Ordered to third reading.

**Calendar:** [05/07/26 #41 A-THIRD READING FILE - ASSEMBLY BILLS](#)

**Summary:** Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. (Based on 04/23/2026 text)

**Location:** 04/27/2026 - Assembly THIRD  
READING

**Current Text:** 04/23/2026 - Amended

**Last Amend:** 04/23/2026

AB 1941

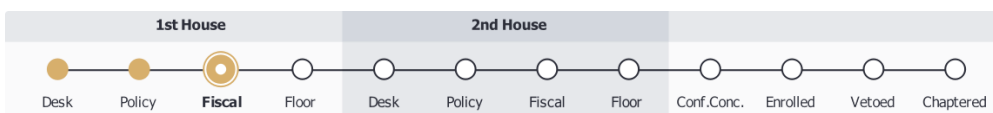
González, Mark, D

HTML

PDF

### Organized metal theft.

#### Progress bar



## Notes

### Bill information

**Status:** 04/15/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

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

**Location:** 04/15/2026 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 03/26/2026 - Amended

**Last Amend:** 03/26/2026

AB 1944

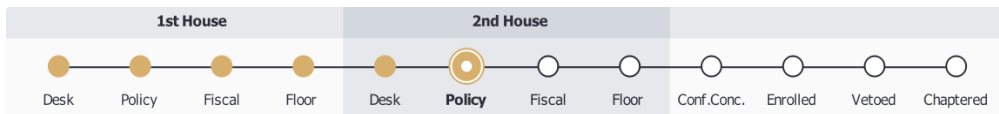
Lee, D

HTML

PDF

### Zero-emission transit buses: axle weight.

#### Progress bar



## Notes

### Bill information

**Status:** 04/06/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 3.) In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)

**Location:** 04/06/2026 - Senate Rules

**Current Text:** 02/13/2026 - Introduced

AB 2074

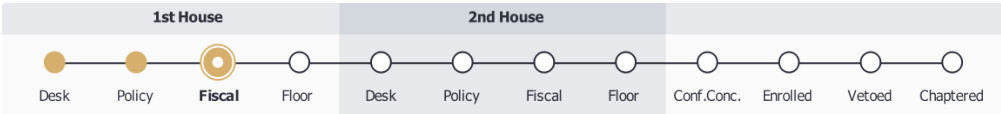
Haney, D

HTML

PDF

**Regional transit hub districts: downtown housing developments.**

**Progress bar**



Notes

**Bill information**

**Status:** 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.

**Calendar:** *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

**Summary:** The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. (Based on 04/09/2026 text)

**Location:** 04/21/2026 - Assembly Appropriations

**Current Text:** 04/09/2026 - Amended  
**Last Amend:** 04/09/2026

AB 2433

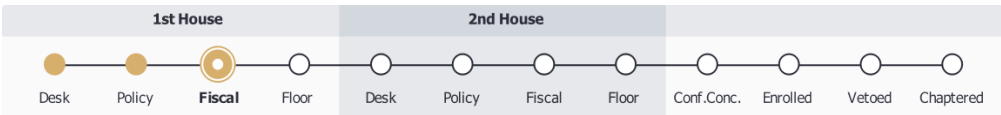
Alvarez, D

HTML

PDF

**Housing development: density bonus.**

**Progress bar**



Notes

**Bill information**

**Status:** 04/23/2026 - Re-referred to Com. on APPR.

**Calendar:** *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

**Summary:** The Density Bonus Law requires a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant seeks a density bonus for the housing development, as specified, if the applicant agrees to construct, among other things, a specified percentage of units for very low income, lower income, or senior citizen housing, and meets other requirements. This bill would, instead, require a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant submits an application for a housing development that a city, county, or city and county determines meets specified criteria, including, among others, the housing development includes specified percentage of units for very low income, lower income, or senior citizen housing. (Based on 04/22/2026 text)

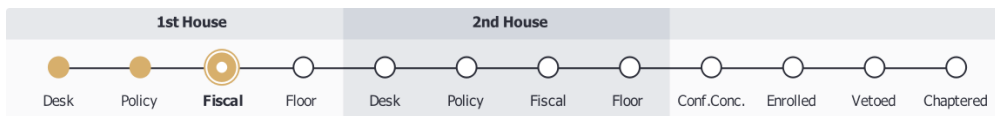
**Location:** 04/21/2026 -  
Assembly Appropriations

**Current Text:** 04/22/2026 - Amended  
**Last Amend:** 04/22/2026

[AB 2484](#) [Alvarez, D](#) [HTML](#) [PDF](#)

**San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.**

**Progress bar**



**Notes**

**Bill information**

**Status:** 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 22). Re-referred to Com. on APPR.

**Calendar:** 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Summary:** The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. (Based on 03/24/2026 text)

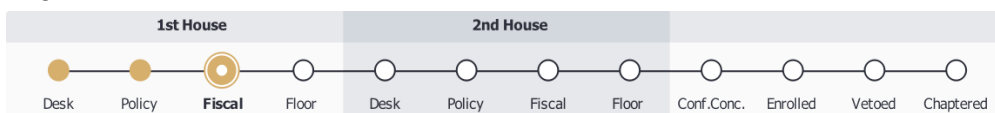
**Location:** 04/23/2026 -  
Assembly Appropriations

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

[AB 2552](#) [Ávila Farías, D](#) [HTML](#) [PDF](#)

**California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.**

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## Notes

### Bill information

**Status:** 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified. (Based on 04/16/2026 text)

**Location:** 04/29/2026 -  
Assembly Appropriations

**Current Text:** 04/16/2026 - Amended  
**Last Amend:** 04/16/2026

AB 2560

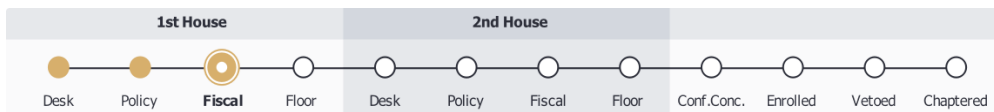
Schultz, D

HTML

PDF

### Climate Action Plan for Transportation Infrastructure: goals.

#### Progress bar



## Notes

### Bill information

**Status:** 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.

**Calendar:** 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Summary:** Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law. (Based on 04/15/2026 text)

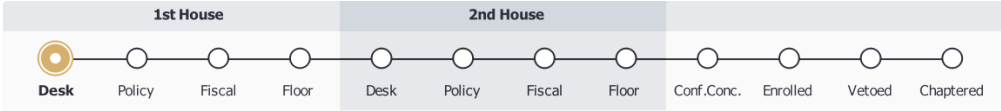
**Location:** 04/21/2026 -  
Assembly Appropriations

**Current Text:** 04/15/2026 - Amended

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

**Public finance.**

**Progress bar**



**Notes**

**Notes 1**

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

**Bill information**

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

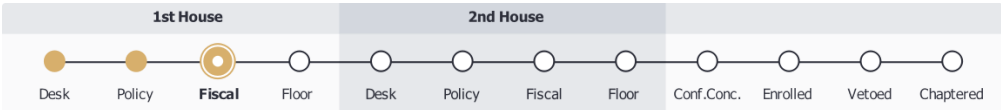
**Summary:** The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population.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

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

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

**Homelessness and affordable housing.**

**Progress bar**



**Notes**

**Notes 1**

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

**Bill information**

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

**Summary:** The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living

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

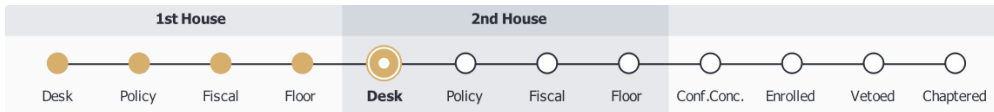
**Location:** 05/14/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 05/05/2025 - Amended  
**Last Amend:** 05/05/2025

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

**Open meetings: teleconferencing: subsidiary body.**

**Progress bar**



**Notes**

**Notes 1**

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

**Bill information**

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

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

to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)

**Location:** 01/27/2026 - Assembly DESK

**Current Text:** 04/07/2025 - Amended

**Last Amend:** 04/07/2025

SB 667

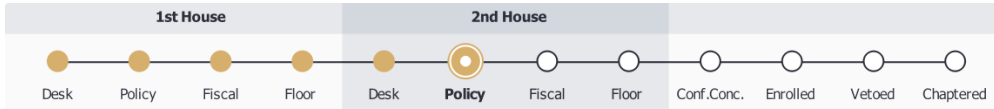
Archuleta, D

HTML

PDF

**Railroads: safety: wayside detectors.**

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**Notes**

**Bill information**

**Status:** 05/04/2026 - Referred to Coms. on U. & E. and TRANS.

**Summary:** The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. (Based on 01/22/2026 text)

**Location:** 05/04/2026 - Assembly Utilities and Energy

**Current Text:** 01/22/2026 - Amended

**Last Amend:** 01/22/2026

SB 677

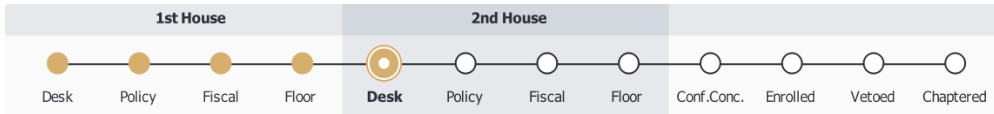
Wiener, D

HTML

PDF

**Housing development: transit-oriented development.**

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Notes

Bill information

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

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

**Location:** 01/26/2026 - Assembly DESK

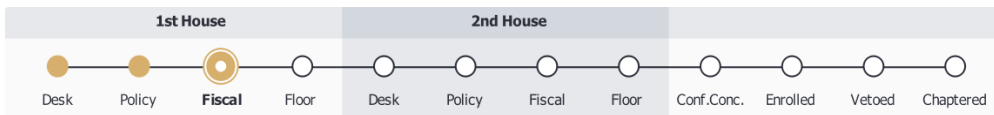
**Current Text:** 01/08/2026 - Amended

**Last Amend:** 01/08/2026

[SB 1087](#)
[Cabaldon, D](#)
[HTML](#)
[PDF](#)

**Transportation planning: sustainable communities strategies: transportation funding programs.**

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Notes

Bill information

**Status:** 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

**Summary:** Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except

as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

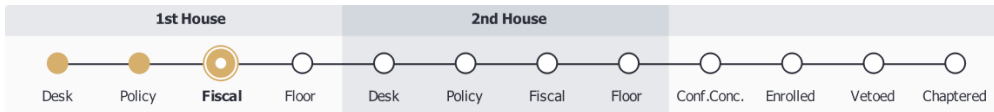
**Location:** 05/04/2026 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 04/09/2026 - Amended  
**Last Amend:** 04/09/2026

