



# ***TransNet Independent Taxpayer Oversight Committee Agenda***

**Wednesday, February 12, 2025  
9:30 a.m.**

Welcome to SANDAG. The TransNet Independent Taxpayer Oversight Committee (ITOC) Agenda meeting scheduled for Wednesday, February 12, 2025, will be held in person in the SANDAG Board Room. While ITOC Agenda members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/83955262829>

Webinar ID: 839 5526 2829

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833      +1 (929) 205-6099      International numbers available: <https://us02web.zoom.us/j/83955262829>

All in-person attendees at SANDAG public meetings other than Board of Directors, Policy Advisory Committee members, and SANDAG staff wearing proper identification are subject to screening by walk-through and handheld metal detectors to identify potential hazards and prevent restricted weapons or prohibited contraband from being brought into the meeting area consistent with section 171(b) of the California Penal Code. The SANDAG [Public Meeting Screening Policy](#) is posted on the [Meetings & Events](#) page of the SANDAG website.

**Public Comments:** Members of the public may speak to the ITOC on any item at the time the ITOC is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at [clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org) (please reference ITOC meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter \*9 to "Raise Hand" and \*6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG provides access to all agenda and meeting materials online at [sandag.org/meetings](https://sandag.org/meetings). Additionally, interested persons can sign up for email notifications at [sandag.org/subscribe](https://sandag.org/subscribe). A physical copy of this agenda may be viewed at the SANDAG Toll Operations Office, 1129 La Media Road, San Diego, CA 92154, at any time prior to the meeting.

To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.



**SANDAG offices are accessible by public transit.**  
**Phone 511 or visit 511sd.com for route information.** **Bike parking is available in the parking garage of the SANDAG offices.**

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG Director of Diversity and Equity at (619) 699-1900. Any person who believes they or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

**SANDAG Notice of Non-Discrimination | Aviso de no discriminación de SANDAG | Abiso sa Hindi Pandidiskrimina ng SANDAG | Thông cáo Không phân biệt đối xử của SANDAG | SANDAG 非歧视通知 | SANDAG: إشعار عدم التمييز**

This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) at least 72 business hours before the meeting.

Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) al menos 72 horas antes de la reunión.

**Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí |**

**免費語言協助 | 免費語言協助 | مجانية لغوية مساعدة | 무료 언어 지원 | رایگان زبان کمک | 無料の言語支援 |**

**Бесплатная языковая помощь | Assistència lingüística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite |**

**ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah |**

**Безкоштовна мовна допомога | [sandag.org/LanguageAssistance](https://sandag.org/LanguageAssistance) | (619) 699-1900**

#### **Closed Captioning is available**

SANDAG uses readily available speech recognition technology to automatically caption our meetings in Zoom. The accuracy of captions may vary based on pronunciations, accents, dialects, or background noise. To access Closed Captions, click the “CC” icon in the toolbar in Zoom. To request live closed caption services, please contact the Clerk of the Board at [clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org) or at (619) 699-1900, at least 72 hours in advance of the meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact the Clerk of the Board at [clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org) or at (619) 699-1985, at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905 at least 72 hours in advance of the meeting.

**Vision Statement:** *Pursuing a brighter future for all*

**Mission Statement:** *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

**Our Commitment to Equity:** *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*



# Independent Taxpayer Oversight Committee

Wednesday, February 12, 2025

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Member of the public shall have the opportunity to address the TransNet Independent Taxpayer Oversight Committee (ITOC) on any issue within the jurisdiction of the ITOC that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. ITOC members and SANDAG staff also may present brief updates and announcements under this agenda item.

## Consent

### +2. Approval of Meeting Minutes

Approve

*Francesca Webb, SANDAG*

The ITOC is asked to approve the minutes from its January 8, 2025, meeting.

[Meeting Minutes](#)

### +3. Proposed FY 2026 ITOC Annual Operating Budget

Recommend

*Adrian Paniagua, SANDAG*

The ITOC is asked to recommend that the Board of Directors approve the proposed ITOC Operating Budget as part of the FY 2026 SANDAG Program Budget.

[Proposed FY 2026 ITOC Annual Operating Budget](#)

[Att. 1 - ITOC Annual Project Funding Work Element FY 2026 Proposed Budget](#)

### +4. Quarterly TransNet Financial Reports for the Period Ending December 31, 2024, and Other Financial Data

Information

*Marcus Pascual, SANDAG*

This report provides an overview of the financial status of the TransNet Program.

[Quarterly TransNet Financial Reports for the Period Ending December 31, 2024, and Other Financial Data](#)

[Att. 1 - Discussion Memo](#)

[Att. 2 - TransNet Extension Quarterly Report for FY 2025, Second Quarter](#)

[Att. 3 - TransNet Extension Estimated Annual Sales Tax Revenue as Compared to Actual Receipts through December 31, 2024](#)

[Att. 4 - ITOC Operating Budget Analysis](#)

[Att. 5 - Local Agency Street and Road Maintenance Analysis as of December 31, 2024](#)

[Att. 6 - TransNet Grant Program Balances as of December 31, 2024](#)

[Att. 7 - Local Agency Street and Road Balances as of December 31, 2024](#)

### +5. Overview of Developments in the Financial Markets, Quarterly Finance Report as of December 31, 2024

Information

*Dawn Vettese, SANDAG*

This report provides an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to

minimize possible impacts to the TransNet Program.

[Overview of Developments in the Financial Markets, Quarterly Finance Report as of December 31, 2024](#)

[Att. 1 - Financial Market Review](#)

[Att. 2 - Local Economic Update and Sales Tax Revenue](#)

[Att. 3 - Investment and Debt Portfolio](#)

- +6. TransNet Regional Transportation Congestion Improvement Program Fee Adjustment** Information

*Adrian Paniagua, Naomi Young, SANDAG*

The Board of Directors will be asked to approve a 6% adjustment to the Regional Transportation Congestion Improvement Program, beginning July 1, 2025.

[TransNet Regional Transportation Congestion Improvement Program Fee Adjustment](#)

[Att. 1 - Discussion Memo](#)

- +7. TransNet Major Corridor and Regional Bikeway Program of Projects: Quarterly Status Report** Information

*Clint Peace, David Cortez, SANDAG*

This report provides an update on TransNet Major Corridor and Regional Bikeway Program projects.

[TransNet Major Corridor and Regional Bikeway Program of Projects Quarterly Status Report](#)

[Att. 1 - TransNet Quarterly Status Report October 2024 - December 2024](#)

- +8. FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audits Recommendations: Quarterly Update** Information

*Adrian Paniagua, Vanessa Leon, SANDAG*

This report provides an overview of progress made to date on recommendations from the FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audit (third, fourth, fifth, and sixth Triennial Performance Audits).

[FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audits](#)

[Recommendations Quarterly Update.](#)

[Att. 1 - Implementation of TPA Recommendations Progress Update Charts](#)

[Att. 2 - Implementation of TPA Recommendations Progress Update Matrix - In - Progress](#)

[Att. 3 - Implementation of TPA Recommendations Progress Update Matrix - Recently Completed](#)

[Att. 4 - Implementation of TPA Recommendations Completion Forms](#)

## Reports

- 9. Appointment of One Subcommittee Member for TransNet Ordinance Amendments** Appoint

*Vanessa Leon, SANDAG*

The ITOC is asked to appoint one voting member to serve on its Subcommittee to Consider TransNet Ordinance Amendments regarding ITOC's governance structure.

- +10. TransNet Grant Programs: Biannual Status Update and Amendment Request** Recommend

*Goldy Herbon, SANDAG*

The ITOC is asked to recommend that the Transportation Committee approve a 3-month time extension for the City of Santee's Specific Plan Smart Growth Incentive Program Project.



[TransNet Grant Programs, Biannual Status Update and Amendment Request](#)  
[Att. 1 - Discussion Memo](#)  
[Att. 2 - Performance Measures Report](#)  
[Att. 3 - Santee SGIP Amendment Request Letter](#)  
[Presentation](#)

**+11. TransNet Active Transportation Grant Program Project Amendment** Recommend  
*Benjamin Gambler, SANDAG*

The ITOC is asked to recommend that the Board of Directors approve the City of Carlsbad's request for a two-year time extension and a reduced project scope of work for their Active Transportation Grant Program -funded Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.

[TransNet Active Transportation Grant Program Project Amendment](#)  
[Att. 1 - Discussion Memo](#)  
[Att. 2 - City of Carlsbad Grant Amendment Request Letter](#)  
[Att. 3 - Revised Project Scope of Work, Schedule, and Budget](#)  
[Presentation](#)

**+12. Proposed TransNet Ordinance Amendments: Selection Process** Discussion/  
Possible  
Action  
*Sunnie House, ITOC Member*

The ITOC is asked to discuss the next steps for the proposed TransNet Extension Ordinance amendment primarily to the selection process for the ITOC.

[Proposed TransNet Ordinance Amendments Selection Process](#)  
[Att. 1 - Draft Updated Proposed Amendments to the SOU Regarding the Implementation of the ITOC for the TransNet Program](#)

**+13. 2025 ITOC Annual Report: Initial Input** Discussion  
*Adrian Paniagua, Vanessa Leon, SANDAG*

The ITOC is asked to discuss the proposed format and content for the 2025 ITOC Annual Report.

[2025 ITOC Annual Report: Initial Input](#)  
[Att. 1 - 2024 ITOC Annual Report](#)

**+14. Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues** Discussion  
*Michelle Smith, Naomi Young, SANDAG*

Staff will present an overview of the following:

1. The Revised FY 2025 Transportation Development Act (TDA) and TransNet Estimates with a reduction of \$3.9 million in TDA funding and a reduction of \$13.9 million of TransNet funding; and
2. The FY 2026 to FY 2030 estimates and apportionments for TDA, Federal Transit Administration, and TransNet funds.

[Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues](#)  
[Att. 1 - Funding Programs Overview](#)  
[Att. 2 - Forecast Methodology for TDA and TransNet FY 2025 Update and Forecasts for FY 2026 - FY 2030](#)  
[Att. 3 - Revised FY 2025 Estimates and Estimates and Apportionments for FY 2026 - FY 2030](#)  
[Presentation](#)

**Adjournment**

**15. Adjournment**

The next ITOC meeting is scheduled for Wednesday, March 12, 2025, at 9:30 a.m.

+ next to an agenda item indicates an attachment

February 12, 2025

**January 8, 2025, Meeting Minutes**[View Meeting Video](#)

Chair Maryam Babaki (Finance/Budgeting) called the meeting of the TransNet Independent Taxpayer Oversight Committee (ITOC) to order at 9:32 a.m.

**1. Non-Agenda Public Comments/Member Comments**

Public Comments: None.

Member Comments: None.

Agency Updates: Chief Executive Officer Mario Orso.

**Consent****2. Approval of Meeting Minutes**

The ITOC was asked to approve the minutes from its November 13, 2024, meeting.

**3. TransNet Triennial Performance Audit: Completion Forms**

The ITOC was asked to approve the TransNet Triennial Performance Audit Completion Forms that were presented at the last ITOC meeting on November 13, 2024.

**4. TransNet ITOC Member Reappointment and Appointment Process**

This report provided an overview of the reappointment process for ITOC members as well as the solicitation and appointment process for new members.

Action: Upon a motion by Frank Rivera (Licensed Civil / Traffic Engineer), and a second by Sunnie House (CEO / Private Sector), the ITOC voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Babaki, Lorraine Ahlquist (Biology / Environmental), Sunnie House, Frank Rivera, and Les Hopper (Licensed Engineer).

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

**Reports****5. TransNet Major Corridor Projects Update: State Route 67**

Sam Amen, Miyoko Nakajima, and Karina Cantero-Angel, Caltrans, presented an update on the State Route 67 Highway Improvements Project.

Public Comments: None.

Action: Information.

## **6. 2025 Regional Transportation Improvement Program Amendment No. 1**

Associate Financial Analyst Richard Radcliffe presented the item. The ITOC was asked to review and discuss Amendment No. 1, focusing its review on the TransNet-funded projects.

Public Comments: None.

Action: Discussion.

## **7. Vision Zero Action Plan Updates and Performance Measure 1 Safety Targets**

Senior Regional Planner Sam Sanford and Associate Regional Planner Jacqueline Sisk presented the final regional Vision Zero Action Plan and supporting safety tools, regional safety statistics, and federal performance safety target setting.

Public Comments: None.

Action: Information.

## **8. Adjournment**

The next ITOC meeting is scheduled for Wednesday, February 12, at 9:30 a.m.

Chair Babaki adjourned the meeting at 11:02 a.m.

DRAFT

## Confirmed Attendance at TransNet Independent Taxpayer Oversight Committee Meeting

Jurisdiction	Name	Attend
Biology/Environmental	Lorraine Ahlquist	Yes
CEO/Private Sector	Sunnie House	Yes
Contractor/Construction	Jacqueline Appleton-Deane	Yes
Finance/Budgeting	Maryam Babaki	Yes
Licensed Civil/Traffic Engineer	Frank Rivera	Yes
Licensed Engineer	Les Hopper	Yes
Real Estate/Right-of-Way Acquisition	Vacant	
<b>Advisory Members</b>		
San Diego County Auditor's Office	Tracy Drager	No



February 12, 2025

## Proposed FY 2026 ITOC Annual Operating Budget

### Overview

The [TransNet Extension Ordinance](#) states that costs incurred in administering TransNet Independent Taxpayer Oversight Committee (ITOC) activities are to be paid from TransNet sales tax proceeds and audited annually. The TransNet Extension Ordinance also specifies that the responsibilities of the ITOC include conducting the annual fiscal and compliance audits, overseeing triennial performance audits, and developing the associated year-end report for the Board of Directors and the public. Mileage, advertisement, postage, and consulting service expenses, salaries, and benefits incurred for staff involved in administering ITOC activities are also eligible ITOC costs per the TransNet Extension Ordinance.

### Key Considerations

The TransNet Extension Ordinance states that an amount of no less than \$250,000 (2002 dollars), plus inflation, may be allocated from TransNet revenues to support ITOC activities. For FY 2026, this equals \$528,383. The proposed FY 2026 ITOC operating budget (Attachment 1) is \$518,073, which is lower than the estimated allocation amount for FY 2026. The FY 2026 ITOC operating budget includes the total estimated expenses related to the ITOC Program. Any savings in the FY 2026 budget would be proposed to be used to pay for future years' expenses including FY 2027 TransNet Triennial Performance Audit and direct staff hours to support implementation of recommendations included in the FY 2024 Triennial Performance Audit.

Activities included in the FY 2026 ITOC operating budget include the FY 2026 annual fiscal audits. In addition, direct staff hours spent in support of ITOC responsibilities may include the following:

- Conducting the annual fiscal audit and development of the ITOC annual report;
- Meeting interpretation services; and
- Set-aside for outside consulting services consistent with prior ITOC direction.

### Next Steps

The Board is scheduled to consider approval of the draft FY 2026 Overall Work Program Budget, including the proposed ITOC operating budget, at its March 28, 2025, meeting.

**Susan Huntington, Director, Financial Planning, Budgets and Grants**

Attachment: 1. ITOC Annual Project Funding Work Element FY 2026 Proposed Budget

### Action: **Recommend**

The ITOC is asked to recommend that the Board of Directors approve the proposed ITOC Operating Budget as part of the FY 2026 SANDAG Program Budget.

### Fiscal Impact:

The proposed FY 2026 ITOC operating budget is \$518,073 which is proposed to be covered by the FY 2026 TransNet allocation.

### Schedule/Scope Impact:

The ITOC operating budget funds the administration of ITOC activities, including conducting the annual fiscal and compliance audits; overseeing triennial performance audits; and developing the associated year-end report. Mileage, advertisement, postage, consulting service expenses, salaries and benefits incurred for staff involved in administering ITOC activities also are included.