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

**Intercity rail and commuter rail: special events service plans: fare system integration.**

**Progress bar**



**Notes**

**Bill information**

**Status:** 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

**Summary:** Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)

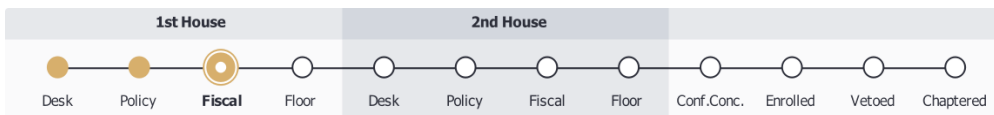
**Location:** 04/27/2026 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 04/06/2026 - Amended  
**Last Amend:** 04/06/2026

**SB 1265** **Richardson, D** [HTML](#) [PDF](#)

**California Alternative Energy and Advanced Transportation Financing Authority: GoGreen Program.**

**Progress bar**



**Notes**

**Bill information**

**Status:** 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

**Summary:** Under existing law, the purpose of the California Alternative Energy and Advanced Transportation Financing Authority Act is to advance the state's goals of reducing the levels of greenhouse gas emissions, increasing the deployment of sustainable and renewable energy sources, implementing measures that increase the efficiency of the use of energy, creating high quality employment opportunities, and lessening the state's dependence on fossil fuels and to that end to provide an alternative method of financing in providing and promoting the establishment of facilities utilizing alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies. Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority to carry out that purpose. Existing Public Utility Commission decisions established the California Hub for Energy Efficiency Financing program, administered by the authority and funded through charges collected by specified electrical corporations and gas corporations from their ratepayers. This bill would require the authority to administer the GoGreen Program, previously known as the California Hub for Energy Efficiency Financing program, and would authorize the authority to use moneys collected from the ratepayers of electrical and gas corporations, as directed by the commission, and other available funding sources, consistent with the program's purposes. The bill would require the program to provide financing assistance to participating lenders to support residents in financing eligible energy efficiency and decarbonization measures at costs that are competitive with or below market rates. (Based on 04/14/2026 text)

**Location:** 04/27/2026 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 04/14/2026 - Amended  
**Last Amend:** 04/14/2026

SB 1324

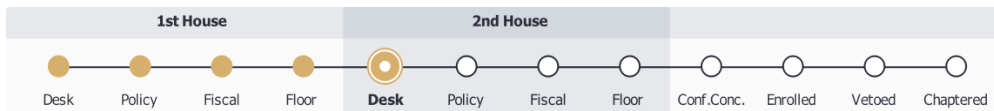
Blakespear, D

HTML

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

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#### Notes

#### Bill information

**Status:** 04/30/2026 - Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly.

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

**Location:** 04/30/2026 - Assembly DESK

**Current Text:** 03/23/2026 - Amended

**Last Amend:** 03/23/2026

**SB 1337**

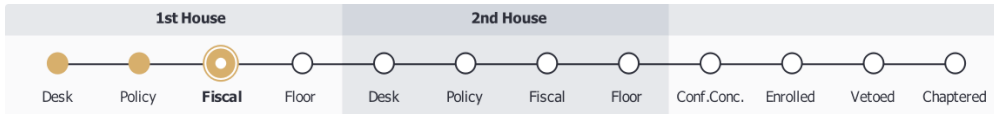
**Richardson, D**

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**Interagency Working Group on Transportation Fuels Transition Strategy.**

**Progress bar**



**Notes**

**Bill information**

**Status:** 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

**Summary:** Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided. (Based on 04/13/2026 text)

**Location:** 04/27/2026 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 04/13/2026 - Amended

**Last Amend:** 04/13/2026

**STAFF REPORT**

**RECEIVE THE MONTHLY TRANSIT OPERATIONS PERFORMANCE REPORT FOR MARCH 2026**

**Time Sensitive:**  **Consent:**

**STAFF  
RECOMMENDATION:**

Receive the Monthly Transit Operations Performance Report for March 2026.

**BACKGROUND  
INFORMATION:**

The Monthly Transit Operations Performance Report (TOPR) provides an overview of NCTD's performance trends by mode as they relate to budgeted goals and minimum performance standards for each month of the fiscal year. 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 FY 2025, staff removed certain metrics from the TOPR attachment to improve legibility and allow for the inclusion of the NCTD+ mode. Metrics removed include passengers per revenue mile and metrics related to LIFT response time and pick-up windows. These metrics will continue to be tracked internally for performance management purposes.

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

**Systemwide Performance**

March 2026 systemwide ridership was 760,157, which is 6.7% above the March 2025 ridership of 712,746.

**BREEZE Performance**

BREEZE boardings in March 2026 totaled 500,607, an 8.2% increase compared to March 2025. BREEZE on-time performance (OTP) was 83.5% for the month, below the minimum performance standard of 88%.

**SPRINTER Performance**

SPRINTER boardings in March 2026 totaled 147,591, a 9.3% decrease compared to March 2025. Reported SPRINTER ridership is preliminary and subject to change as data validation is ongoing. SPRINTER OTP was 97.7% for the month, above the minimum performance standard of 95%.

**COASTER Performance**

COASTER boardings in March 2026 totaled 89,405, a 34.1% increase compared to March 2025. COASTER OTP was 91.1% for the month, below the minimum performance standard of 95%.

**FLEX Performance**

FLEX boardings in March 2026 totaled 8,505, a 5.5% decrease compared to March 2025. FLEX OTP was 76.6% for the month, below the performance standard of 88%.

**LIFT Performance**

LIFT boardings in March 2026 totaled 9,662, a 1.2% increase compared to March 2025. LIFT OTP was 86.1% for the month, below the minimum standard of 92%. LIFT Productivity, measured by passengers transported per revenue hour, was 2.06 for the month, which is above the minimum performance standard of 1.80 passengers per revenue hour.

**NCTD+ Performance**

NCTD+ boardings in March 2026 totaled 4,387, a 93.7% increase compared to March 2025. Total boardings included 2,119 boardings in the San Marcos Zone and 2,268 in the Vista Zone. NCTD+ OTP was 83.3% for the month, below the minimum standard of 92%.

**Youth Opportunity Pass (YOP) Performance**

Youth pass usage for March 2026 totaled 105,650, a 6.3% decrease compared to March 2025.

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

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** None

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

# ATTACHMENT 2A

## Transit Performance Report - March 2026

| SYSTEM Performance (All Modes) | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
|--------------------------------|------------------------------|------------|--------------------|------------|--------------------------|
| Total Boardings                | 759,621                      | 760,157    | 0.1%               | 712,746    | 6.7%                     |
| Average Weekday Boardings      | 28,190                       | 28,351     | 0.6%               | 26,776     | 5.9%                     |
| Average Saturday Boardings     | 18,515                       | 19,267     | 4.1%               | 17,757     | 8.5%                     |
| Average Sunday Boardings       | 14,862                       | 15,139     | 1.9%               | 14,105     | 7.3%                     |
| BREEZE Performance             | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 491,293                      | 500,607    | 1.9%               | 462,473    | 8.2%                     |
| Average Weekday Boardings      | 18,164                       | 18,743     | 3.2%               | 17,313     | 8.3%                     |
| Average Saturday Boardings     | 11,294                       | 10,489     | -7.1%              | 10,885     | -3.6%                    |
| Average Sunday Boardings       | 9,301                        | 9,263      | -0.4%              | 8,897      | 4.1%                     |
| Boardings per Revenue Hour     | 13.40                        | 9.38       | -30.0%             | 12.67      | -26.0%                   |
| On-Time Performance            | 88.0%                        | 83.5%      | -5.1%              | 85.1%      | -1.9%                    |
| SPRINTER Performance           | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 171,561                      | 147,591    | -14.0%             | 162,785    | -9.3%                    |
| Average Weekday Boardings      | 6,332                        | 5,535      | -12.6%             | 6,078      | -8.9%                    |
| Average Saturday Boardings     | 3,954                        | 3,183      | -19.5%             | 3,862      | -17.6%                   |
| Average Sunday Boardings       | 3,289                        | 2,617      | -20.4%             | 3,169      | -17.4%                   |
| Boardings per Revenue Hour     | 85.69                        | 73.97      | -13.7%             | 82.94      | -10.8%                   |
| On-Time Performance            | 95.0%                        | 97.7%      | 2.8%               | 96.2%      | 1.5%                     |
| COASTER Performance            | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 68,835                       | 89,405     | 29.9%              | 66,683     | 34.1%                    |
| Average Weekday Boardings      | 2,642                        | 3,188      | 20.7%              | 2,543      | 25.4%                    |
| Average Saturday Boardings     | 2,706                        | 5,235      | 93.5%              | 2,679      | 95.4%                    |
| Average Sunday Boardings       | 1,764                        | 2,931      | 66.2%              | 1,747      | 67.8%                    |
| Boardings per Revenue Hour     | 34.38                        | 85.33      | 148.2%             | 70.05      | 21.8%                    |
| On-Time Performance            | 95.0%                        | 91.1%      | -4.1%              | 96.0%      | -5.1%                    |
| FLEX Performance               | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 11,556                       | 8,505      | -26.4%             | 8,996      | -5.5%                    |
| Average Weekday Boardings      | 447                          | 309        | -30.8%             | 343        | -9.8%                    |
| Average Saturday Boardings     | 183                          | 181        | -1.4%              | 174        | 3.7%                     |
| Average Sunday Boardings       | 196                          | 195        | -0.4%              | 183        | 6.7%                     |
| Boardings per Revenue Hour     | 5.08                         | 4.96       | -2.4%              | 4.06       | 22.0%                    |
| On-time Performance            | 88.0%                        | 76.6%      | -12.9%             | 88.3%      | -13.2%                   |
| LIFT Performance               | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 10,121                       | 9,662      | -4.5%              | 9,544      | 1.2%                     |
| Average Weekday Boardings      | 423                          | 399        | -5.6%              | 411        | -2.8%                    |
| Average Saturday Boardings     | 113                          | 119        | 5.1%               | 110        | 8.0%                     |
| Average Sunday Boardings       | 74                           | 80         | 7.8%               | 72         | 10.8%                    |
| Boardings per Revenue Hour     | 1.80                         | 2.06       | 14.3%              | 2.05       | 0.5%                     |
| On-Time Performance            | 92.0%                        | 86.1%      | -6.4%              | 89.9%      | -4.2%                    |
| NCTD+ Performance              | Goals/Standards <sup>1</sup> | March 2026 | Variance from Goal | March 2025 | Variance from Prior Year |
| Total Boardings                | 6,255                        | 4,387      | -29.9%             | 2,265      | 93.7%                    |
| Average Weekday Boardings      | 182                          | 176        | -3.3%              | 88         | 100.0%                   |
| Average Saturday Boardings     | 265                          | 61         | -77.0%             | 47         | 29.8%                    |
| Average Sunday Boardings       | 238                          | 53         | -77.7%             | 37         | 43.2%                    |
| Boardings per Revenue Hour     | 1.80                         | 3.35       | 86.0%              | 3.89       | -14.0%                   |
| On-Time Performance            | 92.0%                        | 83.3%      | -9.4%              | 85.7%      | -2.8%                    |
| Median Wait Time (minutes)     | 20                           | 17.95      | -10.3%             | 24.27      | -26.0%                   |

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

**STAFF REPORT**

**APPROVE AMENDMENT NO. 01 TO AGREEMENT NO. 24083 WITH EIDE BAILLY FOR FINANCIAL AUDIT SERVICES**

**Time Sensitive:**  **Consent:**

**STAFF RECOMMENDATION:**

Approve Amendment No. 01 to Agreement No. 24083 with Eide Bailly to increase the contract value by \$17,000, for a total contract amount of \$510,751.

**BACKGROUND INFORMATION:**

Eide Bailly performs the annual independent financial audits of North County Transit – San Diego Railroad’s (NCTD) Annual Comprehensive Financial Report, Single Audit, Transportation Development Act (TDA) program, and annual agreed-upon procedures for NCTD’s compliance with the requirements of the Federal Transit Administrator National Transit Database Uniform System of Accounts and Records and Reporting System.

Pursuant to NCTD Board of Directors (Board) Policy No. 19 – *Delegation of Authority to the Chief Executive Officer*, the Chief Executive Officer or their designee may award a contract if the initial contract value does not exceed \$500,000 and is within the Board-adopted budget.

Accordingly, on August 1, 2024, NCTD awarded Agreement No. 24083 to Eide Bailly for financial auditing services in an amount not-to-exceed \$493,751, for a three-year base term and two one-year options. The contract was within the CEO’s award authority, and the award was reported to the Board on November 21, 2024, through the contract actions report submitted to the Board (Agenda Item No. 6).

In February 2026, NCTD was informed by the National Transit Database (NTD) Senior Validation Analyst that NCTD was subject to a decennial (every 10 years) independent audit of financial data. This audit was not included in the scope of work under Agreement No. 24083 with Eide Bailly. NCTD is required to submit a NTD Independent Auditor’s Statement for Financial Data (IAS-FD) that meets the NTD’s decennial requirement for all urban Full and Reduced Reporters by August 31, 2026. This additional work has a cost of \$17,000, which increases the contract value of Agreement No. 24083 to \$510,751.

Staff recommend that the Board approve Amendment No. 01 to Agreement No. 24083 with Eide Bailly to increase the contract value by \$17,000, for a total contract amount of \$510,751.

**ATTACHMENT:**

None

**FISCAL IMPACT:**

The FY2026 fiscal impact of this proposed contract action is \$17,000, which will be funded with local operating funds programmed in accounts 340.50311x.

**COMMITTEE REVIEW:**

None

**STAFF CONTACT:**

**Eun Park-Lynch, Chief Financial Officer**  
E-mail: [eparklynch@nctd.org](mailto:eparklynch@nctd.org) Phone: 760-967-2858

**STAFF REPORT** | **AUTHORIZE THE AWARD OF SUPPLEMENTAL AGREEMENT NO. 01 TO AGREEMENT NO. 23056 WITH SPARE LABS INC. FOR THE PURCHASE OF ON-DEMAND MICRO-TRANSIT SOFTWARE SERVICES FOR PARATRANSIT**

**Time Sensitive:**  **Consent:**

**STAFF RECOMMENDATION:** Authorize the award of Supplemental Agreement No. 01 to Agreement No. 23056 with Spare Labs Inc. for On-Demand Micro-transit Software Services for paratransit not-to-exceed amount of \$1,475,000, for a total not-to-exceed contract amount of \$7,096,800, including the remaining base term and all option years.

**BACKGROUND INFORMATION:** On April 20, 2023, the North County Transit – San Diego Railroad (NCTD) Board of Directors (Board) awarded Agreement No. 23056 to Spare Labs, Inc. to provide micro-transit software for the deployment of on-demand services for NCTD+, for a five-year base term with two 2-year options in an amount not-to-exceed \$5,621,800.

NCTD now requires the expansion of the services provided by Spare Labs, Inc. to utilize the current NCTD+ micro-transit technology platform in support of LIFT paratransit operations, including trip reservations, scheduling, dispatching, payment processing, reporting, and management support. Currently, NCTD is utilizing the scheduling system used by the former bus operations contractor for LIFT operations, which is not compatible with the current scheduling system. Expanding Spare Labs, Inc. services to LIFT will support NCTD’s operational decision to consolidate demand-response technology platforms to streamline operations, reduce risk, and improve efficiency.

Supplemental Agreement No. 01 to Agreement No. 23056 will incorporate paratransit service into NCTD’s existing Spare Labs, Inc. micro-transit software to optimize scheduling and routing, provide flexible, real-time operational tools to manage service disruptions, and to enhance data visibility, reporting, and performance management for paratransit services.

In its due diligence, staff publicly posted an intent to sole source, on January 28, 2026, inviting other providers of micro-transit technology platforms to submit their platforms for consideration. Three responses were received, none of which were capable of integrating with the current NCTD+ system.

Accordingly, staff recommends that the Board authorize the Chief Executive Officer to execute Supplemental Agreement No. 01, in the amount of \$1,475,000, to Agreement No. 23056 with Spare Labs, Inc. for a total not-to-exceed agreement amount of \$7,096,800, through the remaining two years of the base term and two 2-year optional renewal periods.

**ATTACHMENT:** None

**FISCAL IMPACT:** The approved supplemental agreement will be effective July 1, 2026. The fiscal impact for FY2027 is \$515,000, which will be included in the proposed FY2027

operating budget and funded with local operating funds. Fiscal impact for future years will be budgeted through the operating budget process.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Mary Dover, Deputy Chief Operating Officer – Bus**  
E-mail: [mdover@nctd.org](mailto:mdover@nctd.org) Phone: 760-967-2895

**STAFF REPORT**

**AUTHORIZE THE PURCHASE OF NON-REVENUE SUPPORT VEHICLES**

**Time Sensitive:**  **Consent:**

**STAFF  
RECOMMENDATION:**

Staff recommends that the Board of Directors authorize the Chief Executive Officer to purchase the following vehicles pursuant to Invitation for Bid (IFB) No. 37063 as follows:

- 1) To PFVT Motors, LLC in the amount of \$540,190 plus tax, for the purchase of the following vehicles:  
Group 1: One Ford F250 4WD Crew Cab Utility Body Truck  
Group 2: One Ford F250 4WD Extended Cab Utility Body with Ladder Rack  
Group 3: Two F350 4WD Crew Cab High-Rail Truck  
Group 5: Two Ford Explorer AWD SUV  
Group 7: One Ford Transit AWD Medium-Roof Cargo Van
- 2) To Custom Truck One Source in the amount of \$245,305 plus tax, for the purchase of the following vehicle:  
Group 4: One Ford F550 4WD Crew Cab High-Rail Truck with Crane

**BACKGROUND  
INFORMATION:**

North County Transit District (NCTD), operating as North County Transit – San Diego Railroad, maintains a fleet of 142 non-revenue vehicles that support operational oversight across all modes and administrative functions, such as facilities, development services, information technology, administration, safety and risk management, and marketing.

To maintain reliability and operational efficiency, NCTD replaces support vehicles that have met or exceeded their useful service life. Staff has determined that the eight vehicles identified in this procurement meet the replacement criteria and are scheduled for replacement.

On February 25, 2026, NCTD issued Invitation for Bid (IFB) No. 37063 for the purchase of replacement vehicles. The solicitation was advertised in two newspapers of general circulation and posted on PlanetBids. Bids were received by the March 27, 2026 deadline for Groups 1, 2, 3, 4, 5, and 7; all which were deemed responsive and responsible. No bids were received for Groups 6 and 8.

Following evaluation, PFVT Motors, LLC (for Groups 1, 2, 3, 5 and 7) and Custom Truck One Source (for Group 4) are recommended for award as the lowest responsive and responsible bidders for the respective vehicle groups. The total cost of all awarded groups is \$785,495, including shipping and applicable fees but excluding taxes, which was 16% lower than NCTD's Independent Cost Estimate (ICE) for the awarded groups.

Accordingly, staff recommends that the Board of Directors authorize the Chief Executive Officer to purchase the following vehicles pursuant to Invitation for Bid (IFB) No. 37063 as follows:

- 1) To PFVT Motors, LLC in the amount of \$540,190 plus tax, for the purchase of the following vehicles:  
Group 1: One Ford F250 4WD Crew Cab Utility Body Truck  
Group 2: One Ford F250 4WD Extended Cab Utility Body with Ladder Rack  
Group 3: Two F350 4WD Crew Cab High-Rail Truck  
Group 5: Two Ford Explorer AWD SUV  
Group 7: One Ford Transit AWD Medium-Roof Cargo Van
- 2) To Custom Truck One Source in the amount of \$245,305 plus tax, for the purchase of the following vehicle:  
Group 4: One Ford F550 4WD Crew Cab High-Rail Truck with Crane

**ATTACHMENT:** None

**FISCAL IMPACT:** Groups 1, 2, 3, 4 and 5 will be funded with Federal Transit Administration (FTA) and matching State Transit Assistance (STA) and Transportation Development Act (TDA) funds programmed in Project No. 126002, which has an available budget of \$918,015. Group 7 will be funded with FTA and matching TDA funds programmed in Project No. 125003, which has an available budget of \$100,099.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Alex Denis, Chief Operating Officer – General Services**  
E-mail: [adenis@nctd.org](mailto:adenis@nctd.org) Phone: 760-966-6537

**STAFF REPORT**

**AUTHORIZE THE AWARD OF AGREEMENT NOS. 26028 AND 26029 FOR THERMO KING HVAC BUS PARTS**

**Time Sensitive:**  **Consent:**

**STAFF RECOMMENDATION:**

Authorize award of Agreement No. 26028 to TK Services dba Sonsray Fleet Services, as primary vendor, and Agreement No. 26029, to Fred M. Boerner Motor Co. dba RWC Group, as secondary vendor, for a base period of three years.

**BACKGROUND INFORMATION:**

North County Transit District, operating as North County Transit – San Diego Railroad’s (NCTD), fleet of buses are primarily equipped with Thermo King TEA 15-M HVAC Systems. In order to maintain the HVAC systems in the fleet and maximize funding opportunities, NCTD needs to establish federally compliant contracts for the required parts. Accordingly, on February 4, 2026, NCTD issued Invitation for Bid (IFB) No. 37037 for Thermo King HVAC Bus Parts. Notices were published in the San Diego Union-Tribune and posted on PlanetBids. Five bids were received by the March 13, 2026 deadline and four were deemed responsive and responsible. A summary of the responsive and responsible bids is as follows:

| <b>Bidder Name</b>  | <b>Grand Total Bid</b> |
|---|------------------------|
| TK Services dba Sonsray Fleet Services<br>(recommended primary vendor)    | \$901,287              |
| Fred M. Boerner Motor Co. dba RWC Group<br>(recommended secondary vendor) | \$1,290,412            |
| The Aftermarket Parts Company, LLC dba NFI Parts                          | \$1,634,782            |
| Blue Angel International LLC  | \$1,986,610            |

Following the bid analysis, it was determined that TK Services dba Sonsray Fleet Services provided the lowest, responsive, and responsible bid. TK Services dba Sonsray Fleet Services’ bid was under NCTD’s independent cost estimate (ICE) that was completed by staff prior to the solicitation, and is, therefore, determined to be fair and reasonable. As a result, TK Services dba Sonsray Fleet Services is recommended as primary vendor for the required items.