**Work Element:** 1500200 - Independent Taxpayer Oversight Committee  
**Project Manager:** Adrian Paniagua

### Project Expenses

Expense	FY 2024 Estimated Actual	FY 2025 Budget	FY 2026 Budget
SANDAG Salaries, Benefits, Indirect <sup>1</sup>	\$89,735	\$272,818	\$353,497
Annual Fiscal Audits	\$119,520	\$122,485	\$122,485
Triennial Performance Audit	\$316,055	-	-
Other Direct Costs <sup>2</sup>	-	\$2,130	\$2,185
Advertisement	\$2,249	\$1,890	\$1,939
Postage/Delivery	-	\$243	\$249
Meeting Interpretation Services	\$5,749	\$9,898	\$10,155
Reserve for Outside Consulting Services <sup>3</sup>	-	\$26,865	\$27,563
<b>Total Project Expenses</b>	<b>\$533,308</b>	<b>\$436,329</b>	<b>\$518,073</b>
<b>Carryover Balance<sup>4</sup></b>	<b>\$362,404</b>	<b>\$348,091</b>	<b>\$446,296</b>
<b>Net Difference</b>	<b>(\$33,703)</b>	<b>\$78,815</b>	<b>\$10,310</b>
<b>Current Year Interest Earned<sup>5</sup></b>	<b>\$19,390</b>	<b>\$19,390</b>	<b>\$19,894</b>
<b>Total<sup>6</sup></b>	<b>\$348,091</b>	<b>\$446,296</b>	<b>\$476,500</b>

### Annual Project Funding<sup>7</sup>

Funding	FY 2024 Funding	FY 2025 Funding	FY 2026 Funding
TransNet ITOC Program	\$499,605	\$515,144	\$528,383
<b>Total</b>	<b>\$499,605</b>	<b>\$515,144</b>	<b>\$528,383</b>

### Objective

The objective of this work element is to meet the requirements of the TransNet Extension Ordinance by supporting the Independent Taxpayer Oversight Committee (ITOC) in its role of providing independent oversight of the TransNet Program. Key activities for FY 2026 include facilitating ITOC meetings, conducting annual TransNet fiscal and compliance audits, producing the annual ITOC report, and improving committee membership processes to minimize vacancies and ensure consistent quorums.

### Previous Accomplishments

Previous accomplishments include overseeing the annual fiscal and compliance audits, completing the FY 2024 TransNet Triennial Performance Audit, reviewing TransNet Program Updates, and finalizing the FY 2025 ITOC Annual Report. Staff has also successfully managed the day-to-day coordination of ITOC meetings, including solicitations for new members, onboarding, and meeting preparation. Coordination of the biannual selection committee and efforts to refine the selection process for new and reappointed members have further supported the committee's effectiveness. Additionally, processes for the Triennial Performance Audit Quarterly Updates were enhanced with updated graphs, charts, and forms, improving the clarity and accessibility of audit findings.

### Justification

The ITOC Program fulfills a voter mandate in the TransNet Extension Ordinance.

<sup>1</sup> Salaries, benefits, indirect costs for SANDAG staff supporting the ITOC.

<sup>2</sup> Mileage and parking reimbursement for ITOC members.

<sup>3</sup> Reserve started at \$20,000 in FY 2013 with CPI adjustment each subsequent year.

<sup>4</sup> Carryover balance is transferred from the prior year and includes a net difference between annual funding and expenses, prior year unspent funding, and may include interest earned.

<sup>5</sup> Current Year Interest Earned will be added to "Carryover TransNet Revenue - unbudgeted" in future years.

<sup>6</sup> Year-end carryover balance.

<sup>7</sup> Annual revenue is \$250,000 (\$2000) escalated annually by the most current Consumer Price Index (CPI).

## Product, Tasks, and Schedule for FY 2026

Task No.	Total	Task Description	Task Product	Completion Date
1.	518,073	Staff support for ongoing ITOC meetings; development of the ITOC work program. Produce annual ITOC report in accordance with the TransNet Extension Ordinance. Provide additional review services by independent consultant, as appropriate. Oversee annual TransNet fiscal and compliance audits and present recommendations and findings, if any, to the ITOC, Transportation Committee, and SANDAG Board of Directors.	Monthly ITOC meeting agendas and reports; 2025 ITOC Annual Report to the Board of Directors; Independent report to the Board of Directors; FY 2025 TransNet Fiscal and Compliance Audit Report.	6/30/2026

### Future Activities

Future activities include continued support for ongoing ITOC meetings, producing FY 2026 ITOC Annual Report, and overseeing the annual fiscal and compliance audits.

February 12, 2025

## Quarterly TransNet Financial Reports for the Period Ending December 31, 2024 and Other Financial Data

### Overview

This report provides quarterly TransNet financial information in accordance with requests from the ITOC and in response to recommendations from the first and second TransNet Triennial Performance Audits.

#### Action: Information

This report provides an overview of the financial status of the TransNet Program.

### Key Considerations

- SANDAG has an aggregate level debt service profile with annual debt service ranging from \$102.9 million to \$106.6 million per year through FY 2048. Maximum annual debt service coverage for the senior lien, using sales tax receipts of \$422.7 million for the last 12 months ending December 31, 2024, is 4.04 times. For every \$1 of debt service, SANDAG received \$4.04 of sales tax revenue, providing ample coverage. The debt-to-revenue ratio includes the FY 2025 debt service of the 2010, 2016, 2019, 2020, 2021 and 2023 bonds.
- Cumulative fiscal year sales tax revenues through December 31, 2024, came in 1.86% lower than last year.
- All cities and the county are within the allowable 30% limitations for Maintenance spending.

#### Fiscal Impact:

Sales tax revenues of \$211.65 million through the second quarter of FY 2025 were lower when compared to \$215.67 million of revenues received through the same quarter of the prior fiscal year.

#### Schedule/Scope Impact:

This report is presented to the ITOC on a quarterly basis.

### ***Dawn Vettese, Chief Financial Officer***

- Attachments:
1. Discussion Memo
  2. TransNet Extension Quarterly Report for FY 2025, Second Quarter
  3. TransNet Extension Estimated Annual Sales Tax Revenue as Compared to Actual Receipts through December 31, 2024
  4. ITOC Operating Budget Analysis
  5. Local Agency Street and Road Maintenance Analysis as of December 31, 2024
  6. TransNet Grant Program Balances as of December 31, 2024
  7. Local Agency Street and Road Balances as of December 31, 2024

## Discussion Memo

The Independent Taxpayer Oversight Committee (ITOC) requests certain information on a quarterly basis and is also provided information based on recommendations from the first and second *TransNet* Triennial Performance Audits.

The first *TransNet* Triennial Performance Audit recommended the following:

- Recommendation No. 17: SANDAG should...report to the ITOC on the status of the debt-to-revenue ratio on a regular basis. (See cover page)
- Recommendation No. 18: Other data that would be valuable for the ITOC to receive is the quarterly data related to sales tax revenue collected in the particular quarter, collected to date, and distributed amongst the various Extension Ordinance projects, programs, and entities. (Attachment 2)

The Following are additional items requested by ITOC to be provided on a quarterly basis:

- *TransNet* Extension estimated annual sales tax revenue as compared to actual receipts (Attachment 3).
- The ITOC operating budget analysis (Attachment 4) includes the Board of Directors-approved FY 2025 Program Budget, along with the actual (unaudited) expenses to date for the six months ending December 2024, and the projected budgets for FY 2026 through FY 2027.
- Local Agency Street and Road Maintenance amounts paid to the local agencies (Attachment 5)
- Committed and actual spent activity of *TransNet* grant programs (Attachment 6).

Recommendation No. 7 of the second *TransNet* Triennial Performance Audit includes the following:

- Replacing the 30 percent fund balance limitation with a more effective measure to monitor performance... where SANDAG and ITOC could observe progress and performance through administrative processes rather than through an audit compliance mechanism.

In response to Recommendation No. 7, in November 2013, the ITOC requested minor adjustments to the Local Agency Street and Road balances attachment to assist in monitoring balances and expected use of local agency *TransNet* funds. The Local Agency Street and Road balances schedule (Attachment 7) includes unaudited balances held at SANDAG and the local jurisdictions through December 31, 2024, balance of programmed funds remaining in the Regional Transportation Improvement Program available for payment in FY 2025, estimated balance of funds that have not been programmed, and the cumulative percentage of funds anticipated to be spent through the end of FY 2025 if all funds other than those not programmed are expended. At the request of ITOC, the heading for column J has been modified to better articulate data provided.



# TransNet EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2025      QUARTER: 2												
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income <sup>1</sup>	Total Allocation	Program Disbursements <sup>2</sup>			Debt Service <sup>3</sup>			Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	\$2,061,337	\$4,232,951	\$64,152,156	\$246,825	\$64,398,981	\$(2,100,000)	\$(3,900,000)	\$(63,613,001)	\$0	\$0	\$0	\$(63,613,001)
ITOC	\$128,629	\$257,259	\$5,020,362	\$88,441	\$5,108,803	\$(108,055)	\$(166,661)	\$(4,657,033)	\$0	\$0	\$0	\$(4,657,033)
Bicycle/Pedestrian/Neighborhood Safety	\$2,061,337	\$4,232,951	\$98,824,376	\$4,550,092	\$103,374,468	\$(1,678,047)	\$(2,495,632)	\$(195,547,499)	\$(1,355,973)	\$(2,722,844)	\$(28,766,282)	\$(224,313,781)
Major Corridor Capital Projects	\$37,549,905	\$77,111,265	\$1,813,824,318	\$(184,837,944)	\$1,628,986,374	\$5,990,575	\$(12,428,946)	\$(2,999,107,331)	\$(32,640,507)	\$(53,817,020)	\$(1,381,630,576)	\$(4,380,737,907)
Major Corridor Project EMP	\$4,347,884	\$8,928,673	\$210,021,763	\$152,736,411	\$362,758,174	\$(397,562)	\$(398,664)	\$(432,793,051)	\$(4,925,237)	\$(8,258,878)	\$(249,526,199)	\$(682,319,250)
Local Project EMP	\$1,778,680	\$3,652,639	\$85,917,994	\$5,363,877	\$91,281,871	\$(72,650)	\$(73,101)	\$(23,690,277)	\$0	\$0	\$(54)	\$(23,690,331)
Smart Growth Incentive Program	\$2,075,126	\$4,261,412	\$100,237,660	\$7,534,022	\$107,771,682	\$(285,496)	\$(286,022)	\$(55,519,685)	\$0	\$0	\$0	\$(55,519,685)
Local Streets and Roads												
City of Carlsbad	\$1,170,118	\$2,402,763	\$51,218,890	\$12,280,746	\$63,499,636	\$(500,199)	\$(500,494)	\$(29,779,181)	\$0	\$0	\$0	\$(29,779,181)
City of Chula Vista	\$2,194,003	\$4,505,837	\$100,898,071	\$7,508,174	\$108,406,245	\$(374)	\$(1,207,932)	\$(74,404,982)	\$0	\$0	\$0	\$(74,404,982)
City of Coronado	\$192,973	\$395,693	\$9,987,891	\$1,280,477	\$11,268,368	\$(31)	\$(156,407)	\$(7,175,904)	\$0	\$0	\$0	\$(7,175,904)
City of Del Mar	\$64,559	\$131,929	\$3,449,966	\$241,876	\$3,691,842	\$(9)	\$(23)	\$(4,962,114)	\$(32,161)	\$(65,122)	\$(2,351,740)	\$(7,313,854)
City of El Cajon	\$850,050	\$1,745,340	\$40,893,110	\$3,697,181	\$44,590,291	\$(4,256,889)	\$(4,257,102)	\$(34,539,754)	\$0	\$0	\$0	\$(34,539,754)
City of Encinitas	\$564,703	\$1,159,233	\$28,210,403	\$4,668,912	\$32,879,315	\$(43,233)	\$(43,375)	\$(28,400,367)	\$0	\$0	\$0	\$(28,400,367)
City of Escondido	\$1,254,286	\$2,575,644	\$60,934,287	\$7,128,204	\$68,062,491	\$(1,160,213)	\$(2,210,530)	\$(53,943,536)	\$0	\$0	\$0	\$(53,943,536)
City of Imperial Beach	\$217,740	\$446,564	\$11,785,973	\$634,562	\$12,420,535	\$(376,118)	\$(793,098)	\$(12,215,939)	\$(64,007)	\$(168,812)	\$(1,608,729)	\$(13,824,668)
City of La Mesa	\$525,813	\$1,079,351	\$26,129,759	\$3,845,646	\$29,975,405	\$(953,688)	\$(953,820)	\$(24,049,631)	\$0	\$0	\$(4,605,159)	\$(28,654,790)
City of Lemon Grove	\$241,157	\$494,664	\$11,958,154	\$798,694	\$12,756,848	\$(39)	\$(281,476)	\$(10,245,429)	\$0	\$0	\$0	\$(10,245,429)
City of National City	\$486,240	\$998,070	\$23,805,043	\$2,113,598	\$25,918,641	\$(81)	\$(203)	\$(18,324,981)	\$0	\$0	\$(8,233,109)	\$(26,558,090)
City of Oceanside	\$1,501,064	\$3,082,531	\$76,627,414	\$10,115,617	\$86,743,031	\$(256)	\$(636)	\$(68,183,254)	\$0	\$0	\$(4,915,690)	\$(73,098,944)
City of Poway	\$499,034	\$1,024,347	\$25,178,696	\$1,654,278	\$26,832,974	\$(2,536,272)	\$(2,536,397)	\$(23,468,079)	\$0	\$0	\$0	\$(23,468,079)
City of San Diego	\$11,186,577	\$22,976,708	\$551,625,749	\$32,069,289	\$583,695,038	\$(11,570,116)	\$(19,404,944)	\$(562,464,961)	\$0	\$(741)	\$(1,733,139)	\$(564,198,100)
City of San Marcos	\$767,136	\$1,575,032	\$36,723,493	\$4,996,445	\$41,719,938	\$(3,278,156)	\$(3,278,349)	\$(36,835,472)	\$(234,608)	\$(313,761)	\$(8,955,105)	\$(45,790,577)
City of Santee	\$488,437	\$1,002,582	\$24,152,547	\$1,361,587	\$25,514,134	\$(82)	\$(203)	\$(26,734,936)	\$(193,340)	\$(392,826)	\$(15,229,723)	\$(41,964,659)
City of Solana Beach	\$135,596	\$277,840	\$7,265,536	\$697,001	\$7,962,537	\$(210,021)	\$(210,053)	\$(8,931,521)	\$(80,937)	\$(107,030)	\$(3,168,933)	\$(12,100,454)