In order to maintain operational continuity should TK Services dba Sonsray Fleet Services be unable to supply the required items, it is a best practice to award a secondary contract to the next lowest, responsive, and responsible bidder. Staff have determined that Fred M. Boerner Motor Co. dba RWC Group submitted the second lowest responsive, responsible bid. While Fred M. Boerner Motor Co. dba RWC Group’s overall bid is slightly higher than the ICE, it is significantly lower than the average of all bids. As a result, staff determined the bid to be fair and reasonable as a secondary source should the primary vendor be unable to supply the required items.

Accordingly, staff recommends that the Board authorize award of Agreement No. 26028 to TK Services dba Sonsray Fleet Services, as primary vendor, and Agreement No. 26029, to Fred M. Boerner Motor Co. dba RWC Group, as secondary vendor, for a base period of three years in a cumulative not-to-exceed amount of \$540,772 plus applicable taxes, and two optional one-year extensions, if determined in the best interest of NCTD, in a cumulative not-to-exceed amount of \$360,515, plus applicable taxes, for a cumulative not-to-exceed total amount of \$901,287 plus applicable taxes.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of Agreement No. 26028 and 26029 is a cumulative not-to-exceed amount of \$901,287 plus applicable taxes. The estimated expense for FY2027 is \$180,257 and will be included in the proposed annual operating budget that will be presented to the Board prior to adoption. Expenses will be funded with Federal Transit Administration (FTA) and matching funds. Future years expenditures will be budgeted through the annual operating budget process.

**COMMITTEE  
REVIEW:** None

**STAFF CONTACT:** **Alex Denis, Chief Operating Officer – General Services**  
E-mail: [adenis@nctd.org](mailto:adenis@nctd.org) Phone: 760-966-6537

**STAFF REPORT | AUTHORIZE THE AWARD OF AGREEMENT NOS. 26034 - 26036 FOR ALLISON TRANSMISSION PARTS**

**Time Sensitive:**     **Consent:**

**STAFF  
RECOMMENDATION:**

Authorize the award of Agreement No. 26034 to Rush Truck Center, San Diego, as primary vendor, Agreement No. 26035 to E-W Truck, as secondary vendor, and Equipment Co., Inc., and Agreement No. 26036 to Dartco Transmission Sales and Service for Allison Transmission Parts, as tertiary vendor, for a base period of three years in a cumulative not-to-exceed amount of \$908,907 plus applicable taxes, plus two optional one-year extensions, if determined in the best interest of NCTD, in a cumulative not-to-exceed amount of \$652,293 plus applicable taxes, for a cumulative not-to-exceed total amount of \$1,561,200 plus applicable taxes.

**BACKGROUND  
INFORMATION:**

North County Transit District, operating as North County Transit – San Diego Railroad’s (NCTD), fleet of buses are primarily equipped with various models of Allison Transmission Parts (Allison). In order to maintain these engines and maximize funding opportunities, NCTD needs to establish federally compliant contracts for the parts required to replace, maintain or repair these transmissions. Accordingly, on February 6, 2026, NCTD issued Invitation for Bid (IFB) No. 37036 for Allison replacement transmission and parts. Notices were published in the San Diego Union-Tribune and posted on PlanetBids. Eight bids were received by the March 26, 2026 deadline. All eight bids were deemed responsive and responsible. A summary of the responsive and responsible bids is as follows:

| <b>Bidder Name</b>   | <b>Grand Total Bid</b> |
|--|------------------------|
| Rush Truck Center, San Diego<br>(recommended primary vendor)         | \$ 1,184,521           |
| E-W Truck & Equipment Co.<br>(recommended secondary vendor)          | \$ 1,316,348           |
| Dartco Transmission Sales & Service<br>(recommended tertiary vendor) | \$ 1,406,194           |
| Fred M. Boerner Motor Co.  | \$ 1,498,210           |
| Western States Converts & Transmissions, Inc                         | \$ 1,814,722           |
| Cal Pacific Truck Center, LLC  | \$ 2,353,668           |
| Blue Angel International LLC   | \$ 2,419,907           |
| The Aftermarket Parts Company, LLC dba NFI Parts                     | \$ 2,483,863           |

Following the bid analysis, it was determined that Rush Truck Center, San Diego provided the lowest, responsive and responsible bid. Rush Truck Center, San Diego’s bid was under NCTD’s independent cost estimate (ICE) that was completed by staff prior to the solicitation. Following review, staff has deemed the bid to be fair and reasonable.

In order to maintain operational continuity should Rush Truck Center, San Diego be unable to supply the required items, it is a best practice to award a secondary and tertiary contract to the next lowest, responsive, and responsible bidders. Staff have determined E-W Truck & Equipment Co. submitted the second lowest, responsive, and responsible bid and Dartco Transmission Sales & Service submitted the third lowest, responsive, and responsible bid. As a result, staff determined the bids to be fair and reasonable as a secondary and tertiary source, should the primary vendor be unable to supply the required items.

Staff recommend that the Board of Directors (Board) authorize the award of Agreement No. 26034. to Rush Truck Center, San Diego as primary vendor, award Agreement No. 26035 to E-W Truck & Equipment Co., as secondary vendor, and award Agreement No. 26036 to Dartco Transmission Sales & Service, as tertiary vendor, for a base period of three years, in a cumulative not-to-exceed amount of \$908,907 plus applicable taxes, and two optional one year extensions, if determined in the best interest of NCTD, in a cumulative not-to-exceed amount of \$652,293 plus applicable taxes for a cumulative not-to-exceed total amount of \$1,561,200 plus applicable taxes.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of Agreement No. 26034, 26035, and 26036 is a cumulative not-to-exceed amount of \$1,561,200 plus applicable taxes. The estimated expense for FY2027 is \$223,110 and will be included in the proposed annual operating budget that will be presented to the Board prior to adoption. Expenses will be funded with Federal Transit Administration (FTA) and local matching funds. Future year expenditures will be budgeted through the annual operating budget process.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Alex Denis, Chief Operating Officer – General Services**  
E-mail: [adenis@nctd.org](mailto:adenis@nctd.org) Phone: 760-966-6537

**STAFF REPORT**

**AUTHORIZE THE AWARD OF AGREEMENT NOS. 26031 – 26033 FOR CUMMINS BUS ENGINE PARTS**

**Time Sensitive:**  **Consent:**

**STAFF RECOMMENDATION:**

Authorize the award of Agreement No. 26031 to Cummins, Inc., as primary vendor, Agreement No. 26032 to Rush Truck Center, San Diego, as secondary vendor, and Agreement No. 26033 to E-W Truck and Equipment Co. Inc., as tertiary vendor, for a base period of three years in a cumulative not-to-exceed amount of \$1,765,171 plus applicable taxes, plus two optional one-year extensions, if determined in the best interest of NCTD, in a cumulative not-to-exceed amount of \$1,176,780 plus applicable taxes, for a cumulative not-to-exceed amount total of \$2,941,951 plus applicable taxes.

**BACKGROUND INFORMATION:**

North County Transit – San Diego Railroad’s (NCTD) fleet of buses are equipped with various Cummins engines, including models ISC 280, C-Gas Plus 8.3, ISL 8.9L G, ISLG, and L9N engines. In order to maintain these engines and maximize funding opportunities, NCTD needs to establish federally compliant contracts for the required parts. Accordingly, on February 11, 2026, NCTD issued Invitation for Bid (IFB) No. 37049 for Cummins Engine Bus Parts. Notices were published in the San Diego Union-Tribune and posted on PlanetBids. Nine bids were received by the March 13, 2026 deadline and eight were deemed responsive and responsible. A summary of the responsive and responsible bids is as follows:

| <b>Bidder Name</b>  | <b>Grand Total Bid</b> |
|---|------------------------|
| Cummins, Inc. (recommended primary vendor)                  | \$2,941,951            |
| Rush Truck Center, San Diego (recommended secondary vendor) | \$3,060,089            |
| E-W Truck & Equipment Co. (recommended tertiary vendor)     | \$3,119,579            |
| Inland Kenworth (US) Inc.                                   | \$3,178,582            |
| Fred M. Boerner Motor Co. dba RWC Group                     | \$3,495,793            |
| Cal Pacific Truck Center, LLC                               | \$4,496,218            |
| The Aftermarket Parts Company, LLC dba NFI Parts            | \$5,449,310            |
| Blue Angel International LLC                                | \$5,531,745            |

Following the bid analysis, it was determined that Cummins provided the lowest, responsive, and responsible bid. Cummins’ bid was under NCTD’s independent cost estimate (ICE) that was completed by staff prior to the solicitation. Following review, staff has deemed the bid to be fair and reasonable.

In order to maintain operational continuity should Cummins, Inc. be unable to supply the required items, it is a best practice to award secondary and tertiary contracts to the next lowest, responsive, and responsible bidders. Staff has determined that Rush Truck Center, San Diego and E-W Truck & Equipment Co. submitted the second and third lowest, responsive, and responsible bid. Both bids are lower than the ICE. Therefore, staff determined the bids to be fair and

reasonable as a secondary and tertiary source, respectively, should the primary vendor be unable to supply the required items.

Therefore, staff recommends that the Board authorize the award of Agreement No. 26031 to Cummins, Inc., as primary vendor, Agreement No. 26032 to Rush Truck Center, San Diego, as secondary vendor, and Agreement No. 26033 to E-W Truck and Equipment Co. Inc., as tertiary vendor, for a base period of three years in a cumulative not-to-exceed amount of \$1,765,171 plus applicable taxes, plus two optional one-year extensions, if determined in the best interest of NCTD, in a cumulative not-to-exceed amount of \$1,176,780 plus applicable taxes, for a cumulative not-to-exceed total amount of \$2,941,951 plus applicable taxes.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of Agreement No. 26031, 26032, and 26033 is a cumulative not-to-exceed total amount of \$2,941,951 plus applicable taxes. The estimated expense for FY2027 is \$588,390 and will be included in the proposed annual operating budget that will be presented to the Board prior to adoption. Expenses will be funded with Federal Transit Administration (FTA) and local matching funds. Future year expenditures will be budgeted through the annual operating budget process.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Alex Denis, Chief Operating Officer – General Services**  
E-mail: [adenis@nctd.org](mailto:adenis@nctd.org) Phone: 760-966-6537

**STAFF REPORT**

**SET PUBLIC HEARING FOR JUNE 18, 2026 TO CONSIDER ADOPTION OF THE FY2027 OPERATING BUDGET AND FY2027-FY2031 CAPITAL IMPROVEMENT PROGRAM AND AUTHORIZE CERTAIN RELATED ACTIONS**

**Time Sensitive:**  **Consent:**

**STAFF  
RECOMMENDATION:**

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

- 1) Set a public hearing for June 18, 2026 to consider adoption of the FY2027 Operating Budget; and
- 2) Authorize staff to execute the following actions related to the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program in accordance with the State of California Public Utilities Code §125106:
  - a. Publish notice that NCTD will hold a public hearing on June 18, 2026 related to the consideration for adoption of the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program no later than May 31, 2026;
  - b. Release the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program documents for public review and comment no later than June 3, 2026; and
  - c. Receive and consider public comment.

**BACKGROUND  
INFORMATION:**

The North County Transit District, operating under and pursuant to California Public Utilities Code sections 125000, et seq., and referred to as North County Transit - San Diego Railroad (NCTD), is developing the proposed FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program in accordance with NCTD Board of Directors' (Board) Policy No. 17 - *Budget Development* and Board Policy No. 3 – *Committees and External Appointments*. Board Policy No. 17 - *Budget Development* requires the Performance, Administration and Finance (PAF) Committee to review and advance the annual budget to the full Board. On May 21, 2026, the Performance, Administration, and Finance (PAF) Committee received a detailed presentation of the significant assumptions for revenues and expenses supporting the Proposed FY2027 Operating Budget (Agenda Item No. 1).

In addition to the proposed budget document, the following items will accompany the release of the FY2027 budget for public review and comment:

- A. **Classification and Compensation Schedule.** NCTD's Classification and Compensation Schedule is a condensed structure that aligns job categories with marketplace compensation, and offers flexibility for future staffing requirements.
- B. **Right-of-Way (ROW) Cost Recovery Fee Schedule.** The ROW Cost Recovery Fee Schedule reflects current costs of providing certain services. NCTD owns and/or maintains a considerable amount of real estate, including 82 miles of rail ROW on the coastal and inland corridors. Other entities often need to conduct business on NCTD property. The

ROW Cost Recovery Fee Schedule identifies the costs an outside entity is charged for conducting business on NCTD property.

- C. **The Service Implementation Plan (SIP).** The SIP provides a 10-year transit operations service plan for NCTD. It is a requirement under the Master Memorandum of Understanding with the San Diego Association of Governments and is used to support the budgeted costs associated with planned service levels.

Staff recommends that NCTD's Board:

- 1) Set a public hearing for June 18, 2026 to consider adoption of the FY2027 Operating Budget; and
- 2) Authorize staff to execute the following actions related to the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program in accordance with the State of California Public Utilities Code §125106:
  - a. Publish notice that NCTD will hold a public hearing on June 18, 2026 related to the consideration for adoption of the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program no later than March 31, 2026;
  - b. Release the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program documents for public review and comment no later than June 3, 2026; and
  - c. Receive and consider public comment.

**ATTACHMENT:** None

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** None

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

**STAFF REPORT**

**SET PUBLIC HEARING FOR JUNE 18, 2026 FOR THE BOARD TO RECEIVE A PRESENTATION ON THE STATUS OF JOB VACANCIES AND RECRUITMENT AND RETENTION EFFORTS AS REQUIRED BY CALIFORNIA GOVERNMENT CODE SECTION §3502.3**

Time Sensitive:  Consent:

**STAFF  
RECOMMENDATION:**

Staff recommends that North County Transit District, operating as North County Transit – San Diego Railroad’s (NCTD), Board of Directors (Board) set a public hearing for June 18, 2026 for the Board to receive a presentation on the status of job vacancies and NCTD’s recruitment and retention efforts, in accordance with California Government Code Section §3502.3.

**BACKGROUND  
INFORMATION:**

Assembly Bill (AB) 2561 was signed into law on September 22, 2024, and created §3502.3 to the California Government Code effective January 1, 2025. This legislation requires a public agency to present the status of vacancies and related recruitment and retention efforts at a public hearing at least once per fiscal year prior to the adoption of the agency’s final budget. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the legislation requires the public agency, upon request of the affected bargaining unit, to include specified information during the public hearing.

1. **Current Vacancy Status.** The following represents NCTD’s vacancies as of May 1, 2026.
  - Agency total Authorized full-time positions: 873
  - Current vacant positions: 53
  - Overall agency vacancy rate: 6.1%
  - The number of bargaining units with a 20% or higher vacancy rate: 0
2. **Recruitment Efforts.** The following are the 92 recruitments completed between July 1, 2025 through May 1, 2026.

**July 2025 – 7 new hires**

(1) Enterprise Risk Manager, (1) Payroll Specialist, (1) Transit Clerk, (1) Overhaul and Repair Mechanic, (1) Train Attendant, (1) COASTER Technician, (1) SPRINTER Maintenance of Equipment (MOE) Technician.

**August 2025 – 10 new hires**

(4) COASTER Conductor, (2) COASTER MOE Technician, (1) Program Manager - Bus Stop and Zones, (1) Procurement Contracting Officer, (1) Code Compliance Inspector, (1) Control Center Technician

**September 2025 – 7 new hires**

(5) Coach Operator, (2) Fleet Technician II

**October 2025 – 13 new hires**

(3) SPRINTER Train Attendant, (2) COACH Operator, (3) Fleet Technician II, (1) Marketing and Communications Associate, (1) Road Supervisor/Dispatch Supervisor, (1) Signal Maintainer, (1) Customer Experience Assistant, (1) Facilities Maintenance Custodian

**November 2025 – 7 new hires**

(4) Coach Operator, (1) Payroll Manager, (1) Marketing and Communications Associate, (1) Road Supervisor/Dispatch Supervisor

**December 2025 – 7 new hires**

(1) Administrative Analyst – Human Resources, (1) Procurement Contracting Officer, (1) Transit Clerk, (1) Assistant Dispatcher, (1) Assistant Signal Maintainer, (1) Fleet Technician III, (1) Customer Experience Assistant

**January 2026 – 12 new hires**

(2) Customer Experience Assistants, (1) Track Maintainer, (1) Director of Facilities, (1) Manager of Transit Systems, (1) Fleet Maintenance Supervisor, (1) Signal Maintainer, (1) Information Technology Tech II, (1) Body Tech II, (1) Fleet Tech II, (1) Fleet Servicer, (1) Coach Operator

**February 2026 – 3 new hires**

(1) Fleet Maintenance Supervisor, (1) Facilities Maintenance Custodian, (1) Track Maintainer

**March 2026 – 13 new hires**

(9) Coach Operator, (1) Rail System Safety Specialist, (1) Bus Operations Manager, (1) Paratransit Scheduler, (1) Fleet Servicer

**April 2026 – 4 new hires**

(3) Facilities Maintenance Custodian, (1) Fleet Technician II

**May 2026 – 9 new hires**

(1) Facilities Maintenance Custodian, (1) Customer Experience Assistant, (1) Fleet Servicer, (6) Train Attendants

3. **Retention Efforts.** To ensure retention, NCTD has a robust employee benefits package that is comparable to other transit and public sector agencies. NCTD's recruitment efforts have resulted in successful candidates for the posted vacancies.
4. **Obstacles and Proposed Changes.** Generally, NCTD is fortunate to receive a robust applicant response to its posted vacancies, which helps to expedite recruitment efforts. Nonetheless, in the public sector, positions usually take longer to fill than in the private sector due to additional transparency, oversight, compliance, and onboarding processes. Some positions, particularly entry level positions, do have a higher attrition rate and, therefore, vacancies occur more frequently in those classifications.

To promote more efficient recruitment timelines, the Human Resources Department is working with hiring managers to develop comprehensive, structured, and time-bound recruitment plans that ensure accountability and maintain progress toward full staffing objectives.

Based on the requirements of the legislation, staff recommends that the Board set a public hearing for June 18, 2026 for the Board to receive a presentation on the status of job vacancies and NCTD's recruitment and retention efforts, in accordance with California Government Code Section §3502.3.

**ATTACHMENT:** None

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **Adrienne L. Johnson, Deputy Chief People Officer**  
E-mail: [ajohnson@nctd.org](mailto:ajohnson@nctd.org) Phone: 760-547-4088

**STAFF REPORT | RECEIVE TRANSIT OPERATIONS PERFORMANCE REPORT  
DASHBOARD OVERVIEW**

**Time Sensitive:**  **Consent:**

**STAFF RECOMMENDATION:** The Board of Directors (Board) will receive a demonstration of the Transit Operations Performance Report (TOPR) Dashboard.

**BACKGROUND INFORMATION:**

North County Transit District, operating as North County Transit - San Diego Railroad (NCTD), established a dedicated Business Intelligence (BI) Department beginning in March 2025 to strengthen the agency’s capacity for data-driven decision-making. This function is responsible for designing and maintaining the analytical infrastructure that supports decision-making across all levels of the organization.

**Department Responsibilities**

The BI department is charged with translating the agency’s data into meaningful and actionable intelligence. Core responsibilities include the development and governance of key performance indicators (KPIs) aligned with NCTD’s five North Star objectives: World Class Customer Experience, Safety and Security, Fiscal Duty, Employee Experience, and Community and Government Stewardship. These KPIs provide leadership with a consistent, agency-wide framework for measuring performance and progress against strategic goals.

A central focus of the department is replacing time-intensive manual reporting processes with scalable, automated dashboards that give staff and leadership faster, more reliable access to the data they need. This work reduces duplicated efforts and ensures decision-makers across the agency are working from a single, consistent source of information. The department has completed a number of projects that provide managers across the organization with crucial information that promotes data-driven decision-making, streamlines processes, and identifies potential organizational issues, including the development of the TOPR dashboard highlighted in this item.

**TOPR Dashboard**

A core initiative of the BI Department is the TOPR Dashboard, a public-facing performance tool built in Microsoft Power BI. The dashboard is designed to make NCTD’s operational performance accessible and transparent to the Board, riders, and the public.

Rather than relying on static reports, the TOPR Dashboard is an interactive tool that gives users the ability to explore performance data on demand. The dashboard presents ridership and on-time performance trends across all service modes, which allows users to track how NCTD is performing over time. Mode-level detail pages go beyond what was previously available in printed reports, offering a more granular view of performance by individual service – providing greater context and analytical depth than a snapshot summary can offer. By making this data publicly available in an accessible, self-service

format, NCTD demonstrates its commitment to transparency, continuous improvement, and responsible stewardship of public resources.

**ATTACHMENT:** 11A – TOPR Dashboard Overview Presentation

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE  
REVIEW:** None

**STAFF CONTACT:** **Courtney Nichols, Business Intelligence Manager**  
E-mail: [cjnichols@nctd.org](mailto:cjnichols@nctd.org) Phone: 760-435-9145

# Receive Transit Operations Performance Report Dashboard Overview

Board Meeting  
May 21, 2026

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD<sup>+</sup>

# Business Intelligence Department

## Background

North County Transit-San Diego Railroad (NCTD) established a dedicated Business Intelligence (BI) Department in March 2025 to strengthen the agency's capacity for data-drive decision-making. This function is responsible for designing and maintaining the analytical infrastructure that supports decision-making across all levels of the organization.