FISCAL YEAR: FY 2025      QUARTER: 2												
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income <sup>1</sup>	Total Allocation	Program Disbursements <sup>2</sup>			Debt Service <sup>3</sup>			Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
City of Vista	\$795,837	\$1,633,987	\$38,922,253	\$4,429,044	\$43,351,297	\$(266,925)	\$(267,125)	\$(36,172,876)	\$0	\$0	\$0	\$(36,172,876)
San Diego County	\$5,619,998	\$11,542,878	\$259,240,335	\$25,108,538	\$284,348,873	\$(420,963)	\$(2,182,396)	\$(173,503,962)	\$(636,142)	\$(941,765)	\$(27,210,902)	\$(200,714,864)
<b>Total Local Streets and Roads</b>	<b>\$28,755,321</b>	<b>\$59,050,993</b>	<b>\$1,389,007,570</b>	<b>\$124,629,869</b>	<b>\$1,513,637,439</b>	<b>\$(25,573,665)</b>	<b>\$(38,284,563)</b>	<b>\$(1,234,336,879)</b>	<b>\$(1,241,195)</b>	<b>\$(1,990,057)</b>	<b>\$(78,012,229)</b>	<b>\$(1,312,349,108)</b>
Transit Services												
MTS	\$11,194,618	\$22,988,904	\$541,256,834	\$1,014,612	\$542,271,446	\$(11,401,377)	\$(18,914,271)	\$(538,411,458)	\$0	\$0	\$0	\$(538,411,458)
NCTD	\$4,580,049	\$9,405,438	\$220,728,376	\$413,186	\$221,141,562	\$(4,871,277)	\$(8,122,434)	\$(217,618,697)	\$(13,689)	\$(33,441)	\$(1,888,453)	\$(219,507,150)
Senior Grant Program	\$529,898	\$1,088,182	\$25,596,402	\$367,937	\$25,964,339	\$(341,622)	\$(341,757)	\$(23,210,553)	\$0	\$0	\$0	\$(23,210,553)
<b>Total Transit Services</b>	<b>\$16,304,565</b>	<b>\$33,482,524</b>	<b>\$787,581,612</b>	<b>\$1,795,735</b>	<b>\$789,377,347</b>	<b>\$(16,614,276)</b>	<b>\$(27,378,462)</b>	<b>\$(779,240,708)</b>	<b>\$(13,689)</b>	<b>\$(33,441)</b>	<b>\$(1,888,453)</b>	<b>\$(781,129,161)</b>
New Major Corridor Transit Operations	\$8,004,059	\$16,436,875	\$386,630,973	\$28,928,663	\$415,559,636	\$(6,738,935)	\$(16,375,813)	\$(280,518,301)	\$0	\$0	\$0	\$(280,518,301)
<b>TOTAL TRANSNET EXTENSION</b>	<b>\$103,066,843</b>	<b>\$211,647,542</b>	<b>\$4,941,218,784</b>	<b>\$141,035,991</b>	<b>\$5,082,254,775</b>	<b>\$(47,578,111)</b>	<b>\$(101,787,864)</b>	<b>\$(6,069,023,765)</b>	<b>\$(40,176,601)</b>	<b>\$(66,822,240)</b>	<b>\$(1,739,823,793)</b>	<b>\$(7,808,847,558)</b>

### Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	\$0	\$(4,500,000)
City of Santee	\$0	\$(3,950,000)
NCTD	\$0	\$(34,000,000)
City of Imperial Beach	\$(101,000)	\$(1,900,000)
City of San Diego	\$0	\$(26,167,000)
City of La Mesa	\$0	\$(4,500,000)
City of Oceanside	\$0	\$(4,790,000)
City of Del Mar	\$0	\$(704,000)
Major Corridor Capital Projects	\$0	\$(99,999,679)
Major Corridor Project EMP	\$0	\$(16,052,321)
<b>Total CP Disbursements</b>	<b>\$(101,000)</b>	<b>\$(196,563,000)</b>

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Years	This Quarter	FY to Date	Program to Date
CP Program	\$100,000,000	\$0	\$0	\$100,000,000
NCTD	\$(17,750,000)	\$0	\$1,400,000	\$(16,350,000)
City of Oceanside	\$0	\$0	\$0	\$0
City of Imperial Beach	\$(796,000)	\$0	\$378,000	\$(418,000)
Major Corridor Capital Projects	\$0	\$0	\$0	\$0
Major Corridor Project EMP	\$0	\$0	\$0	\$0
CP Outstanding	\$(18,546,000)			\$(16,768,000)
<b>CP AVAILABLE FOR ISSUANCE</b>	<b>\$81,454,000</b>			<b>\$83,232,000</b>

Other Activity				
PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$(151,839,904)	\$0	\$0	\$(151,839,904)
Major Corridor Project EMP	\$196,568,422	\$964,009	\$(288,284)	\$196,280,138
Local Project EMP	\$(44,728,518)	\$(964,009)	\$288,284	\$(44,440,234)
<b>Total Other Activity</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

2008 ABCD Sales Tax Revenue Bond Activity - \$600,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>4</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$16,893,500	\$0	\$0	\$16,893,500
Major Corridor Capital Projects	\$392,721,119	\$0	\$0	\$392,721,119
Major Corridor Project EMP	\$45,517,182	\$0	\$0	\$45,517,182
<i>Total 2008 Bond Disbursement</i>	\$455,131,801	\$0	\$0	\$455,131,801

2010 A Sales Tax Revenue Bond Activity - \$338,960,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of San Marcos	\$15,253,815	\$0	\$0	\$15,253,815
City of Solana Beach	\$5,515,065	\$0	\$0	\$5,515,065
Major Corridor Capital Projects	\$276,292,690	\$0	\$0	\$276,292,690
Major Corridor Project EMP	\$43,419,140	\$0	\$0	\$43,419,140
<i>Total 2010 A Bond Disbursement</i>	\$340,480,710	\$0	\$0	\$340,480,710

2010 B Sales Tax Revenue Bond Activity - \$11,040,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of National City	\$3,383,956	\$0	\$0	\$3,383,956
City of Santee	\$8,519,844	\$0	\$0	\$8,519,844
<i>Total 2010 B Bond Disbursement</i>	\$11,903,800	\$0	\$0	\$11,903,800

2020 A Sales Tax Revenue Bond Activity - 74,820,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Bike/Pedestrian	\$91,761,005	\$0	\$0	\$91,761,005
TOTAL TRANSNET EXTENSION	\$91,761,005	\$0	\$0	\$91,761,005

2021 B Sales Tax Revenue Bond Activity - \$116,150,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	131,143,976.00	\$0.00	\$0.00	\$131,143,976.00
<i>Total 2021 B Bond Disbursement</i>	131,143,976.00	\$0.00	\$0.00	\$131,143,976.00

2012 A Sales Tax Revenue Bond Activity - \$420,585,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>4,5,6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$5,706,500	\$0	\$0	\$5,706,500
Major Corridor Capital Projects	\$444,770,201	\$0	\$0	\$444,770,201
Major Corridor Project EMP	\$26,812,066	\$0	\$0	\$26,812,066
<i>Total 2012 A Bond</i>	\$477,288,767	\$0	\$0	\$477,288,767

2014 A Sales Tax Revenue Bond Activity - \$350,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5,6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of Del Mar	\$3,518,350	\$0	\$0	\$3,518,350
City of San Marcos	\$1,152,611	\$0	\$0	\$1,152,611
City of Santee	\$4,938,727	\$0	\$0	\$5,397,979
Major Corridor Capital Projects	\$343,906,117	\$0	\$0	\$343,906,117
Major Corridor Project EMP	\$52,162,768	\$0	\$0	\$52,162,768
<i>Total 2014 A Bond Disbursement</i>	\$405,678,573	\$0	\$0	\$406,137,825

2016 A Sales Tax Revenue Bond Activity - \$325,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Bicycle/Pedestrian/Neighborhood Safety	\$31,224,192	\$0	\$0	\$31,224,192
Major Corridor Capital Projects	\$322,425,541	\$0	\$0	\$322,425,541
Major Corridor Project EMP	\$54,042,182	\$0	\$0	\$54,042,182
<i>Total 2016 A Bond Disbursement</i>	\$407,691,915	\$0	\$0	\$407,691,915

2018 A Sales Tax Revenue Bond Activity - \$537,480,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$573,453,241	\$0	\$0	\$573,453,241
<i>Total 2018 A Bond Disbursement</i>	\$573,453,241	\$0	\$0	\$573,453,241

FOOTNOTES:

1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.
2. Program Disbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.
3. Debt Service includes principal and interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interest earnings.
4. 2008 Bond Proceeds have been fully disbursed, net of Reserve Requirement of \$17.1 million. The Program to Date total includes interest earnings. The 2008 Bonds were partially defeased with the issuance of the 2012 Bonds on June 14, 2012, thereby reducing the 2008 Bond Proceed Disbursement.
5. 2010, 2012, 2014, 2016, 2018, 2020 and 2021 Bond Proceeds have been fully disbursed and the Program to Date includes interest earnings.
6. The 2012 Bond total includes a premium of \$55.8 million, the 2014 Bond total includes a premium of \$55.3 million, the 2016 Bond total includes a premium of \$78.8 million, the 2018 Bond includes a premium of \$31.6 million and the 2020 bond includes a premium of \$20 million.
7. On March 25, 2021 the Commission issued \$265.9 million in 2021AB bonds of which \$170 million was used to refund the 2014A bonds. The bonds were issued at a premium of \$36 million with \$130 million in project funds available to be used on Major Corridor projects. All project funds as of March 31, 2023 have been expended.

**TransNet Extension Estimated Annual Sales Tax Revenue  
as Compared to Actual Receipts through December 31 2024**

	Annual		Current Year Actuals vs. Estimates	Current Year Actuals vs. Prior Year Actuals	Annual Forecast vs. Prior Year
	Estimates <sup>1</sup>	Actuals			
FY 2009	\$ 229,741,846	\$ 221,991,360	-3.37%	-9.07%	-6.00%
FY 2010	199,792,224	204,191,748	2.20%	-8.02%	-10.00%
FY 2011	216,443,252	221,304,014	2.25%	8.38%	6.00%
FY 2012	232,369,215	236,947,113	1.97%	7.07%	5.00%
FY 2013	249,979,204	247,221,162	-1.10%	4.34%	5.50%
FY 2014	262,478,164	260,114,931	-0.90%	5.22%	5.00%
FY 2015	269,965,509	268,840,549	-0.42%	3.35%	4.00%
FY 2016	278,249,968	275,500,023	-0.99%	2.48%	3.50%
FY 2017	287,988,716	284,456,260	-1.23%	3.25%	5.00%
FY 2018	292,132,637	301,455,493	3.19%	5.98%	3.00%
FY 2019	300,896,616	305,349,500	1.48%	1.29%	3.00%
FY 2020	309,923,514	305,851,214	-1.31%	-2.07%	3.00%
FY 2021	308,165,353	333,998,567	8.38%	9.20%	-0.57%
FY 2022	403,847,835	405,921,138	0.51%	21.53%	31.05%
FY 2023	425,804,071	429,735,180	0.92%	5.87%	5.44%
FY2024	429,992,613	426,692,983	-0.77%	-0.71%	0.98%
FY2025	427,566,972	211,647,540	-2.07%	-1.86%	-0.56%
Cumulative		\$ 4,941,218,775			

	FY 2025 Estimates	FY 2025 Actuals <sup>2</sup>	Cumulative: FY 2025 Actuals vs. FY 2025 Estimates	Cumulative: FY 2025 Actuals vs. Same Period of FY 2024 Actuals
July	\$ 43,780,752	42,756,562	-2.34%	-2.14%
August	\$ 27,982,886	29,154,928	0.21%	0.41%
September	\$ 36,748,059	36,669,208	0.06%	0.27%
October	\$ 38,166,755	34,614,090	-2.38%	-2.18%
November	\$ 33,558,022	33,063,017	-2.21%	-2.01%
December	\$ 35,874,978	35,389,735	-2.07%	-1.86%
January	\$ 34,042,223			
February	\$ 39,590,197			
March	\$ 35,859,755			
April	\$ 33,373,877			
May	\$ 33,487,879			
June	\$ 35,101,589			
	\$ 427,566,972 <sup>1</sup>	\$ 211,647,540		

<sup>1</sup>Latest SANDAG Board of Directors approved estimate.

<sup>2</sup>Reflects actual year-to-date cash receipts through December 31, 2024.



**ITOC Operating Budget Analysis**  
**FY 2025 Approved Budget and Actual Expenses**  
**for the Six Months Ending December 31, 2024**  
**and Projected Budgets for FY 2026 and FY 2027**

	FY 2025			Projected	
	Budget <sup>10</sup>	Actual <sup>8</sup>	Variance	FY 2026 Budget <sup>10</sup>	FY 2027 Budget <sup>9</sup>
<b>Revenues</b>					
Annual TransNet Allocation <sup>1</sup>	\$ 515,144	\$257,573	\$ (257,571)	\$ 528,383	538,876
<b>Expenses</b>					
Annual Fiscal Audits <sup>2</sup>	122,485	89,461	(33,024)	122,485	122,485
Triennial Performance Audit <sup>2</sup>	-	-	-	-	340,423
Administration - SANDAG <sup>3</sup>	272,818	73,990	(198,828)	353,497	360,955
Mileage <sup>4</sup>	2,130	373	(1,757)	2,185	2,231
Meeting Interpretation Services	9,898	2,250	(7,648)	10,155	10,369
Advertisement	1,890	511	(1,379)	1,939	1,980
Postage/Delivery	243	-	(243)	249	254
Reserve for Outside Consulting Services <sup>5</sup>	26,865	-	(26,865)	27,563	28,145
<b>Total Expenses</b>	<b>436,329</b>	<b>166,584</b>	<b>(269,745)</b>	<b>518,073</b>	<b>866,842</b>
<b>Net Difference<sup>6</sup></b>	<b>78,815</b>	<b>90,989</b>	<b>12,174</b>	<b>10,310</b>	<b>(327,967)</b>
<b>Other Available Funds</b>					
Carryover TransNet Revenue - unbudgeted	\$348,091			\$446,296	\$476,500
Carryover TransNet Revenue - Budgeted/Actual	78,815			10,310	(327,967)
Current Year Interest Earned <sup>7</sup>	\$19,390			\$19,894	\$20,314
<b>End of Year</b>	<b>\$446,296</b>			<b>\$476,500</b>	<b>168,847</b>

**Notes:**

<sup>1</sup> Annual budget is \$250,000 in \$2,000 escalated annually by the most recent Consumer Price Index (CPI).

<sup>2</sup> Projected annual fiscal audits for FY 2026 and FY 2027 are based on agreed upon future rates.

<sup>3</sup> Salaries, benefits, indirect costs for SANDAG staff supporting the ITOC.

<sup>4</sup> Mileage and parking reimbursement for ITOC members and other meeting expenses

<sup>5</sup> Reserve started at \$20,000 in FY 2013 with CPI adjustment each subsequent year.

<sup>6</sup> Any expenditures exceeding TransNet revenues will be funded by other unbudgeted available funds. Remaining (unspent) TransNet revenues will carry forward at year-end and be added to Other Available Funds.

<sup>7</sup> Current Year Interest Earned will be added to "Carryover TransNet Revenue - unbudgeted" in future years, and future interest earned is estimated

<sup>8</sup> Amounts are unaudited.

<sup>9</sup> FY 2026 and FY2027 budget is adjusted by 2.6% CPI and 2.1% CPI, respectively.

<sup>10</sup> FY 2025 and 2026 are draft budget amounts pending board approval

**Local Agency Street & Road (LSI)  
Maintenance (30% LSI Funding) Analysis  
Cumulative SANDAG Activity  
As of December 31, 2024  
(in thousands)**

	A	B	C	D	E	F
			= A + B		= C + D	
	LSI: Maintenance					
	TransNet Funds Allocated at December 31, 2024	Other Funds Allocated at December 31, 2024 <sup>2</sup>	Total Funds Allocated at December 31, 2024	Expended at December 31, 2024 <sup>3</sup>	Unspent Total Balance at December 31, 2024	Cash Balances Available at December 31, 2024 <sup>4,5</sup>
City of Carlsbad	\$ 15,366	\$ 3,666	\$ 19,032	\$ (1,596)	\$ 17,436	\$ 17,436
City of Chula Vista	30,269	2,242	32,511	(21,657)	10,854	10,855
City of Coronado	2,996	377	3,373	(327)	3,047	3,048
City of Del Mar	1,035	71	1,106	(403)	703	<b>595</b>
City of El Cajon	12,268	1,101	13,369	(8,258)	5,111	5,111
City of Encinitas	8,463	1,388	9,851	(1,332)	8,519	<b>4,479</b>
City of Escondido	18,280	2,144	20,424	(18,189)	2,236	2,236
City of Imperial Beach	3,536	189	3,725	(3,519)	206	206
City of La Mesa	7,839	1,154	8,993	(5,369)	3,625	3,625
City of Lemon Grove	3,587	239	3,826	(3,230)	596	597
City of National City	7,142	616	7,758	(5)	7,753	<b>7,245</b>
City of Oceanside	22,988	3,043	26,031	(16,024)	10,008	10,007
City of Poway	7,554	494	8,048	(6,793)	1,256	1,255
City of San Diego	165,488	9,754	175,242	(173,660)	1,583	1,583
City of San Marcos	11,017	1,493	12,510	(4,291)	8,220	8,220
City of Santee	7,246	398	7,644	(6,074)	1,570	<b>1,428</b>
City of Solana Beach	2,180	207	2,387	(475)	1,912	<b>1,377</b>
City of Vista	11,677	1,342	13,019	(8,443)	4,576	4,575
San Diego County	77,772	7,281	85,053	(4,502)	80,550	80,551
Totals	\$ 416,703	\$ 37,199	\$ 453,902	\$ (284,147)	\$ 169,761	\$ 164,429

<sup>1</sup> Unaudited.

<sup>2</sup> Other Funds (Column B) may include *TransNet* I funds carried over to the *TransNet* Extension Program, Interest earnings, and ARRA swap.

<sup>3</sup> Expended amounts (Column D) include payments made to local jurisdictions and Program Costs.

<sup>4</sup> Maintenance activity is tracked to ensure no more than 30% of funds will be cumulatively paid to the local jurisdiction and/or used for Program Costs; however actual payment to local jurisdictions for Maintenance projects may not exceed both the Unspent Total Balance (Column E) and Cash Balances Available (Column F).

<sup>5</sup> As noted in **bold**, amounts in Column F are less than Column E when the local jurisdiction is programming and spending more than 70% LSI on Congestion Relief projects.

**TransNet Grant Program Balances**  
**As of December 31, 2024**  
**(Unaudited)**

	A	B	C	D	E = C - D
	Revenue Received				
	Total Revenue Received <sup>1</sup>	Non-Grant (Regional) Revenue	Awarded Grant Revenue	Grantee Expenditures <sup>2</sup>	Unspent Grant Commitment
Active Transportation Grant Program (ATGP - Bike/Ped) <sup>3,4</sup>	\$ 103,303,261	\$ 86,616,991	\$ 16,686,270	\$ 15,626,667	\$ 1,059,603
Smart Growth Program (SGIP) <sup>5</sup>	107,698,402	n/a	59,957,009	53,445,645	6,511,364
Local Environmental Mitigation Program (EMP) <sup>6</sup>	46,778,825	27,962,164 <sup>7</sup>	18,816,661 <sup>8</sup>	16,797,396	2,019,265
Senior Mini-Grant Program (SMGP) <sup>9</sup>	25,945,570	n/a	23,925,366 <sup>10</sup>	22,076,432	1,848,934

<sup>1</sup>Total Revenue Received is net of program costs.

<sup>2</sup> Grantee Expenditures may include estimated accruals for the period ending June 30, 2024. Figures are not finalized; in some cases, expenditures are pending processing or estimated.

<sup>3</sup> Includes 48 awarded projects from ATGP Cycles 1 through 4 (FY 2009-2019) that were funded by TransNet. TDA funded another 40 projects from those cycles.

<sup>4</sup> *TransNet* 2% (Bike/Ped) revenue allocation is used toward regional bike projects in addition to the ATGP Grant Program.

<sup>5</sup> Includes awarded SGIP Cycles 1 through 5 (FY 2009-2020).

<sup>6</sup> Local EMP revenues are used toward grant and non-grant projects. Includes awarded EMP Land Management Grants (LMGs) (FY 2006-2019). Land Acquisition Grants from Cycle 1 (FY 2014) are funded from Major Corridor EMP and are therefore not included in this report.

<sup>7</sup> Local EMP non-grant projects and expenditures are funded with sales tax revenue while regional projects may also receive bond proceed funding.

<sup>8</sup> All 19 of the 10th Cycle LMG contracts have been executed. One grant was withdrawn, and these funds will added to the funds available for the next EMP-LMG call for projects.

<sup>9</sup> Includes awarded SMGP Cycles 1 (FY 2009-2011), 2 (FY 2012-2013), 3 (FY 2014-2015), 4 (FY 2016-2017), 5 (FY 2018-2019), 6 (FY 2020-2021), 7 (FY 2022-2023), 8 (FY 2024-2025)

<sup>10</sup> SMGP Awarded Grant Revenue (Column C) includes *TransNet* allocations through FY 2025 whereas Column A represents Total Revenues Received through December 31, 2024

(in thousands)

<sup>7</sup> May include rounding.

February 12, 2025

## Overview of Developments in the Financial Markets, Quarterly Finance Report as of December 31, 2024

### Overview

Staff provides quarterly briefings on the latest developments in the financial markets, economy, sales tax revenues, and the strategies being explored and implemented to minimize possible impacts to the TransNet Program; and a quarterly report on investments as required per [Board Policy No. 003](#).

### Action: Information

This report provides an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the TransNet Program.

### Key Considerations

- Through December 2024 of FY2025, sales tax revenue is 1.86% lower than FY2024 collections through the same month, with TransNet revenue totaling \$211.7 million for the fiscal year thus far.
- Senior lien maximum annual debt service coverage, using sales tax receipts of \$422.7 million for the 12 months ending December 31, 2024, is 4.04 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.04 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.
- Similar to the first quarter of FY 2025, inflation continued to ease through Q2, with local inflation falling to 2.6% in November. This trend is aligned with national inflation, which also remained below 3%. Expectations for the short-term remain dynamic as uncertainty for the timing and pace of Federal Reserve rate cuts and changes to national and state policy loom.

### Fiscal Impact:

Senior lien debt service coverage remains strong at 4.04 times, providing ample coverage and supporting triple-A ratings.

### Schedule/Scope Impact:

In spite of easing inflation and strong labor market metrics, the region is hampered by slowing growth and increasing uncertainty especially with regard to national and state policy.

### ***Dawn Vettese, Chief Financial Officer***

- Attachments:
1. Financial Market Review
  2. Local Economic Update and Sales Tax Revenues
  3. Investment and Debt Portfolio



## Market Review and Update

### Overview

Although 2024 saw the first rate cuts in over four years, inflation continues to be an important indicator that economists, and in particular the Federal Open Market Committee (FOMC), are watching closely in 2025. At its last meeting in December the FOMC again cut rates by 25 basis points or 0.25%. However, the Fed also released a statement qualifying the “extent and timing” of future cuts, further suggesting a slower pace in 2025 than previously forecasted. Headline inflation rose for the third consecutive month in December to 2.9%, in line with expectations, however, core inflation showed signs of easing, with the annual rate slowing to 3.2% in December. That said, recent major economic releases continue to support the view that the US economy remains broadly resilient to higher interest rates, limiting the urgency for the Fed to normalize its policy at less-restrictive levels. Retail sales accelerated more than expected in December to underscore the strength of the US consumer, and unemployment claims were well below expectations into 2025 to pare concerns of a softening labor market. These factors, alongside market uncertainties about the economic policy of the incoming Trump administration, are keeping yields high.

### Interest Rates

- **Treasury Rates:** Treasury rates (industry accepted benchmark for taxable bonds) continue to be volatile in 2025 as the market reacts to key economic indicators like inflation and labor statistics. Some of the more recent volatility is also attributable to polarizing investor reactions leading up to the presidential election and uncertainty about potential tariffs and tax policy following President Trump’s inauguration. Current long-term Treasury rates are at or close to the highest they have been since the end of 2023. The 2-year treasury note is currently yielding 4.28%. The 10-year treasury is currently yielding 4.64% and the 30-year treasury bond yielding 4.87%.
- **Municipal Market Rates:** Tax exempt municipal bond rates, as represented by the AAA BVAL rates (benchmark for tax-exempt rates produced by Bloomberg) rose significantly in December and early January, mirroring the movements in the Treasury market. The 30-year rate is currently at 3.96%.
- **Fed Funds Rate:** The Fed recently cut rates by 0.25% to 4.25% - 4.50% range at the December 2024 meeting. That represented the third rate cut in 2024, and a more aggressive slate of cuts than expected by nearly half of the market. These successive cuts were aimed at preventing further labor market weakening. However, recent commentary from the FOMC released alongside this December cut indicates a more cautious approach with “extent and timing” of future rates cuts more moderate than prior expectations.
- **Municipal Market Supply-Demand Dynamics:** Municipal bond issuance volume set a new record in 2024, totaling \$507.6 billion, inclusive of both tax-exempt and taxable municipal bonds. This volume was supported by modest inflows into bond funds over the same period. 2025 is projected to be a year of similar issuance volumes.

**Equity Markets:** Domestic equity markets have proved volatile in recent months. The 2024 election brought a surge to U.S. markets, however subsequent political uncertainty over proposed tariff plans and economic policy under the new administration resulted in a roughly equivalent correction in late December. Despite a volatile year, markets were still up across all major indices by the end of 2024. Into January 2025 market volatility has continued, albeit it at a slightly reduced rate.

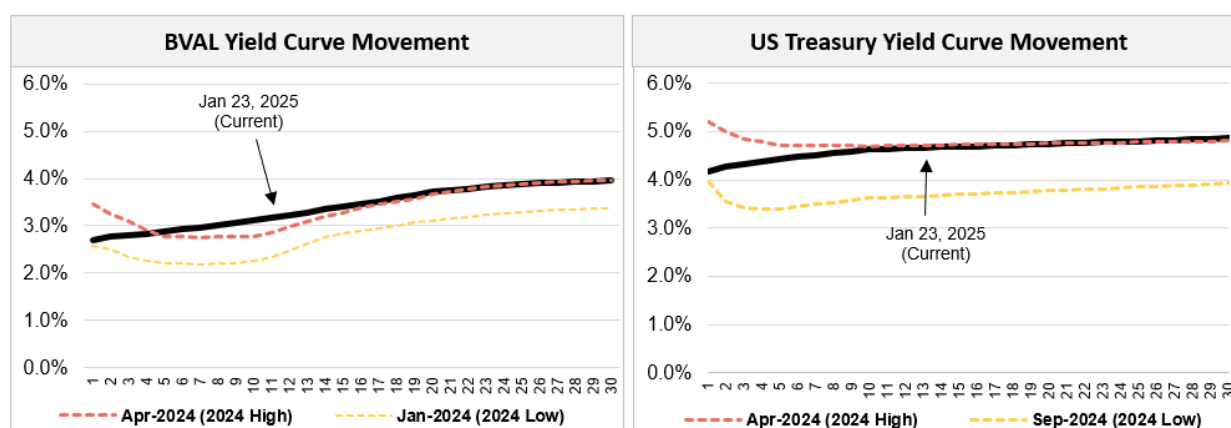
### U.S. Economy

- **Jobs and Unemployment:** Initial Jobless Claims increased more than expected, up from the lowest point in eleven months to 223,000 for the week ending January 23. These results indicated against the view that the US economy remains unresponsive to higher interest rates set by the Federal Reserve. The unemployment rate fell to 4.1% in December 2024, a slight reduction from its peak of 4.2% in November and below market expectations.
- **GDP:** GDP expanded an annualized 3.1% in Q3 2024, up slightly from 3.0% in Q2 2024 and above forecasts of 2.8%. This increase was fueled by sustained consumer and business spending, as well as a rise in fixed investment.
- **Inflation:** The annual inflation rate rose to 2.9% in December, in line with market expectations. In contrast, the annual core inflation rate which excludes items such as food and energy, eased to 3.2% in December 2024, down from 3.3% in the previous three months.

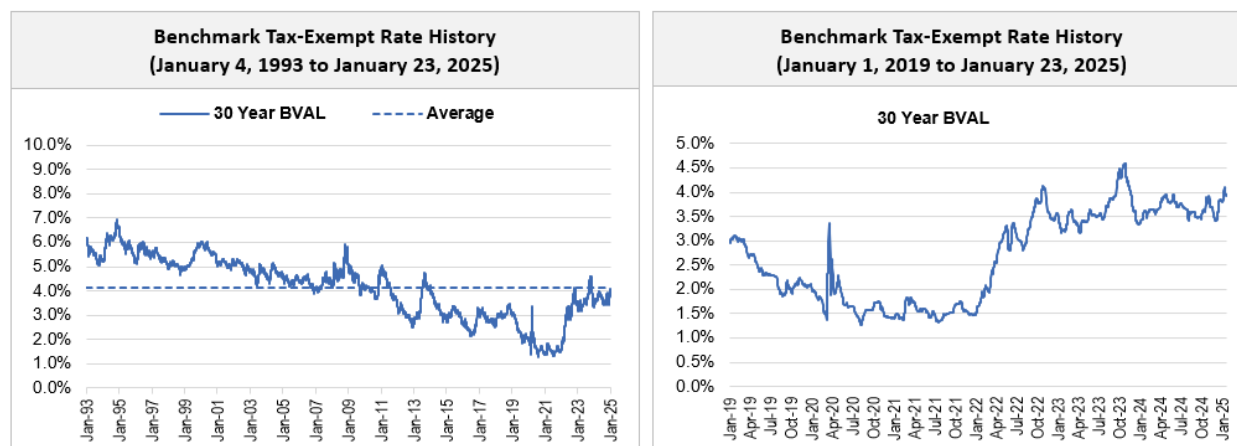
- **Personal Spending:** As one of the key drivers of the economy, personal spending increased by 0.4% in November 2024, extending a 0.4% increase in October, loosely in line with market expectations.
- **Retail Sales:** Retail sales in the US increased 0.4% month-over-month in December 2024, the lowest increase in 4 months and below market expectations of a 0.6% rise.
- **Manufacturing and Service Data:** The S&P Global U.S. Composite Purchasing Managers Index (PMI) rose to 55.4 in December, up from 54.9 in November but still below estimates of 56.6. A reading above 50 indicates expansion in business activity, vice versa for readings below 50. The growth is primarily driven by the service sector (PMI 56.8). The Manufacturing PMI fell to 49.4 in December 2024 continuing its contraction.
- **Consumer Sentiment:** The University of Michigan's consumer sentiment fell to 73.2 in January 2025 from 74 in December, which was its highest in eight months.

## Long-Term Tax-Exempt and Taxable Interest Rates

The Bloomberg Valuation Service's (BVAL) AAA yield curve (i.e., the "BVAL AAA" which is a widely accepted benchmark for tax-exempt municipal bond rates) dropped in November following the presidential election. However much of that improvement was erased in the final weeks of 2024 and into early 2025, as FOMC announcements and market expectations of the new administration's economic policy tempered hopes of aggressive rate cuts by the Fed in 2025. The two charts below show current AAA BVAL yield curve and the current US Treasury yield curve (benchmark of taxable municipal bond rates) in comparison to the lowest and highest rates in the last 12 months. Given major recent increases, as seen in the chart, the current BVAL AAA yield curve is close to April 2024 highs, with one exception. The inversion on the short-end of the yield curve that persisted through most of 2023 and 2024 has returned to a more normal upward-sloping curve. Treasury rates also increased in December and January and are currently at or close to the highest they have been in 2024. Here again the U.S. Treasury curve has returned to a normal upward-sloping curve as a result of improving inflation and Fed rate cuts throughout 2024. An exceptionally strong labor market threatens a slower pace of rate cuts by the FOMC in 2025, however recent improvement in core CPI provided some reassurance to the market. That said, the theme of volatility is expected to continue in 2025, as investors react to periodic releases of economic data and adjust to policy changes of the new administration.