**March 2025**

Established

**Agency-Wide**

Scope

**2**

Team Members

## Our Objectives

1

### **KPI Governance**

Develop and maintain agency-wide KPIs aligned to NCTD's five North Star objectives.

2

### **Dashboard Development**

Replace manual reporting with scalable, automated dashboards for faster, more reliable data access.

3

### **Streamlined Data Access**

Centralize data across operational systems so all decision-makers work from a single source of truth.

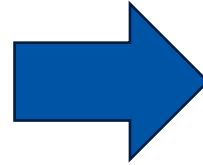
# TOPR Dashboard

## Transit Operations Performance Report

Moving from a static monthly PDF to an interactive platform-available on demand to the Board, riders, and the public.

### Before

Static PDF in monthly Board pack  
No historical data-single snapshot  
Summary-level only, no drill-down



### Now

Interactive dashboard-on demand  
Historical trends across all modes  
Mode detail pages with deeper granularity than ever

## What You'll See in Today's Demo

### Ridership & On-Time Performance

High-level mode summaries with the ability to explore trends over time.

### Mode Detail Pages

Granular data by service-more depth than any previous Board report.

[Live demo to follow](#)

**Questions?**

**STAFF REPORT**

**RECEIVE AN UPDATE REGARDING THE DEVELOPMENT OF THE PROPOSED FY2027 OPERATING BUDGET AND FY2027-FY2031 CAPITAL IMPROVEMENT PROGRAM**

**Time Sensitive:**  **Consent:**

**STAFF  
RECOMMENDATION:**

Receive an update regarding the development of the Proposed FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program, and provide policy feedback or direction, if desired.

**BACKGROUND  
INFORMATION:**

The North County Transit District, operating under and pursuant to California Public Utilities Code sections 125000, et seq., and referred to as North County Transit – San Diego Railroad (NCTD), is developing the proposed FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program in accordance with NCTD Board of Directors’ (Board) Policy No. 17 - *Budget Development* and Board Policy No. 3 - *Committees and External Appointments*. Board Policy No. 17 - *Budget Development* requires the Performance, Administration and Finance (PAF) Committee to review and advance the annual budget to the full Board. On May 21, 2026, prior to the Board meeting, the Performance, Administration, and Finance (PAF) Committee will receive a detailed presentation of the significant assumptions for revenues and expenses supporting the Proposed FY2027 Operating Budget.

On December 18, 2025, the Board approved the proposed FY2027-FY2031 Capital Improvement Program (CIP) (Agenda Item No. 3). NCTD staff continually review previously approved capital projects to ensure that they are advancing as planned, reallocate funding from projects that have anticipated savings or are no longer being pursued for various reasons, and review capital project spending regularly. Based on the re-evaluation of project readiness and priorities, project savings reallocations, and operating needs, the proposed FY2027-FY2031 CIP has been revised and is included in this staff report as Attachments 13B and 13C. Projects that have demonstrated project readiness will be obligated in the grant award applications upon adoption of the FY2027 Operating and Capital Budget scheduled for Board approval on June 18, 2026. Projects that achieve project readiness at a future date will be funded as needed.

On May 21, 2026, through Agenda Item No. 9, the Board authorized staff to publish a public notice no later than May 31, 2026, related to the consideration and adoption of the capital and operating budget on June 18, 2026, and to release the budget documents for public review and comment no later than June 3, 2026.

Through this agenda item, staff will provide an update on the development of the FY2027 Operating Budget for review and input and present the final proposed operating budget to the full Board at the June 18, 2026 meeting for consideration of adoption.

# REVISED

## **Next Steps**

Based on Board feedback, over the next few weeks, staff will be completing the full draft budget and narrative along with the following additional documents that are required for public review on June 3, 2026, and final Board approval on June 18, 2026:

- Classification and Compensation Schedule
- Cost Recovery Fee Schedule
- Service Implementation Plan

**ATTACHMENT:** 1~~2~~<sup>3</sup>A - FY2027 Budget Presentation  
1~~2~~<sup>3</sup>B - FY2027-FY2031 Constrained Capital Improvement Program  
1~~2~~<sup>3</sup>C - FY2027 Capital Improvement Program Revisions

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** Marketing, Service Planning, and Business Development Committee  
Date: March 19, 2026

Performance, Administration, and Finance Committee  
Date: May 21, 2026

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



# Receive Proposed FY2027 Operating and Capital Budget

Board Meeting  
May 21, 2026

COASTER SPRINTER BREEZE FLEX *LIFT* NCTD

# Background

- On December 18, 2025 (Agenda Item No. 3), the Board approved the proposed FY2027-FY2031 Capital Improvement Program (CIP) based on estimated federal and non-federal funding levels at that time
  - For the last four months, staff has continued evaluating the CIP for project readiness, new capital priorities, and reprogramming project savings. The final FY2027-FY2031 CIP will be presented at the June 18, 2026 Board Meeting.
- On March 19, 2026 (Agenda Item No. 3), the Marketing, Service Planning, and Business Development (MSPBD) Committee received an overview on the development of the proposed FY2027 Service Implementation Plan (SIP) and key assumptions

# Background

- On May 21, 2026, staff presented the Proposed FY2027 Operating and Capital Budget to the Performance, Administration, and Finance Committee
- On May 21, 2026, the Board will set a public hearing for June 18, 2026 to consider adoption of the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program

# Board Policies No. 3 and 17

- The PAF Committee is responsible of overseeing the preparation of the annual budget before presentation to the full Board for approval.
- NCTD must adopt an annual balanced budget where total revenues are equal to or exceed total expenses.
- Funds should be programmed first to cover operating expenses (unless grant specific requirements restrict funding for capital projects). Any remaining unallocated funds can then be programmed for the Capital Improvement Program.
- Revenue and expenses projections are based on a series of assumptions. Revenues should be estimated conservatively.
- One-time revenues generally should be used for one-time expenses or capital investments.

# FY2027-FY2031 Budget Outlook

- SANDAG forecasts slow growth of TDA and TransNet sales tax revenues
  - FY2026 to FY 2027: 1.3%
  - FY2028 to FY2031: Average of 2.2%
- Costs continue to increase and outpace revenue growth
  - San Diego Region CPI of 3.8% in 2025
  - Rising oil prices caused by global geopolitical events
    - Diesel \$4.63 (excluding taxes and fees) in April 2026 compared to \$2.66 in April 2025 (74% increase)
    - FY27 Fuel budget higher by \$2.3 million compared to FY26 budget
  - Tariffs on vehicle and vehicle parts are ongoing

# FY2027-FY2031 Budget Outlook

- Property and liability insurance premium increases continue exceeding inflation
  - Federal mandatory excess liability insurance anticipated to be in excess of \$400 million
  - NCTD's safety record and zero loss history is not factored in the premiums; which are largely driven by global catastrophic events
- Since 2020 (COVID-19), transit agencies were awarded one-time funding to assist with operations. NCTD received the following one-time operating funds:
  - Federal CARES: \$94.3 million (funds were fully exhausted by the end of FY25)
  - Federal ARPA: \$60.2 million (funds were fully exhausted by the end of FY25)
  - State SB125: \$25.1 million (NCTD is coordinating with SANDAG to reprogram \$49.6 million of capital funds for operations)
  - State ZETCP: \$7.7 million
  - NCTD must rely on sustainable funding sources to support operations

# Federal and State Unfunded Mandates

- Excess liability insurance: \$7 million for FY27 (\$1.5 million higher than FY26)
- Positive Train Control: \$2.2 million for FY27
- Zero emission transition: \$1.7 million for bus hydrogen fuel for FY27
  - California Innovative Clean Transit (ICT) requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet by 2040
    - Hydrogen fuel prices continue to increase due to supply disruptions and station shortages. High prices and limited infrastructure have slowed adoption.
    - There is no budget for Rail Zero Emission transition due to lack of funding from the state
- Storm Water Mitigation and Environmental Compliance: \$700K for FY27

# FY2027 Major Assumptions

- Sales tax revenues (TDA and TransNet) are calculated and allocated by SANDAG to MTS and NCTD based on population (NCTD will receive 29%)
- State Transit Assistance and State of Good Repair revenue estimates are provided by the State Controller's Office
- Federal Transit Administration funds are appropriated by Congress
- SB125 TIRCP and ZETCP one-time revenues of \$13.7 million
- Fare revenues based on ridership projections by mode of service do not account for future changes to the fare ordinance
- Fuel expenses for diesel assumes \$110-120 barrel/oil
- Wage increases associated with negotiation of 6 collective bargaining agreements for operational employees
  - Offset by hiring freeze for 22 FTEs (no wages budgeted in FY27)

# FY2027 Service Implementation Plan

- Uncertain funding projections at all levels of government, coupled with decreasing sales tax revenues, pose significant challenges in projecting future service levels.
- The Regional Youth Opportunity Pass Program was funded with “capital dollars” in FY2026 and SANDAG has proposed “capital dollars” for FY2027.
  - Funds are programmed for the Capital Improvement Program instead of operations, requiring NCTD to provide the operating funds for the program
- No service expansions are planned for FY2027-FY2031.
- NCTD+ for the Fallbrook-Pala zone has been deferred to FY2028, contingent upon receiving funding from SANDAG’s Flexible Fleets program.
- Future NCTD+ zones will be contingent upon operational conditions and funding.

# Proposed FY2027 Operating Budget Summary

|                               | FY2026 *<br>Adopted<br>Budget | FY2026<br>Forecast | FY2027<br>Proposed<br>Budget | Increase/<br>(Decrease) from<br>FY2026 Budget<br>(#) | Increase/<br>(Decrease) from<br>FY2026 Budget<br>(%) |
|-------------------------------|-------------------------------|--------------------|------------------------------|--|--|
| <b>Operating Revenues</b>     |                               |                    |                              |  |  |
| Passenger Fares               | \$ 12,492,298                 | \$ 12,493,703      | \$ 12,763,545                | \$ 271,247   | 2.17%  |
| Non-Transportation Revenues   | 4,731,200                     | 5,951,011          | 4,557,736                    | (173,464)  | -3.67%   |
| Auxiliary Revenues            | 11,199,184                    | 11,352,783         | 11,600,386                   | 401,202  | 3.58%  |
| Federal Grants                | 37,254,595                    | 37,283,786         | 37,962,816                   | 708,221  | 1.90%  |
| State Grants                  | 33,654,670                    | 26,241,500         | 30,968,107                   | (2,686,563)  | -7.98%   |
| Local Grants                  | 79,473,630                    | 81,460,337         | 83,037,787                   | 3,564,157  | 4.48%  |
|                               | <b>178,805,577</b>            | <b>174,783,120</b> | <b>180,890,377</b>           | <b>2,084,800</b>                                     | <b>1.17%</b>   |
| <b>Operating Expenditures</b> |                               |                    |                              |  |  |
| Salaries, Wages, and Benefits | \$ 92,866,801                 | \$ 94,377,105      | \$ 95,915,714                | \$ 3,048,913   | 3.28%  |
| Professional Services         | 43,190,410                    | 39,807,650         | 38,206,981                   | (4,983,429)  | -11.54%  |
| Fuel, Materials, and Supplies | 22,700,459                    | 20,312,433         | 25,232,595                   | 2,532,136  | 11.15%   |
| Utilities                     | 3,867,188                     | 3,667,324          | 4,083,591                    | 216,403  | 5.60%  |
| Casualty and Liability        | 9,709,267                     | 10,569,851         | 11,750,000                   | 2,040,733  | 21.02%   |
| Fuel Taxes                    | 1,270,553                     | 1,251,589          | 1,433,547                    | 162,994  | 12.83%   |
| Purchased Transportation      | 1,033,000                     | 1,443,613          | 913,000                      | (120,000)  | -11.62%  |
| Miscellaneous Expenses        | 1,847,204                     | 1,213,347          | 1,676,190                    | (171,014)  | -9.26%   |
| Debt-Related Expense          | 674,300                       | 531,124            | 522,000                      | (152,300)  | -22.59%  |
| Leases and Rentals            | 1,146,395                     | 883,834            | 656,759                      | (489,636)  | -42.71%  |
| Contingency                   | 500,000                       | -                  | 500,000                      | -  | 0.00%  |
|                               | <b>178,805,577</b>            | <b>174,057,870</b> | <b>180,890,377</b>           | <b>2,084,800</b>                                     | <b>1.17%</b>   |
|                               | <b>\$ -</b>                   | <b>\$ 725,250</b>  | <b>\$ -</b>                  | <b>\$ -</b>  |  |