The current 30-year BVAL AAA bond yield is 3.96%, which is 18 bps lower than its long-term average.



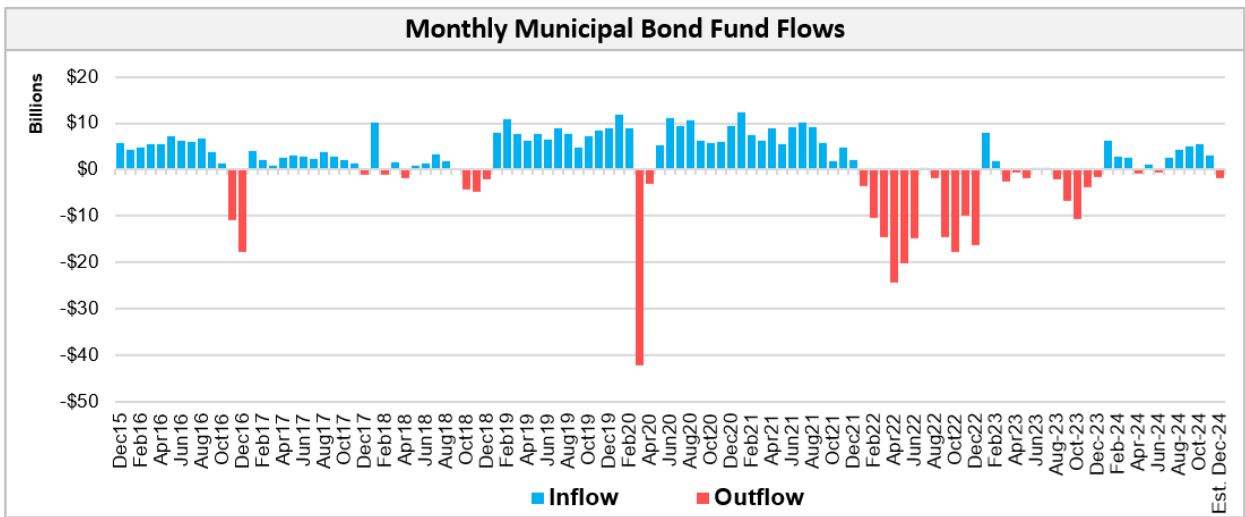
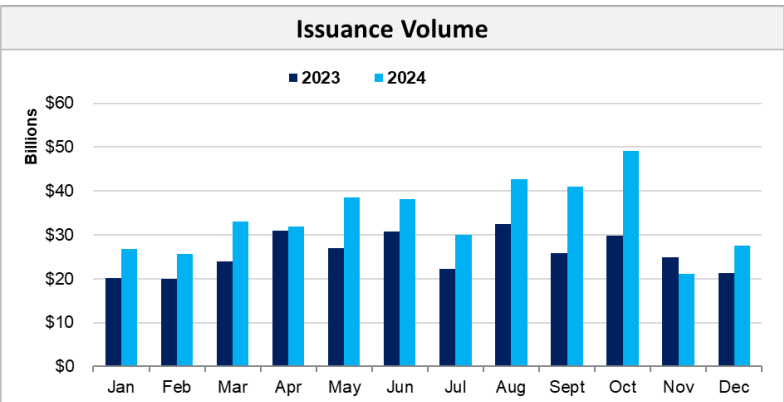
*\*The 1993-2010 data represents the AAA Municipal Market Data (MMD) data which is also a widely accepted tax-exempt benchmark rate. The 2011-2025 data represents the AAA BVAL rates.*

Municipal Market Supply and Demand

For the calendar year of 2024 tax-exempt issuance volume totaled \$446.7 billion; a record 36% higher than 2023. This volume was driven by improved interest rates in 2024 reviving certain refundings and attracting more new money.

Mutual funds are one of the largest investors in municipal bonds and the net inflow or net outflow from mutual funds is indicative of demand for municipal bonds. There were outflows from municipal bond funds for a majority of 2022 and 2023

indicating weak limited investor appetite for municipal bonds owing to a very volatile and relatively high interest rate environment. There were modest inflows throughout 2024, indicating an improving appetite for bonds.



Credit Spreads

Mirroring the movements in rates, credit spreads have also been volatile for the last few years since the pandemic. Spreads that had widened significantly in 2022 generally improved over the course of 2023 and 2024. While spreads continue to be somewhat volatile, they have remained relatively attractive for municipal issuers despite record issuance volume in 2024.

Interest Rate Forecasts

The Fed implemented its third rate cut of the year at its December meeting, cutting rates by 0.25% to 4.25-4.50%. The Fed dot plot released after the last meeting suggested possibility of two rate cuts in 2025, a reduction from initial expectations of extensive rate cuts and the potential for market rates to return to pre-inflation lows. Several Fed members made recent statements favoring a “slower pace of interest-rate reductions” following a run of strong US economic indicators at the end of 2024.

The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. The market is forecasting three rate cuts of approximately 0.25% each in 2025. The two-year U.S. Treasury rate is forecasted to fall by 0.54% to 3.74% through the end of 2025. The ten-year U.S. Treasury rate is forecasted to fall by 0.48% to 4.16% by end of 2025. The 30-year U.S. Treasury rate is also forecast to fall by 0.48% to 4.39% by end 2025.

### Street's Interest Rate Forecast

Forecast	1/23/25	Q1 25	Q2 25	Q3 25	Q4 25	Q1 26	Q2 26	Q3 26	Q4 26	Q1 27
30-Year UST	4.87%	4.48 %	4.42 %	4.41 %	4.39 %	4.30 %	4.31 %	4.28 %	4.31 %	4.26 %
10-Year UST	4.64%	4.27 %	4.20 %	4.18 %	4.16 %	4.04 %	4.04 %	4.02 %	4.02 %	3.99 %
2-Year UST	4.28%	4.04 %	3.90 %	3.80 %	3.74 %	3.60 %	3.55 %	3.52 %	3.55 %	3.46 %
3M Secured Overnight Financing Rate	4.29%	4.18 %	3.87 %	3.69 %	3.57 %	3.46 %	3.39 %	3.41 %	3.42 %	3.20 %
Federal Funds Target Rate Upper Bound	4.50 %	4.35 %	4.05 %	3.90 %	3.80 %	3.70 %	3.60 %	3.60 %	3.55 %	3.50 %
Federal Funds Target Rate Lower Bound	4.25 %	4.08 %	3.81 %	3.63 %	3.53 %	3.43 %	3.35 %	3.30 %	3.27 %	3.26 %

## Local Economic Update and Sales Tax Revenues

Second Quarter Fiscal Year 2025

### Local Economy

The San Diego economy appears to be slowing in growth but remains healthy. Moreover, key economic indicators on labor, housing, and consumer health point to the San Diego region trailing the US.

The second quarter of Fiscal Year 2025 (FY 2025) solidified views that the US economy achieved a soft landing, placing recession fears firmly in the rear mirror. The latest estimate on national GDP exceeded expectations, expanding at an annualized rate of 3% which is above the 10-year average leading into COVID.

Consumer spending – which now accounts for nearly 70% of GDP – drove growth, with easing inflation and a healthy labor market as contributing factors. Headline inflation in the US remained below 3% throughout the second quarter of FY 2025. Overall employment inched higher than last year, while the unemployment rate fell to 3.9% (not seasonally adjusted).

In the San Diego region, these economic measures moved in the same direction; however, the gains were to a lesser degree. Notably, San Diego residents experienced a slight reprieve from rapid price increases. By November 2024, headline inflation fell to 2.6%. The most meaningful changes were to critical components of the household budget: clothing, gas, and electricity experienced disinflation. The price of food at the grocery store tracked slightly lower than headline inflation at 2.4%.

Further fortifying the household budget in the region was a strong labor market, in which the region continued to add jobs. Total non-farm employment averaged 1.58 million, around 10,500 more than last year. At the same time, the unemployment rate remained steady (around 4.6%). Wages in the region also outpaced inflation (increasing by an average of 7.7% in October and November 2024 compared to the previous year). By all accounts, the region's labor market outperformed the State. California's unemployment rate in the second quarter of FY 2025 was above 5% and wage growth for the state averaged 4.7%.

Looking ahead, the short-term economic outlook sees two dynamics likely to act as a drag on the local economy. The first is tied to the timing and pace of the Federal Reserve cutting interest rates. The second is uncertainty on how national and state policies and budget priorities will take shape in the second half of FY 2025.

The San Diego region's commercial and residential real estate market has been stalled for some time largely due to high interest rates. Relief was expected in the second half of FY 2025 as markets anticipated the Federal Reserve would aggressively cut rates. Instead, sticky inflation and mixed signals in the labor market led to three rate cuts that brought the effective Federal Funds rate down by only one full percentage point. The rate cuts have helped the residential housing market only marginally. The mortgage rate started to move in the first half of FY 2025 while inventory increased, and the median home sale price stabilized. Throughout the first half of FY 2025, monthly inventory averaged 4700 housing units, over 50% higher than the previous year. During this time, the median home sale price stopped climbing, settling around \$900,000. Despite these movements, housing affordability continues to be severely hampered. In the commercial space, the region saw negative absorption and low leasing volumes. While the trend has been for businesses to downsize their footprint, this slow recovery also hints at weak business investment and limited attraction of new businesses to the region. With the Federal Reserve signaling higher rates for longer, a real estate market recovery is likely to be prolonged.

National and economic policy in the second half of FY 2025 is expected to pivot, marking significant uncertainty. It will take time for policy to work through the regional economy but interjects the risk of headwinds. For example, manufacturing in our region is particularly exposed to future policy. Manufacturing is the fourth largest sector in the region, responsible for almost 10% of regional GDP and over 7% of jobs. However, employment in this sector has fallen through FY 2025, hinting at slowing growth. The sector leverages competitive advantages that come from the region's bi-national economy and its favorable trade relations with Mexico. Increased uncertainty around trade policy coupled with higher costs of capital for longer may slow business investments needed to protect the region's lead in advanced manufacturing. Similarly, the region is also vulnerable to changes in defense spending. In 2023, the San Diego region was home to over 110,000 activity duty military. More than \$40.5 billion in direct federal defense spending flowed into the San Diego region. Just over half of these funds were directed at defense contractors across nearly every sector of the region's economy. Redirection and changes to the level of defense funds will likely impact nearly every sector of the region's economy.

## Sales Tax Revenues

With sale tax revenue for the first half of FY 2025 now available, TransNet revenue is tracking lower than last year. Year-to-date revenue is 1.86% lower. Total TransNet revenue for the second quarter of Fiscal Year 2025 was \$103.1 million – \$4.3 million (4%) lower than the same quarter of the last fiscal year. This quarter's performance indicates a further weakening in spending on taxable items and dampens expectations that holiday season spending can close the gap. Table 1 compares revenue by month for the current and previous fiscal years. Table 2 reports annual revenue beginning in FY 2009 (the first year of the TransNet Extension Ordinance).

Based on the second quarter, SANDAG now expects FY 2025 to record another year of negative growth placing the revised projection for annual revenue in FY 2025 at \$420.1 million. This represents a negative adjustment of 3.2% or \$14 million from the original projection of \$430 million. Collections through the first half of FY 2025 continue trends that emerged last year. While the seasonality of tax collections remains intact, the swings are softer with smaller differences between lows and highs throughout the year. Additionally, a confluence of factors is pulling down revenue growth; including inflation and disinflation for some taxable items (particularly for gas), shifts in consumer spending patterns as households allocate more of their spending to nontaxable necessities (housing, groceries), and business spending moderating in anticipation of higher rates for longer.

**Table 1: TransNet Revenue by Month**

Month	FY 2024	FY 2025
July	\$43,691,260	\$42,756,562
August	\$27,925,686	\$29,154,928
September	\$36,672,942	\$36,669,208
October	\$38,088,738	\$34,614,090
November	\$33,489,426	\$33,063,017
December	\$35,801,646	\$35,389,735
January	\$33,972,638	
February	\$39,509,271	
March	\$35,786,454	
April	\$33,305,657	
May	\$33,419,427	
June	\$35,029,838	
<b>TOTAL</b>	<b>\$426,692,983</b>	<b>\$211,647,540</b>

**Table 2: TransNet Revenue by Year**

Year	Annual Revenue
FY2009	\$221,991,360
FY2010	\$204,191,748
FY2011	\$221,304,014
FY2012	\$236,947,113
FY2013	\$247,221,162
FY2014	\$260,114,931
FY2015	\$268,840,549
FY2016	\$275,500,023
FY2017	\$284,456,260
FY2018	\$301,455,493
FY2019	\$305,349,500
FY2020	\$305,851,214
FY2021	\$333,998,567
FY 2022	\$405,921,138
FY 2023	\$429,735,180
FY 2024	\$426,692,983
FY 2025*	\$211,647,540
<b>TOTAL</b>	<b>\$4,941,218,775</b>

\*Reflects only Q1 and Q2 FY2025 collections.



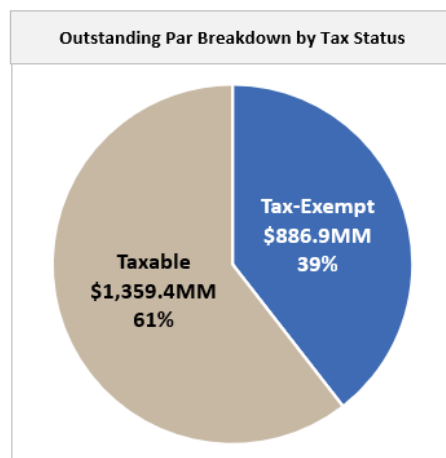
## AGENCY DEBT PORTFOLIO OVERVIEW

### *Commission Outstanding Debt Overview*

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.25 billion of outstanding long-term debt. A summary of the outstanding bonds is tabulated and graphically presented below.

Summary of Outstanding Debt							
Series	Lien	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
2010A	Senior	Taxable	Fixed Rate	\$338,960,000	338,960,000	Make-Whole	4/1/2048
2016A	Senior	Tax-Exempt	Fixed Rate	\$325,000,000	285,160,000	4/1/2026	4/1/2048
2019A	Senior	Taxable	Fixed Rate	\$442,620,000	314,062,000	4/1/2030	4/1/2048
2020A	Senior	Tax-Exempt	Fixed Rate	\$74,820,000	68,170,000	4/1/2030	4/1/2048
2021A	Senior	Taxable	Fixed Rate	\$149,840,000	149,840,000	4/1/2031	4/1/2048
2021B	Subordinate	Tax-Exempt	Fixed Rate	\$116,150,000	116,150,000	4/1/2031	4/1/2039
2023A	Senior	Tax-Exempt	Fixed Rate	\$433,355,000	417,415,000	4/1/2033	4/1/2042
TIFIA	Junior Sub.	Taxable	Fixed Rate	\$537,484,439	556,544,744 <sup>1</sup>	Anytime	10/1/2045
<b>Total</b>					<b>\$2,246,301,744</b>		

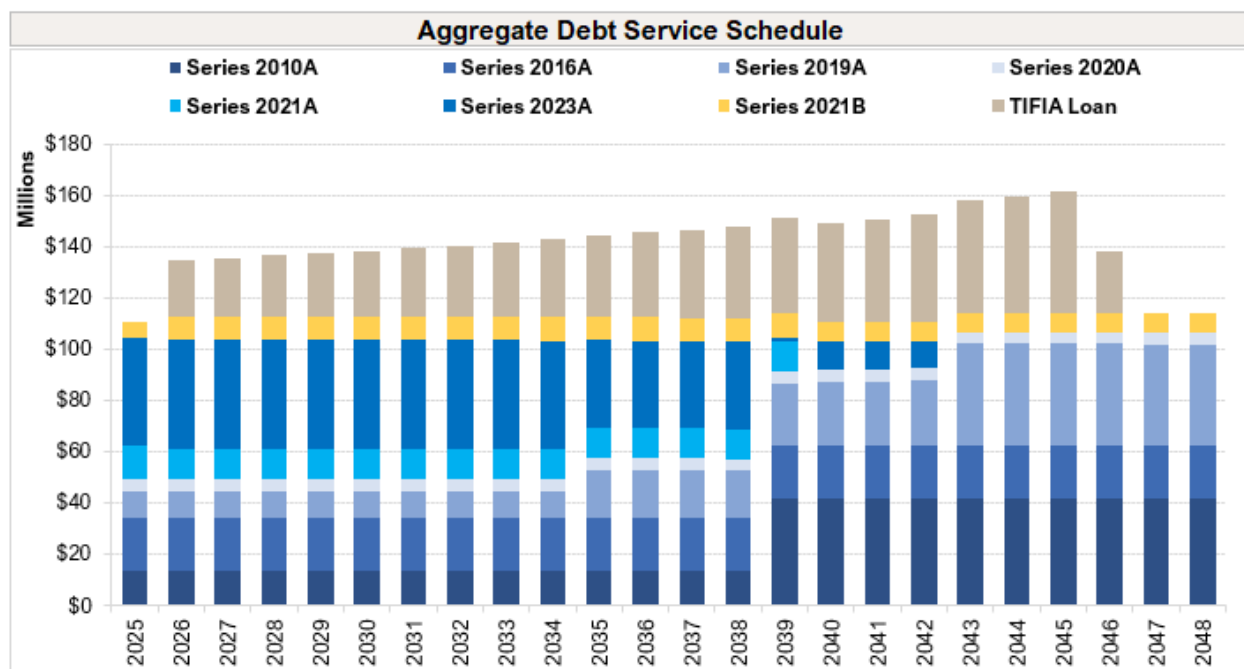
The long-term debt portfolio is comprised of 100% fixed-rate debt. Of the total debt portfolio, 61% consists of taxable debt, including the TIFIA loan, and the remaining 39% is tax-exempt bonds.



<sup>1</sup>Balance as of 10/1/2024

## Debt Service and Coverage

SANDAG has debt obligations on three separate lien levels, providing different priority of sales tax payment to investors based on their respective lien level. Senior lien obligations are paid first, followed by subordinate lien obligations and then junior subordinate lien obligations (i.e., TIFIA loan). The TIFIA loan is repayable from a third lien that is subordinate to the senior lien bonds, and subordinate to the 2021B Bonds and the commercial paper notes. This three-tiered lien structure has been developed by SANDAG to maximize program capacity, keep senior lien ratings as high as possible, and minimize borrowing costs. Excluding the TIFIA loan, SANDAG has a level debt service profile with senior lien annual debt service ranging from \$102.9 million to \$106.6 million per year through FY 2048. The aggregate senior and subordinate lien debt service ranges from \$110.3 million to \$114.0 million. With the TIFIA loan, SANDAG's aggregate debt service is ascending with peak debt service of \$161.2 million in FY 2045.



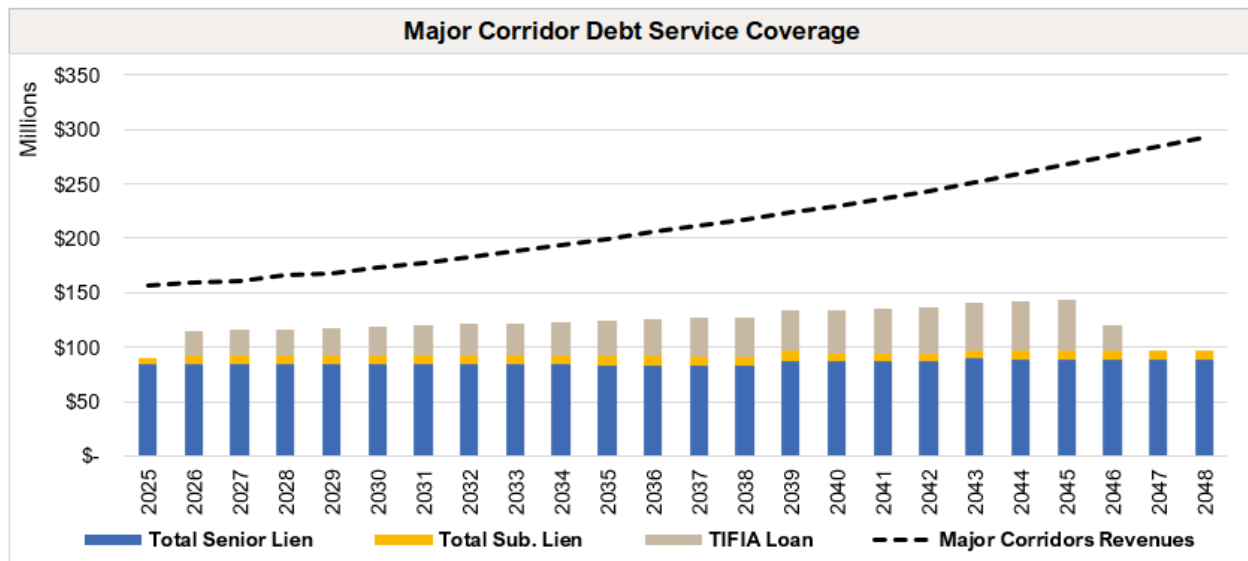
Senior lien debt service coverage, using sales tax receipts of \$422.7million for the 12 months ending December 31, 2024, is 4.04 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.04 of sales tax revenue, providing ample coverage and supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues for the 12 months ending December 31, 2024, to peak debt service in FY 2045, is 2.51 times.

## Major Corridors Coverage

In accordance with the *TransNet* Ordinance, the Major Corridors subprogram receives 38% of *TransNet* revenues after allocations for administrative and ITOC expenses. Major Corridors is the most capital-intensive program, funding various projects, including the Mid-Coast Corridor Transit Project. Costs associated with these projects can and have been funded with tax-exempt bonds. SANDAG Board Policy No. 036: San Diego County Regional Transportation Commission Debt Policy, dictates that the Major Corridors subprogram (and other *TransNet* subprograms) maintain an annual debt service coverage ratio of at least 1 times, meaning that for every \$1 of *TransNet* revenue, there is no more than \$1 of debt service allocated to the subprogram in any given year. Board Policy No. 036, Section 2.3, states as follows:

2.3 Borrowing requirements are determined for each eligible sub-program and debt service is allocated to each sub-program based upon its pro rata share of bond proceeds. It is the general principal for the TransNet Plan of Finance that the annual debt service for each sub-program be less than the annual sales tax revenue allocated to a sub-program on an annual basis. This 1.0 times program debt service coverage requirement ensures that no single sub-program incurs more debt than it can afford.

For planning purposes, debt service has been structured using a forecast of sales tax receipts. Based on this forecast, coverage in the Major Corridors Program is estimated at 1.74 times in FY 2025. Based on that revenue forecast, annual coverage is projected to dip to 1.39 times when the TIFIA loan payments start in FY 2026. The TIFIA debt service structure in the Major Corridors Program increases over time, in anticipation of future increases in sales tax revenue.



### Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 2.89%.

The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89%. The 2016A and 2020A bonds were issued at an all-in cost of 3.29% and 2.62% respectively. The 2019A refunding bonds that refunded a part of 2012A and 2014A bonds were issued at an all-in cost of 3.19%. The taxable 2021A bonds refunded a portion of the remaining 2014A bonds were issued at an all-in cost of 2.21%. The tax-exempt 2021B bonds raised new money funding as well as refunded a portion of the 2014A bonds and issued at an all-in cost of 2.71%. The 2023A bonds were issued to refund all of the variable-rate 2008 bonds as well as a portion of the 2019A bonds and issued at an all-in cost of 3.23%. The TIFIA loan has a borrowing cost of 1.75%. Taken together, SANDAG has issued over \$2.0 billion in long-term debt to accelerate project delivery and for refunding, for a WACC of 2.89%.

SANDAG's WACC Calculations		
Series	Original Par	All-in TIC
2010A	\$338,960,000	3.8871%
2016A	\$325,000,000	3.2947%
2019A	\$442,620,000	3.1890%
2020A	\$74,820,000	2.6226%
2021A	\$149,840,000	2.2136%
2023A	\$433,355,000	3.2264%
2021B	\$116,150,000	2.7146%
TIFIA	\$537,484,439	1.7500%
<b>Total Weighted Avg.</b>		<b>2.8872%</b>

### **Credit Ratings**

SANDAG's debt secured by TransNet sales tax revenues is rated by Standard and Poor's (S&P) and Fitch as shown here. SANDAG's senior lien ratings are currently at the highest possible level with the triple-A ("AAA") rating and a "stable" outlook. The ratings were last reviewed and affirmed in April 2024 and May 2024, respectively.

<b>SANDAG Ratings (TransNet)</b>		
<b>Lien</b>	<b>S&amp;P</b>	<b>Fitch</b>
Senior Lien	AAA/Stable	AAA/Stable
Subordinate Lien Bonds	AA/Stable	AA+/Stable
Third Lien TIFIA Loan	A+/Stable	A+/Stable

### **Commercial Paper and Revolving Credit Facility**

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit (LOC) from Bank of America Merrill Lynch. The Commercial Paper Program was authorized at \$100 million and has a current outstanding balance of \$16.8 million. On November 20, 2024 it was remarketed out 120 days, at a rate of 3.05%. The supporting LOC was recently extended and is in place through August 2027 at an annual cost of 0.37%. BofA currently serves as remarketing agent for the CP.

### **SANDAG Outstanding Debt Overview**

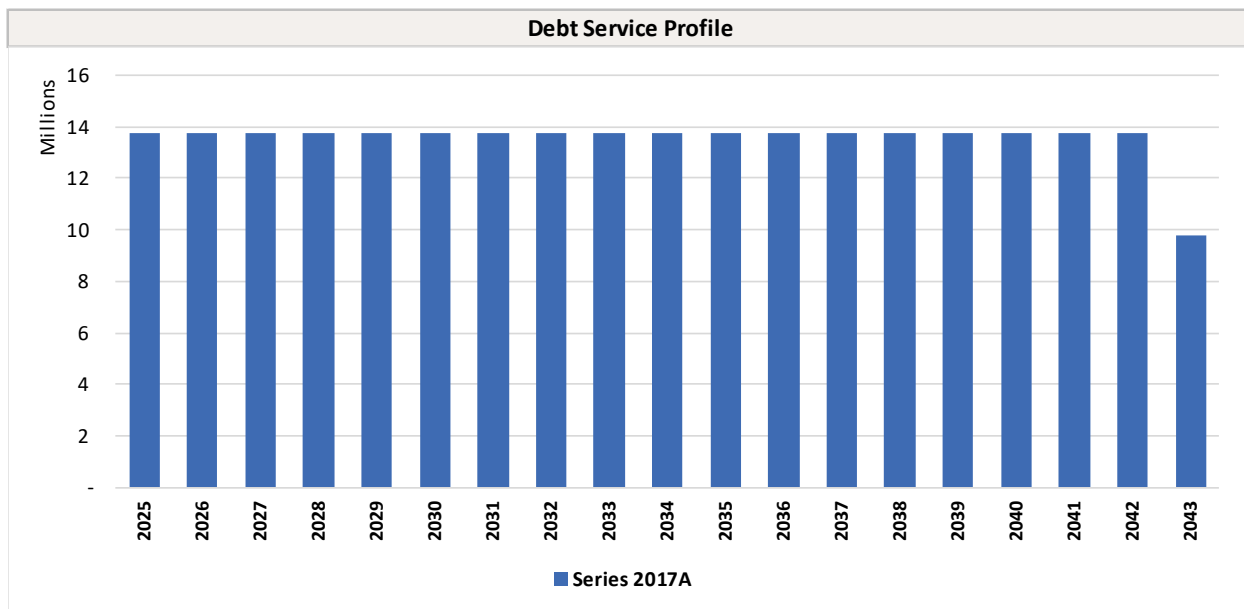
SANDAG has debt outstanding in conjunction with the South Bay Expressway toll road as summarized in the table below.

#### **South Bay Expressway**

The SANDAG debt portfolio for South Bay Expressway (SBX) is comprised of a single bond series. In November 2017, SANDAG issued Toll Revenue First Senior Lien Bonds, 2017 Series A to refinance indebtedness incurred with the acquisition of SBX. The bonds are secured from the toll revenues generated on SBX, net of operating expenses. As of July 1, 2024, the debt outstanding is \$161.6 million.

<b>Summary of Outstanding Debt</b>						
<b>Series</b>	<b>Tax Status</b>	<b>Coupon Type</b>	<b>Original Par</b>	<b>Outstanding Par</b>	<b>Call Date</b>	<b>Final Maturity</b>
2017A	Tax-Exempt	Fixed-Rate	\$194,140,000	\$161,645,000	7/1/2027	7/1/2042

An annual debt service chart is provided presented below. The annual payment on the bonds is level at about \$13.8 million through final maturity in FY 2043. Based on unaudited estimated annual net toll revenues of \$31.7 million for FY 2024, the coverage on future maximum annual debt service payment was 2.31 times. This demonstrates strong debt service coverage and satisfies the rate covenant of 1.50 times in the bond documents.



S&P and Fitch maintain credit ratings on the toll-revenue bonds. S&P last affirmed their rating of ‘A’ in January 2024. Fitch last affirmed their rating of ‘A’, with a stable outlook, in August 2024.

### ***Looking Ahead***

SANDAG expects to deliver a majority of upcoming project needs on a pay-go basis. That said, SANDAG has existing borrowing capacity driven by strong *TransNet* sales tax revenue receipts over the past several years. Staff continues to evaluate borrowing requirements in the context of project delivery needs. Any borrowing recommendation would be presented to the Board in the future for consideration.

### ***Quarterly Investment Data***

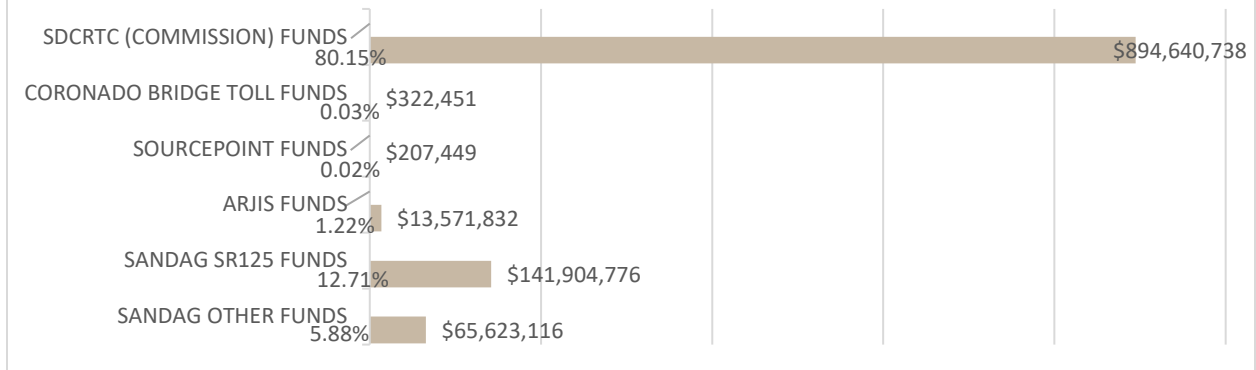
Included with this quarterly finance report through December 31, 2024, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of December 31, 2024, a total of \$1.116 billion was held by SANDAG in a number of investment accounts, in comparison to \$1.105 billion held in the previous quarter. The \$11.3 million increase during the quarter is primarily due to operating activity within the investment and operating accounts.<sup>1</sup>

The chart below provides a summary of the holdings by Agency.