\* As originally adopted and does not reflect budget transfers made during the fiscal year

# FY2027-FY2031 Capital Improvement Program

- \$57 million needed for critical capital projects in FY27-FY28
  - \$17.4 million funded with competitive grants (CNG Buses, PTC Wireless)
  - \$15.6 million funded with prior years capital carryover reserves
  - Projects will be funded upon project readiness

| FTA Scope                    | FTA Scope Description                     | FY2027               | FY2028              | FY2029      | FY2030      | FY2031      | 5-Year               |
|------------------------------|---|----------------------|---------------------|-------------|-------------|-------------|----------------------|
| 111                          | Bus Rolling Stock                         | \$ 19,734,360        | \$ -                | \$ -        | \$ -        | \$ -        | \$ 19,734,360        |
| 113                          | Bus Stations, Stops and Terminals         | 950,000              | 350,000             | -           | -           | -           | 1,300,000            |
| 114                          | Bus Support Equipment and Facilities      | 8,020,000            | 825,000             | -           | -           | -           | 8,845,000            |
| 121                          | Rail Rolling Stock                        | 3,270,000            | -                   | -           | -           | -           | 3,270,000            |
| 122                          | Rail Transitways and Lines                | 7,060,025            | 5,500,025           | -           | -           | -           | 12,560,050           |
| 123                          | Rail Stations, Stops and Terminals        | 1,560,000            | -                   | -           | -           | -           | 1,560,000            |
| 124                          | Rail Support Equipment and Facilities     | 5,876,500            | 1,138,000           | -           | -           | -           | 7,014,500            |
| 126                          | Rail Signals and Communications Equipment | 2,720,000            | -                   | -           | -           | -           | 2,720,000            |
| <b>Total Constrained CIP</b> |   | <b>\$ 49,190,885</b> | <b>\$ 7,813,025</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 57,003,910</b> |

# 5-Year Forecast

|   | FY2027              | FY2028                | FY2029                 | FY2030                 | FY2031                 | 5-Year Total           |
|---|---------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|
| <b>TOTAL REVENUES</b>                                 |                     |                       |                        |                        |                        |                        |
| Passenger Fares                                       | \$ 12,763,545       | \$ 12,923,546         | \$ 13,133,258          | \$ 13,278,069          | \$ 13,423,088          | \$ 65,521,506          |
| Non-Transportation Revenues                           | 4,557,736           | 4,009,168             | 3,803,105              | 3,853,204              | 3,909,165              | 20,132,378             |
| Auxiliary Revenues                                    | 11,600,386          | 11,948,397            | 12,306,848             | 12,676,053             | 13,056,335             | 61,588,019             |
| Federal Grants  | 69,576,934          | 48,795,924            | 48,795,924             | 48,795,924             | 48,795,924             | 264,760,630            |
| State Grants *  | 32,963,662          | 33,621,831            | 23,741,331             | 24,037,189             | 24,338,122             | 138,702,135            |
| Local Grants  | 83,037,787          | 80,302,322            | 81,972,540             | 83,646,497             | 85,291,454             | 414,250,600            |
|   | <b>214,500,050</b>  | <b>191,601,188</b>    | <b>183,753,006</b>     | <b>186,286,936</b>     | <b>188,814,088</b>     | <b>964,955,268</b>     |
| <b>FUNDS ALLOCATION</b>                               |                     |                       |                        |                        |                        |                        |
| Capital Improvement Program                           | 49,190,885          | 7,813,025             | -                      | -                      | -                      | 57,003,910             |
| Minimum Capital District Goal                         | -                   | 7,186,975             | 15,000,000             | 15,000,000             | 15,000,000             | 52,186,975             |
| Operating Budget                                      | 180,890,377         | 185,342,931           | 189,909,879            | 194,594,268            | 199,399,231            | 950,136,686            |
|   | <b>230,081,262</b>  | <b>200,342,931</b>    | <b>204,909,879</b>     | <b>209,594,268</b>     | <b>214,399,231</b>     | <b>1,059,327,571</b>   |
| Deficit   | (15,581,212)        | (8,741,743)           | (21,156,873)           | (23,307,332)           | (25,585,143)           | (94,372,303)           |
| Capital Funds Prior Carryover                         | 15,581,212          | -                     | -                      | -                      | -                      | 15,581,212             |
| <b>Net Deficit</b>                                    | <b>\$ -</b>         | <b>\$ (8,741,743)</b> | <b>\$ (21,156,873)</b> | <b>\$ (23,307,332)</b> | <b>\$ (25,585,143)</b> | <b>\$ (78,791,091)</b> |
| <b>LONG-TERM OBLIGATIONS (Funded from Net Assets)</b> |                     |                       |                        |                        |                        |                        |
| CalPERS Unfunded Accrued Liability Payments           | \$ 4,280,762        | \$ 4,451,603          | \$ 4,937,095           | \$ 4,997,562           | \$ 5,041,221           | \$ 23,708,243          |
| SPRINTER Debt Principal Payments                      | 1,500,000           | 1,550,000             | 1,600,000              | 1,600,000              | 1,650,000              | 7,900,000              |
| <b>Funded from Net Assets</b>                         | <b>\$ 5,780,762</b> | <b>\$ 6,001,603</b>   | <b>\$ 6,537,095</b>    | <b>\$ 6,597,562</b>    | <b>\$ 6,691,221</b>    | <b>\$ 31,608,243</b>   |

\* Funding has not being received from the State for half of the TIRCP allocation of Year #2. NCTD is coordinating with SANDAG to reprogram \$49.6 million from the San Diego Double-Track and Platform project for transit operations. The forecast does not include these funds.

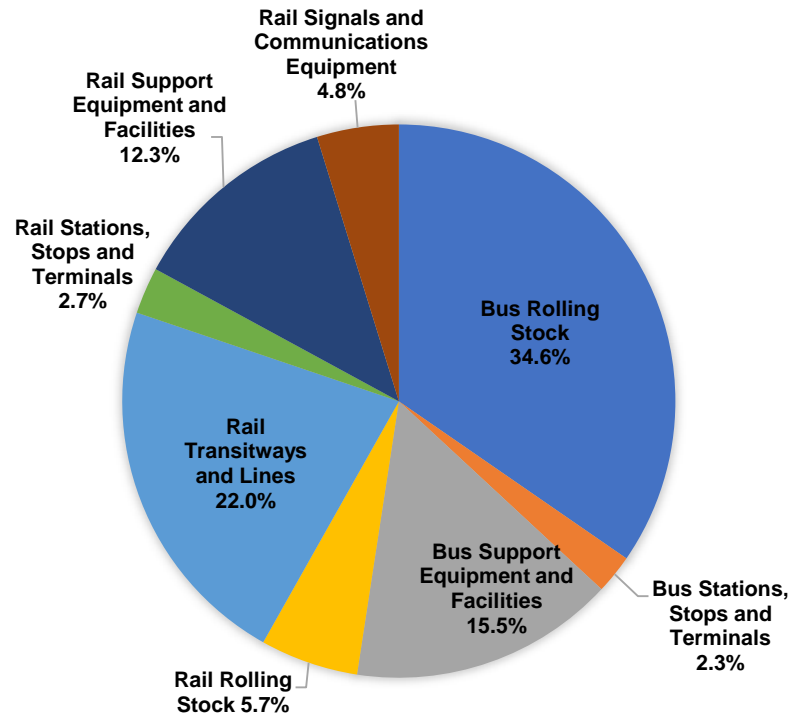
# Next Steps

- By May 31, 2026: Publish notice that NCTD will hold a public hearing on June 18, 2026 related to the consideration for adoption of the FY2027 Operating Budget and FY2027-FY2031 Capital Improvement Program
- June 3, 2026: Release of Documents for Public Review and Comment
- June 18, 2026: Public Hearing and adoption of the FY2027 Operating Budget and related documents

# Questions?

**NORTH COUNTY TRANSIT DISTRICT  
CAPITAL IMPROVEMENT PROGRAM  
FY2027 - FY2031  
CONSTRAINED BASELINE**

| FTA Scope                    | FTA Scope Description                     | FY2027               | FY2028              | FY2029      | FY2030      | FY2031      | 5-Year               |
|------------------------------|---|----------------------|---------------------|-------------|-------------|-------------|----------------------|
| 111                          | Bus Rolling Stock                         | \$ 19,734,360        | \$ -                | \$ -        | \$ -        | \$ -        | \$ 19,734,360        |
| 113                          | Bus Stations, Stops and Terminals         | 950,000              | 350,000             | -           | -           | -           | 1,300,000            |
| 114                          | Bus Support Equipment and Facilities      | 8,020,000            | 825,000             | -           | -           | -           | 8,845,000            |
| 121                          | Rail Rolling Stock                        | 3,270,000            | -                   | -           | -           | -           | 3,270,000            |
| 122                          | Rail Transitways and Lines                | 7,060,025            | 5,500,025           | -           | -           | -           | 12,560,050           |
| 123                          | Rail Stations, Stops and Terminals        | 1,560,000            | -                   | -           | -           | -           | 1,560,000            |
| 124                          | Rail Support Equipment and Facilities     | 5,876,500            | 1,138,000           | -           | -           | -           | 7,014,500            |
| 126                          | Rail Signals and Communications Equipment | 2,720,000            | -                   | -           | -           | -           | 2,720,000            |
| <b>Total Constrained CIP</b> |   | <b>\$ 49,190,885</b> | <b>\$ 7,813,025</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 57,003,910</b> |