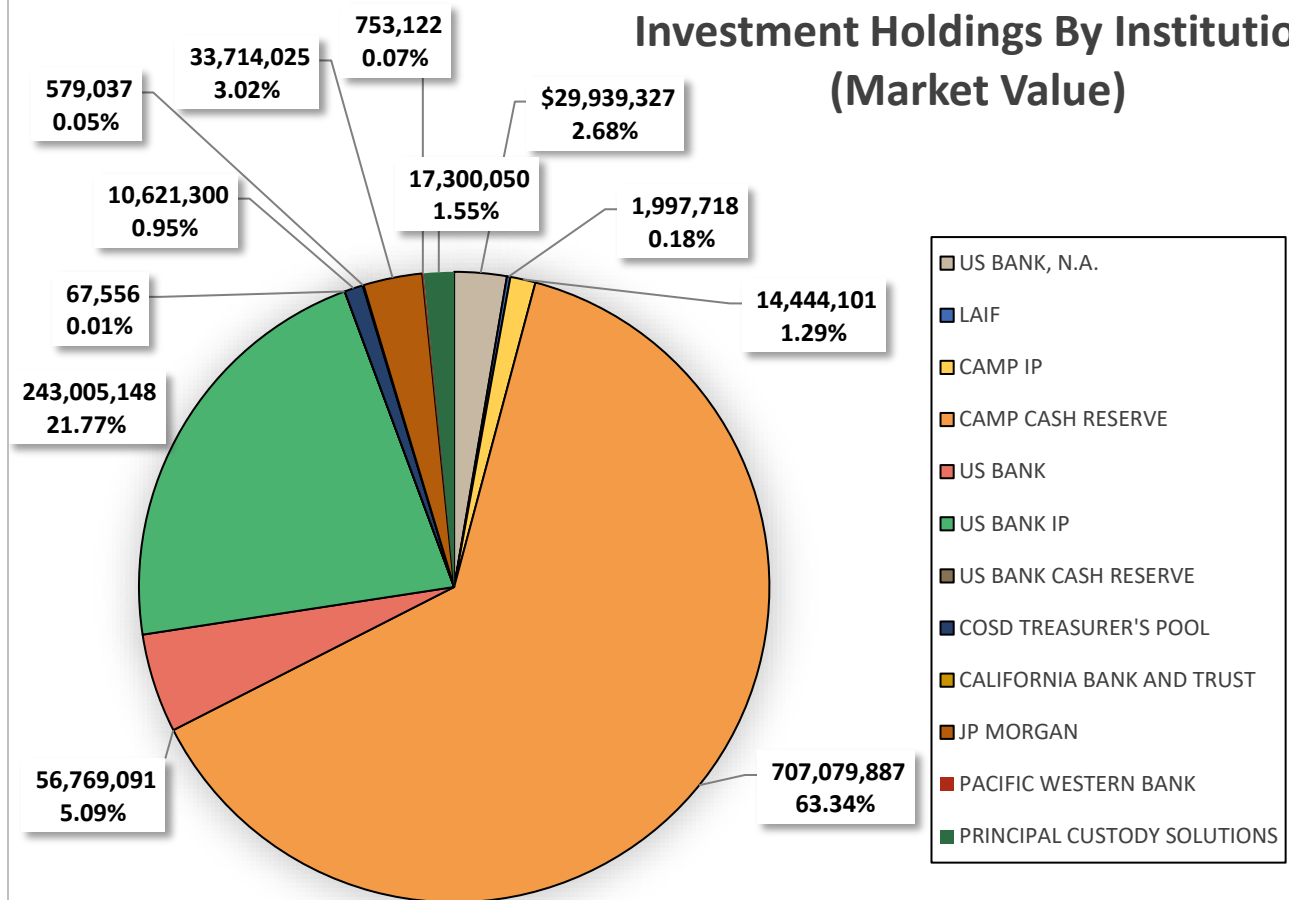
<sup>1</sup> Due to rounding, the numbers below may not tie to the attached detail of investments.

## Investment Holdings By Agency



Approximately \$29.9 million was held in eleven U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$1.086 billion was invested in eight institutions.

## Investment Holdings By Institution (Market Value)



The Finance Department has continued to implement the Board of Directors investment objectives of safety, liquidity, and return on investment for the SANDAG investment portfolio. These will continue to be important investment objectives for the future.

***Certifications***

The Chief Financial Officer reports that this investment portfolio, together with the authorized short-term Commercial Paper Program, will provide the necessary liquidity to meet the expenditure requirements of SANDAG, the Commission, ARJIS, and SourcePoint for the next six months. This portfolio is in compliance with state law and Board Policy No. 003: Investment Policy.

**SANDAG**  
**Summary of Portfolio Balances (by Institution)**  
**as of December 31, 2024**

<b>Institution</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
US BANK, N.A.	\$ 29,939,326.92	2.69%	\$ 29,939,326.92	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	1,997,717.57	0.18%	1,997,717.57	100.00%	-	4.58%	252
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	14,130,240.23	1.27%	14,444,101.33	102.22%	313,861.10	4.19%	60
CAMP CASH RESERVE PORTFOLIO	707,079,886.97	63.45%	707,079,886.97	100.00%	-	5.29%	60
US BANK TRUST	56,769,091.14	5.09%	56,769,091.14	100.00%	-	3.69%	15
US BANK INDIVIDUAL PORTFOLIO	241,242,212.95	21.65%	243,005,148.00	100.73%	1,762,935.05	14.61%	901
US BANK CASH RESERVE PORTFOLIO	67,556.05	0.01%	67,556.05	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	10,621,299.82	0.95%	10,621,299.82	100.00%	-	3.67%	449
JP MORGAN	33,719,909.38	3.03%	33,714,024.76	99.98%	(5,884.62)	4.57%	31
CALIFORNIA BANK AND TRUST	579,036.55	0.05%	579,036.55	100.00%	-	N/A	1
PACIFIC WESTERN BANK	753,122.24	0.07%	753,122.24	100.00%	-	N/A	1
PRINCIPAL CUSTODY SOLUTIONS	17,570,612.82	1.58%	17,300,050.14	98.46%	(270,562.68)	2.56%	1
<b>TOTAL</b>	<b>\$ 1,114,470,012.64</b>	<b>100.00%</b>	<b>\$ 1,116,270,361.49</b>	<b>100.16%</b>	<b>\$ 1,800,348.85</b>	<b>6.98%</b>	<b>241</b>

**Summary of Portfolio Balances (by Agency)**

<b>Agency</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
SANDAG FUNDS	\$ 207,798,454.42	18.65%	\$ 207,527,891.74	99.87%	(270,562.68)	3.81%	66
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	13,571,832.02	1.22%	13,571,832.02	100.00%	-	4.05%	52
SOURCEPOINT FUNDS	207,449.22	0.02%	207,449.22	100.00%	-	3.50%	428
CORONADO BRIDGE TOLL FUNDS	322,450.56	0.03%	322,450.56	100.00%	-	4.73%	60
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	892,569,826.42	80.09%	894,640,737.95	100.23%	2,070,911.53	7.31%	284
<b>TOTAL</b>	<b>\$ 1,114,470,012.64</b>	<b>100.00%</b>	<b>\$ 1,116,270,361.49</b>	<b>100.16%</b>	<b>\$ 1,800,348.85</b>	<b>6.62%</b>	<b>241</b>

Note: In addition to the funds held above, there is \$5,240 petty cash held at SANDAG.



**SANDAG**  
**Detail of Portfolio Balances (by Account)**  
**as of December 31, 2024**

<b>Institution / Account</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
<b>US BANK, N.A.:</b>							
Checking - (ARJIS)	\$ 1,963,011.89	0.18%	\$ 1,963,011.89	100.00%	\$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	2,651,458.30	0.24%	2,651,458.30	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	41,162.15	0.00%	41,162.15	100.00%	-	N/A	1
Checking - (SANDAG) General	9,377,852.08	0.84%	9,377,852.08	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	5,269,811.18	0.47%	5,269,811.18	100.00%	-	N/A	1
Checking - (SANDAG) Refund Account Common	394,556.04	0.04%	394,556.04	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	1,195,390.14	0.11%	1,195,390.14	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	2,744,234.18	0.25%	2,744,234.18	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	37,995.42	0.00%	37,995.42	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	6,253,963.74	0.56%	6,253,963.74	100.00%	-	N/A	1
Checking - (SourcePoint)	9,891.80	0.00%	9,891.80	100.00%	-	N/A	1
<b>TOTAL US BANK, N.A.</b>	<b>\$ 29,939,326.92</b>	<b>2.69%</b>	<b>\$ 29,939,326.92</b>	<b>100.00%</b>	<b>\$ -</b>	<b>N/A</b>	<b>1</b>
<b>STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):</b>							
(RTC) TransNet	\$ 1,877,240.19	0.17%	\$ 1,877,240.19	100.00%	\$ -	4.43%	252
(SANDAG)	120,477.38	0.01%	120,477.38	100.00%	-	4.43%	252
<b>TOTAL LAIF</b>	<b>\$ 1,997,717.57</b>	<b>0.18%</b>	<b>\$ 1,997,717.57</b>	<b>100.00%</b>	<b>\$ -</b>	<b>4.58%</b>	<b>252</b>
<b>CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Program Reserve	14,130,240.23	1.27%	14,444,101.33	102.22%	\$ 313,861.10	4.19%	60
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 14,130,240.23</b>	<b>1.27%</b>	<b>\$ 14,444,101.33</b>	<b>102.22%</b>	<b>\$ 313,861.10</b>	<b>4.19%</b>	<b>60</b>
<b>CASH RESERVE PORTFOLIO:</b>							
(ARJIS)	\$ 11,602,653.99	1.04%	\$ 11,602,653.99	100.00%	\$ -	4.73%	60
(RTC) 2008 Cap Proj DSRF Release	19,381,618.16	1.74%	19,381,618.16	100.00%	-	4.73%	60
(RTC) 2008 Sales Tax Account - TransNet Extension	460,711,305.78	41.34%	460,711,305.78	100.00%	-	4.73%	60
(RTC) 2010 Bond Series A - Interest	5,034,952.69	0.45%	5,034,952.69	100.00%	-	4.73%	60
(RTC) 2016 Bond Series A Interest	3,582,989.26	0.32%	3,582,989.26	100.00%	-	4.73%	60
(RTC) 2016 Bond Series A Principal	4,855,262.23	0.44%	4,855,262.23	100.00%	-	4.73%	60
(RTC) 2020 Bond Series A Interest	809,501.90	0.07%	809,501.90	100.00%	-	4.73%	60
(RTC) 2020 Bond Series A Principal	1,424,040.69	0.13%	1,424,040.69	100.00%	-	4.73%	60
(RTC) Sage Hill Endowment	991,740.02	0.09%	991,740.02	100.00%	-	4.73%	60
(RTC) TransNet Program Reserve	48,230,711.00	4.33%	48,230,711.00	100.00%	-	4.73%	60
(RTC) Wetland Mitigation TransNet Sales Tax	351,901.49	0.03%	351,901.49	100.00%	-	4.73%	60
(SANDAG) California Coastal Commission	375,619.19	0.03%	375,619.19	100.00%	-	4.73%	60
(SANDAG) Coronado Bridge Toll Funds	322,450.56	0.03%	322,450.56	100.00%	-	4.73%	60
(SANDAG) I-15 FasTrak®	13,597,480.12	1.22%	13,597,480.12	100.00%	-	4.73%	60
(SANDAG) SR 125	2,233,278.40	0.20%	2,233,278.40	100.00%	-	4.73%	60
(SANDAG) SR 125	37,856,772.14	3.40%	37,856,772.14	100.00%	-	4.73%	60
(SANDAG) SR 125	44,773,422.41	4.02%	44,773,422.41	100.00%	-	4.73%	60

**SANDAG**  
**Detail of Portfolio Balances (by Investment Type)**  
**as of December 31, 2024**

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
<b>Cash and cash equivalents:</b>											
<b>Demand deposits:</b>											
(ARJIS)	N/A	N/A	\$ 1,963,011.89	\$ 1,963,011.89	\$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	2,651,458.30	2,651,458.30	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	41,162.15	41,162.15	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	9,377,852.08	9,377,852.08	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	5,269,811.18	5,269,811.18	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Refund Account Common	N/A	N/A	394,556.04	394,556.04	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	1,195,390.14	1,195,390.14	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	2,744,234.18	2,744,234.18	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	37,995.42	37,995.42	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	6,253,963.74	6,253,963.74	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	9,891.80	9,891.80	-	N/A	NR	NR	NR	N/A	1
<b>Total demand deposits</b>			<b>\$ 29,939,326.92</b>	<b>\$ 29,939,326.92</b>	<b>\$ -</b>	<b>\$ -</b>				<b>N/A</b>	<b>1</b>
<b>Money market accounts and funds:</b>											
CAMP Cash Reserve Portfolio - (ARJIS)	N/A	N/A	\$ 11,602,653.99	11,602,653.99	\$ -	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2008 Cap Proj DSRF Release	N/A	N/A	19,381,618.16	19,381,618.16	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	460,711,305.78	460,711,305.78	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	5,034,952.69	5,034,952.69	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	3,582,989.26	3,582,989.26	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	4,855,262.23	4,855,262.23	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	809,501.90	809,501.90	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	1,424,040.69	1,424,040.69	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	991,740.02	991,740.02	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	48,230,711.00	48,230,711.00	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	351,901.49	351,901.49	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	375,619.19	375,619.19	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	322,450.56	322,450.56	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	13,597,480.12	13,597,480.12	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	194,891.13	194,891.13	-	N/A	AAAm	NR	NR	5.29%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	2,233,278.40	2,233,278.40	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	44,773,422.41	44,773,422.41	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	37,856,772.14	37,856,772.14	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Fastrak Customer Prepaid Fund	N/A	N/A	3,505,479.71	3,505,479.71	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Interest	N/A	N/A	4,285,120.97	4,285,120.97	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Principal	N/A	N/A	3,116,113.26	3,116,113.26	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Reserve Account	N/A	N/A	14,184,910.25	14,184,910.25	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Toll Revenue Fund	N/A	N/A	4,381,782.50	4,381,782.50	-	N/A	AAAm	NR	NR	4.73%	37
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Debt Reserve Fund	N/A	N/A	21,275,889.12	21,275,889.12	-	N/A	AAAm	NR	NR	4.73%	37
Money Market - (RTC) 2010A Interest	N/A	N/A	0.46	0.46	-	N/A	AAAm	NR	NR	3.92%	37
Money Market - (RTC) 2019 Bond Series A Principal	N/A	N/A	2,637.81	2,637.81	-	N/A	NR	NR	NR	3.92%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	2,548,567.84	2,548,567.84	-	N/A	NR	NR	NR	3.92%	1
Money Market - (RTC) 2020 Sales Tax REV Project	N/A	N/A	21,708.79	21,708.79	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	N/A	N/A	743,491.95	743,491.95	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	N/A	N/A	7,284,927.03	7,284,927.03	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	N/A	N/A	0.01	0.01	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	N/A	N/A	1,454,743.37	1,454,743.37	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	N/A	N/A	4,300.38	4,300.38	-	N/A	NR	NR	NR	4.39%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	N/A	N/A	15,349.71	15,349.71	-	N/A	NR	NR	NR	4.39%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	N/A	N/A	970,795.00	970,795.00	-	N/A	NR	NR	NR	4.39%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	N/A	N/A	5,228,006.70	5,228,006.70	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	N/A	N/A	16,365,492.11	16,365,492.11	-	N/A	NR	NR	NR	4.07%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	18,344.96	18,344.96	-	N/A	NR	NR	NR	3.92%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	138,978.23	138,978.23	-	N/A	NR	NR	NR	3.92%	1