## FY2027 CAPITAL IMPROVEMENT PROGRAM REVISIONS

|   |            |         |           | Other Projects Savings | Revised FY2027 CIP | Project Has Dedicated Funding | Project Ready for Funds Programming | Scope and Pro<br>Project will be Funded Upon Readiness |
|---|------------|---------|-----------|------------------------|--------------------|-------------------------------|-------------------------------------|--|
| <b>111 Bus Rolling Stock</b>                            |            |         |           |                        |                    |                               |                                     |  |
| BREEZE Fleet Replacement (CNG Buses)                    | 19,734,360 | -       | -         | -                      | 19,734,360         | 19,734,360                    | -                                   | -  |
| <b>113 Bus Stations, Stops, and Terminals</b>           |            |         |           |                        |                    |                               |                                     |  |
| Bus Stops Improvements Phase II (Construction)          | 575,000    | 375,000 | -         | -                      | 950,000            | -                             | -                                   | 950,000  |
| <b>114 Bus Support Equipment and Facilities</b>         |            |         |           |                        |                    |                               |                                     |  |
| BREEZE East and West Pavement (Construction)            | 1,030,000  | -       | (30,000)  | -                      | 1,000,000          | -                             | -                                   | 1,000,000  |
| BREEZE East and West Electrical Upgrades (Construction) | 935,000    | -       | -         | -                      | 935,000            | -                             | -                                   | 935,000  |
| Trapeze Enterprise Asset Management for Bus Modes       | 750,000    | -       | -         | -                      | 750,000            | -                             | -                                   | 750,000  |
| HASTUS Daily Modules                                    | 750,000    | -       | -         | -                      | 750,000            | -                             | -                                   | 750,000  |
| BREEZE West Elevator Modernization                      | 650,000    | -       | -         | -                      | 650,000            | -                             | -                                   | 650,000  |
| Fire Alarm System (Construction)                        | 550,000    | -       | -         | -                      | 550,000            | -                             | -                                   | 550,000  |
| Standby Power Systems Refresh                           | 510,000    | -       | -         | -                      | 510,000            | -                             | -                                   | 510,000  |
| BREEZE West In-Ground Lift Replacements                 | 500,000    | -       | -         | -                      | 500,000            | -                             | -                                   | 500,000  |
| Utility Carts Purchase                                  | 400,000    | -       | -         | -                      | 400,000            | 400,000                       | -                                   | -  |
| BREEZE East In-Ground Lift Replacements                 | 375,000    | -       | -         | -                      | 375,000            | -                             | -                                   | 375,000  |
| BREEZE East Body Shop Gas Detection (Design)            | 300,000    | -       | -         | -                      | 300,000            | -                             | -                                   | 300,000  |
| Portable Bus Lift Replacements                          | 240,000    | 10,000  | -         | -                      | 250,000            | -                             | -                                   | 250,000  |
| BREEZE West Storeroom Fire Suppression System (Design)  | 250,000    | -       | -         | -                      | 250,000            | -                             | -                                   | 250,000  |
| Network Upgrades  | 175,000    | -       | -         | -                      | 175,000            | -                             | -                                   | 175,000  |
| BREEZE West Unleaded Dispensers                         | 145,000    | -       | -         | -                      | 145,000            | -                             | -                                   | 145,000  |
| BREEZE Lifts  | 125,000    | 10,000  | -         | -                      | 135,000            | -                             | -                                   | 135,000  |
| BREEZE West Veeder-Root Replacement                     | 115,000    | -       | -         | -                      | 115,000            | -                             | -                                   | 115,000  |
| Server Upgrade  | 64,000     | 36,000  | -         | -                      | 100,000            | -                             | -                                   | 100,000  |
| BREEZE West Medium Duty Lift Razor Replacements         | 60,000     | 10,000  | -         | -                      | 70,000             | -                             | -                                   | 70,000   |
| BREEZE West Hydrogen Fueling Station (Design)           | -          | 30,000  | -         | -                      | 30,000             | -                             | -                                   | 30,000   |
| BREEZE West Hydrogen Sensors (Construction)             | -          | 30,000  | -         | -                      | 30,000             | -                             | -                                   | 30,000   |
| Battery Electric Bus Charging Expansion Project         | 530,000    | -       | (530,000) | -                      | -                  | -                             | -                                   | -  |
| BREEZE East Steam Rack Replacement                      | 150,000    | -       | (150,000) | -                      | -                  | -                             | -                                   | -  |
| <b>121 Rail Rolling Stock</b>                           |            |         |           |                        |                    |                               |                                     |  |
| SPRINTER Powerpack Component Overhaul                   | 2,260,000  | -       | -         | -                      | 2,260,000          | -                             | -                                   | 2,260,000  |
| SPRINTER Transmission Overhaul                          | -          | 580,000 | -         | -                      | 580,000            | -                             | -                                   | 580,000  |
| SPRINTER Air Compressor Overhaul                        | -          | 290,000 | -         | -                      | 290,000            | -                             | -                                   | 290,000  |
| SPRINTER Generator Overhaul                             | -          | 140,000 | -         | -                      | 140,000            | -                             | -                                   | 140,000  |

| Scope and Project Name  | FY2027 CIP Approved in December 2025 | Additions           | Funds No Longer Needed | Funded with Other Projects Savings | Revised FY2027 CIP   | Project Has Dedicated Funding | Project Ready for Funds Programming | Project will be Funded Upon Readiness |
|---|--------------------------------------|---------------------|------------------------|------------------------------------|----------------------|-------------------------------|-------------------------------------|---------------------------------------|
| COASTER Bi-Level Overhaul (Installations)                     | 2,047,500                            | -                   | (2,047,500)            | -                                  | -                    | -                             | -                                   | -                                     |
| COASTER Bi-level Overhaul (Design)                            | 480,000                              | -                   | (480,000)              | -                                  | -                    | -                             | -                                   | -                                     |
| <b>122 Rail Transitways and Lines</b>                         |                                      |                     |                        |                                    |                      |                               |                                     |                                       |
| Control Point Ash Turnout (Construction)                      | 4,000,025                            | -                   | -                      | -                                  | 4,000,025            | -                             | -                                   | 4,000,025                             |
| Bridge 209.9 (Construction)                                   | 900,000                              | -                   | -                      | -                                  | 900,000              | -                             | -                                   | 900,000                               |
| Control Point Longboard Drainage (Construction)               | 520,000                              | 230,000             | -                      | -                                  | 750,000              | -                             | -                                   | 750,000                               |
| Grand Avenue and Carlsbad Village Drive Grade Crossing Safety | 750,000                              | -                   | -                      | -                                  | 750,000              | -                             | -                                   | 750,000                               |
| Bridge 207.6 Bearing (Construction)                           | 410,000                              | -                   | -                      | -                                  | 410,000              | -                             | -                                   | 410,000                               |
| Milepost 256.5 Drainage (Design)                              | 250,000                              | -                   | -                      | -                                  | 250,000              | -                             | -                                   | 250,000                               |
| Rose Canyon Bridges (Design)                                  | 1,750,000                            | -                   | (1,750,000)            | -                                  | -                    | -                             | -                                   | -                                     |
| <b>123 Rail Stations, Stops and Terminals</b>                 |                                      |                     |                        |                                    |                      |                               |                                     |                                       |
| Ticket Vending Machines                                       | 350,000                              | 320,000             | -                      | -                                  | 670,000              | -                             | -                                   | 670,000                               |
| Escondido Transit Center Wood Structures Improvements         | 500,000                              | -                   | -                      | -                                  | 500,000              | -                             | -                                   | 500,000                               |
| Solana Beach Glass Canopies (Design)                          | 180,000                              | 60,000              | -                      | -                                  | 240,000              | -                             | -                                   | 240,000                               |
| Solana Beach Station Storefront Improvements (Construction)   | 150,000                              | -                   | -                      | -                                  | 150,000              | -                             | -                                   | 150,000                               |
| <b>124 Rail Support Equipment and Facilities</b>              |                                      |                     |                        |                                    |                      |                               |                                     |                                       |
| COASTER Image Recorders                                       | 2,250,000                            | -                   | -                      | -                                  | 2,250,000            | -                             | -                                   | 2,250,000                             |
| COASTER Train Wash (Construction)                             | 1,900,000                            | -                   | -                      | -                                  | 1,900,000            | -                             | -                                   | 1,900,000                             |
| Rail Onboard Validators                                       | -                                    | 320,000             | -                      | -                                  | 320,000              | -                             | -                                   | 320,000                               |
| COASTER Fuel Dispensing System (Construction)                 | 370,000                              | -                   | (70,000)               | -                                  | 300,000              | -                             | -                                   | 300,000                               |
| Wayside Power Cabinets (Construction)                         | 281,000                              | -                   | -                      | -                                  | 281,000              | -                             | -                                   | 281,000                               |
| COASTER Operations Warehouse Improvements                     | 220,000                              | -                   | -                      | -                                  | 220,000              | -                             | -                                   | 220,000                               |
| COASTER Train Wash (Design)                                   | -                                    | 165,000             | -                      | -                                  | 165,000              | -                             | -                                   | 165,000                               |
| COASTER Turntables (Construction)                             | 380,000                              | -                   | (223,000)              | -                                  | 157,000              | -                             | -                                   | 157,000                               |
| COASTER Pits Structural Repairs                               | 395,000                              | -                   | (295,000)              | -                                  | 100,000              | -                             | -                                   | 100,000                               |
| COASTER Lift Station Upgrades (Design)                        | -                                    | 95,000              | -                      | -                                  | 95,000               | -                             | -                                   | 95,000                                |
| COASTER Turntables (Design)                                   | 50,000                               | -                   | -                      | -                                  | 50,000               | -                             | -                                   | 50,000                                |
| COASTER Fuel Dispensing System (Design)                       | -                                    | 38,500              | -                      | -                                  | 38,500               | -                             | -                                   | 38,500                                |
| Maintenance-of-Way Building Tenant Improvements               | 200,000                              | -                   | (200,000)              | -                                  | -                    | -                             | -                                   | -                                     |
| Maintenance-of-Way Track Charts                               | 800,000                              | -                   | (800,000)              | -                                  | -                    | -                             | -                                   | -                                     |
| <b>126 Rail Signals and Communications Equipment</b>          |                                      |                     |                        |                                    |                      |                               |                                     |                                       |
| Positive Train Control Communications System Refresh          | 1,084,000                            | 916,000             | -                      | -                                  | 2,000,000            | -                             | -                                   | 2,000,000                             |
| Positive Train Control Wireless Crossing                      | -                                    | 720,000             | -                      | -                                  | 720,000              | 720,000                       | -                                   | -                                     |
|   | <b>\$ 51,390,885</b>                 | <b>\$ 4,375,500</b> | <b>\$ (6,575,500)</b>  | <b>\$ -</b>                        | <b>\$ 49,190,885</b> | <b>\$ 20,854,360</b>          | <b>\$ -</b>                         | <b>\$ 28,336,525</b>                  |