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	254,838.56	254,838.56	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) Bond 2021 Tifia Series Principal	N/A	N/A	1,956,441.15	1,956,441.15	-	N/A	NR	NR	NR	4.07%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Escrow AC Account	N/A	N/A	0.08	0.08	-	N/A	NR	NR	NR	4.35%	1
Money Market - (SANDAG) SR125 2017A Toll Revenue Fund	N/A	N/A	0.05	0.05	-	N/A	NR	NR	NR	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	N/A	N/A	0.07	0.07	-	N/A	NR	NR	NR	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	N/A	N/A	9.83	9.83	-	N/A	NR	NR	NR	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	N/A	N/A	37.93	37.93	-	N/A	NR	NR	NR	4.48%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	-	-	-	N/A	NR	NR	NR	0.00%	1
Principal Custody Solutions - (SANDAG) Section 115 Pension Trust	N/A	N/A	17,570,612.82	17,300,050.14	(270,562.68)	N/A	NR	NR	NR	2.56%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	6,166.14	6,166.14	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	25,085.55	25,085.55	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	N/A	N/A	13,186.43	13,186.43	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	110,290.04	110,290.04	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	N/A	N/A	1,607,629.32	1,607,629.32	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	8,661,384.92	8,661,384.92	-	N/A	NR	NR	AAAf / S1	3.67%	504
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	197,557.42	197,557.42	-	N/A	NR	NR	AAAf / S1	3.67%	504
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	1,877,240.19	1,877,240.19	-	N/A	NR	NR	NR	4.43%	231
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	120,477.38	120,477.38	-	N/A	NR	NR	NR	4.43%	231
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	67,556.05	67,556.05	-	N/A	NR	NR	NR	0.00%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	22,476,391.71	22,470,507.85	(5,883.86)	N/A	AAA-m	Aaa-mf	AAAmmf	4.56%	30
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	11,243,517.67	11,243,516.91	(0.76)	N/A	AAA-m	Aaa-mf	AAAmmf	4.56%	30
Capital Project Retention Accounts - US Bank	N/A	N/A	3,410,419.10	3,410,419.10	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	579,036.55	579,036.55	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - Pacific Western Bank	N/A	N/A	753,122.24	753,122.24	-	N/A	NR	NR	NR	N/A	1
<b>Total money market accounts and funds</b>			<b>\$ 812,808,232.54</b>	<b>\$ 812,531,785.24</b>	<b>\$ (276,447.30)</b>	<b>\$ -</b>				<b>4.63%</b>	<b>41</b>
<b>Total cash and cash equivalents</b>			<b>\$ 842,747,559.46</b>	<b>\$ 842,471,112.16</b>	<b>\$ (276,447.30)</b>	<b>N/A</b>				<b>4.63%</b>	<b>39</b>

**Investments:**

**U.S. Agencies:**

FEDERAL FARM CREDIT BANK	03/25/2024	03/20/2029	\$ 5,961,786.00	\$ 5,931,960.00	\$ (29,826.00)	\$ 6,000,000.00	AA+	Aaa	-	4.27%	1,724
FEDERAL FARM CREDIT BANK	11/06/2023	10/10/2025	\$ 6,114,274.00	\$ 6,137,454.00	23,180.00	\$ 6,100,000.00	AA+	Aaa	AA+	5.00%	467
FEDERAL HOME LOAN BANK	04/01/2024	03/12/2027	\$ 5,893,893.50	\$ 5,924,426.00	30,532.50	\$ 5,900,000.00	AA+	Aaa	-	4.54%	985
FEDERAL HOME LOAN BANK	05/25/2023	09/10/2027	\$ 5,127,540.00	\$ 5,231,270.00	103,730.00	\$ 5,500,000.00	AA+	Aaa	-	4.12%	1,167
FEDERAL HOME LOAN BANK	02/08/2021	02/10/2025	\$ 6,017,160.00	\$ 5,974,680.00	(42,480.00)	\$ 6,000,000.00	AA+	Aaa	-	0.21%	225
FEDERAL HOME LOAN BANK	03/10/2023	03/10/2028	\$ 5,294,796.00	\$ 5,219,708.00	(75,088.00)	\$ 5,200,000.00	AA+	Aaa	-	4.09%	1,349
FEDERAL HOME LOAN BANK	10/12/2023	09/11/2026	\$ 5,785,152.00	\$ 5,857,188.00	72,036.00	\$ 5,800,000.00	AA+	Aaa	-	4.97%	803
FEDERAL HOME LOAN BANK	7/1/2024	11/24/2028	\$ 5,760,560.00	\$ 5,791,184.00	30,624.00	\$ 5,800,000.00	AA+	Aaa	-	452.00%	
FEDERAL NATIONAL MORTGAGE ASSOCIATION	06/09/2021	01/07/2025	\$ 6,461,206.00	\$ 6,198,016.00	(263,190.00)	\$ 6,200,000.00	AA+	Aaa	AA+	0.44%	191
FEDERAL NATIONAL MORTGAGE ASSOCIATION	07/22/2024	10/08/2027	\$ 6,262,760.00	\$ 6,352,850.00	90,090.00	\$ 7,000,000.00	AA+	Aaa	AA+	1.78%	2
UNITED STATES TREASURY NOTE/BOND	04/06/2022	04/30/2025	\$ 4,657,812.50	\$ 4,936,550.00	278,737.50	\$ 5,000,000.00	AA+	Aaa	AA+	2.73%	304
UNITED STATES TREASURY NOTE/BOND	11/13/2023	07/31/2025	\$ 5,009,468.75	\$ 5,159,544.00	150,075.25	\$ 5,200,000.00	AA+	Aaa	AA+	5.14%	396
UNITED STATES TREASURY NOTE/BOND	11/27/2023	09/30/2025	\$ 6,182,521.44	\$ 6,341,696.00	159,174.56	\$ 6,400,000.00	AA+	Aaa	AA+	4.96%	457
UNITED STATES TREASURY NOTE/BOND	06/23/2022	12/31/2025	\$ 5,184,328.13	\$ 5,488,701.00	304,372.87	\$ 5,700,000.00	AA+	Aaa	AA+	3.12%	549
UNITED STATES TREASURY NOTE/BOND	02/14/2024	11/15/2028	\$ 5,995,110.95	\$ 6,028,407.00	33,296.05	\$ 6,300,000.00	AA+	Aaa	AA+	4.26%	1,599
UNITED STATES TREASURY NOTE/BOND	12/07/2022	11/15/2027	\$ 4,672,070.31	\$ 4,727,350.00	55,279.69	\$ 5,000,000.00	AA+	Aaa	AA+	3.72%	1,233
UNITED STATES TREASURY NOTE/BOND	04/03/2023	03/31/2028	\$ 3,582,200.90	\$ 3,632,840.00	50,639.10	\$ 4,000,000.00	AA+	Aaa	AA+	3.55%	1,370
UNITED STATES TREASURY NOTE/BOND	10/27/2023	04/30/2028	\$ 4,738,493.31	\$ 4,873,900.00	135,406.69	\$ 5,000,000.00	AA+	Aaa	AA+	4.81%	1,400
UNITED STATES TREASURY NOTE/BOND	09/13/2023	06/30/2028	\$ 5,596,464.84	\$ 5,641,062.00	44,597.16	\$ 5,700,000.00	AA+	Aaa	AA+	4.42%	1,461
UNITED STATES TREASURY NOTE/BOND	08/29/2023	08/15/2028	\$ 4,837,921.66	\$ 4,792,510.00	(45,411.66)	\$ 4,600,000.00	AA+	Aaa	AA+	4.33%	1,507
UNITED STATES TREASURY NOTE/BOND	10/02/2023	09/30/2028	\$ 4,386,264.74	\$ 4,441,140.00	54,875.26	\$ 4,400,000.00	AA+	Aaa	AA+	4.70%	1,553
UNITED STATES TREASURY NOTE/BOND	08/02/2022	06/30/2026	\$ 4,909,332.03	\$ 5,042,897.00	133,564.97	\$ 5,300,000.00	AA+	Aaa	AA+	2.88%	730
UNITED STATES TREASURY NOTE/BOND	04/26/2024	12/31/2028	\$ 5,278,729.36	\$ 5,376,525.00	97,795.64	\$ 5,500,000.00	AA+	Aaa	AA+	4.72%	1,645
UNITED STATES TREASURY NOTE/BOND	09/08/2021	11/30/2024	\$ 5,946,567.31	\$ 5,952,197.00	5,629.69	\$ 6,100,000.00	AA+	Aaa	AA+	0.47%	153
UNITED STATES TREASURY NOTE/BOND	03/23/2022	12/15/2024	\$ 6,624,909.16	\$ 6,554,275.00	(70,634.16)	\$ 6,700,000.00	AA+	Aaa	AA+	2.36%	168
UNITED STATES TREASURY NOTE/BOND	09/13/2021	12/31/2024	\$ 6,562,022.78	\$ 6,563,292.00	1,269.22	\$ 6,800,000.00	AA+	Aaa	AA+	0.48%	184
UNITED STATES TREASURY NOTE/BOND	03/23/2022	01/31/2025	\$ 5,322,152.34	\$ 5,292,103.00	(30,049.34)	\$ 5,300,000.00	AA+	Aaa	AA+	2.35%	215
UNITED STATES TREASURY NOTE/BOND	9/9/2024	3/31/2026	\$ 5,051,383.94	\$ 5,013,600.00	(37,783.94)	\$ 5,000,000.00	AA+	Aaa	AA+	3.81%	
US TREASURY NOTES	10/05/2022	08/15/2025	\$ 14,130,240.23	\$ 14,444,101.33	\$ 313,861.10	\$ 14,545,000.00	AA+	Aaa	AA+	4.19%	411
<b>Total U.S. Agencies</b>			<b>\$ 167,347,122.18</b>	<b>\$ 168,921,426.33</b>	<b>\$ 1,574,304.15</b>	<b>\$ 172,045,000.00</b>				<b>18.85%</b>	<b>718</b>

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
<b>Corporate Medium Term Notes:</b>											
AMAZON.COM INC	08/01/2023	05/12/2028	\$ 5,678,075.00	\$ 5,919,355.00	\$ 241,280.00	\$ 6,500,000.00	AA	A1	AA-	4.63%	1,412
AMERICAN HONDA FINANCE	03/17/2023	01/12/2028	4,926,068.00	4,886,917.00	(39,151.00)	4,900,000.00	A-	A3	A	4.57%	1,291
APPLE INC	12/15/2022	09/12/2027	2,559,816.00	2,596,995.00	37,179.00	2,700,000.00	AA+	Aaa	-	4.12%	1,169
BANK OF AMERICA CORP	10/20/2023	02/04/2028	3,974,265.00	4,290,570.00	316,305.00	4,500,000.00	A-	A1	AA-	6.56%	1,314
CHEVRON CORP	05/10/2022	05/11/2025	5,719,560.00	5,934,780.00	215,220.00	6,000,000.00	AA-	Aa2	-	3.20%	315
CITIBANK NA	12/04/2023	09/29/2028	3,072,060.00	3,093,660.00	21,600.00	3,000,000.00	A+	Aa3	A+	5.23%	1,552
CITIBANK NA	01/19/2024	12/04/2026	6,597,370.00	6,597,240.00	(130.00)	6,500,000.00	A+	Aa3	A+	4.92%	887
COCA-COLA CO/THE	04/20/2023	05/25/2027	3,357,025.00	3,385,970.00	28,945.00	3,500,000.00	A+	A1	-	3.99%	1,059
COLGATE-PALMOLIVE CO	04/03/2023	03/01/2028	3,604,160.00	3,523,590.00	(80,570.00)	3,500,000.00	A+	Aa3	-	3.93%	1,340
HOME DEPOT INC/THE	08/13/2024	06/25/2029	4,290,174.00	4,209,072.00	(81,102.00)	4,200,000.00	A	A2	A	4.63%	46
JOHN DEERE CAPITAL CORP	02/06/2023	01/20/2028	5,781,054.00	5,729,184.00	(51,870.00)	5,700,000.00	A	A1	A+	4.43%	1,299
MICROSOFT CORP	02/05/2024	02/06/2027	5,819,460.00	5,874,360.00	54,900.00	6,000,000.00	AAA	Aaa	-	4.38%	951
PEPSICO INC	05/31/2023	05/15/2028	2,626,208.00	2,597,088.00	(29,120.00)	2,600,000.00	A+	A1	-	4.22%	1,415
PFIZER INC	05/09/2024	03/15/2029	4,229,730.00	4,289,670.00	59,940.00	4,500,000.00	A	A2	-	4.86%	1,719
PNC BANK NA	07/20/2023	01/22/2028	2,760,870.00	2,872,560.00	111,690.00	3,000,000.00	A	A2	A+	5.27%	1,301
US BANCORP	02/01/2024	02/01/2029	4,927,750.00	4,949,350.00	21,600.00	5,000,000.00	A	A3	A	5.06%	1,677
<b>Total Corporate Medium Notes</b>			<b>\$ 69,923,645.00</b>	<b>\$ 70,750,361.00</b>	<b>\$ 826,716.00</b>	<b>\$ 72,100,000.00</b>				<b>4.60%</b>	<b>1,138</b>
<b>Supra-National Agency Bond/Note:</b>											
INT'L BANK FOR RECON AND DEVELOPMENT	03/08/2021	01/15/2025	\$ 6,229,560.00	\$ 5,994,420.00	(235,140.00)	\$ 6,000,000.00	AAA	Aaa	-	0.62%	199
INTER-AMERICAN DEVELOPMENT BANK	05/22/2023	01/12/2028	7,035,070.00	6,922,370.00	(112,700.00)	7,000,000.00	AAA	Aaa	-	3.88%	1,291
INTER-AMERICAN DEVELOPMENT BANK	05/14/2024	07/05/2028	4,837,056.00	4,860,672.00	23,616.00	4,800,000.00	AAA	Aaa	NR	2.03%	1,466
<b>Total Supra-National Agency Bond/Notes</b>			<b>\$ 18,101,686.00</b>	<b>\$ 17,777,462.00</b>	<b>\$ (324,224.00)</b>	<b>\$ 17,800,000.00</b>				<b>2.26%</b>	<b>971</b>
<b>Certificates of Participation:</b>											
(RTC) North County Transit District Certificates of Participation	08/22/2024	11/20/2024	\$ 16,350,000.00	\$ 16,350,000.00	\$ -	\$ 16,350,000.00	NR	A1	NR	2.90%	48
<b>Total Certificates of Participation</b>			<b>\$ 16,350,000.00</b>	<b>\$ 16,350,000.00</b>	<b>\$ -</b>	<b>\$ 16,350,000.00</b>				<b>2.90%</b>	<b>48</b>
<b>Total investments</b>			<b>\$ 271,722,453.18</b>	<b>\$ 273,799,249.33</b>	<b>\$ 2,076,796.15</b>	<b>\$ 278,295,000.00</b>				<b>13.12%</b>	<b>803</b>
<b>Total Portfolio:</b>			<b>\$ 1,114,470,012.64</b>	<b>\$ 1,116,270,361.49</b>	<b>\$ 1,800,348.85</b>	<b>N/A</b>				<b>7.80%</b>	<b>237</b>

**Legend:**

Automated Regional Justice Information System (ARJIS)  
Commercial Paper (CP)  
State of California Local Agency Investment Fund (LAIF)  
North County Transit District (NCTD)  
San Diego County Regional Transportation Commission (RTC)

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(SANDAG) SR125 2017 A Bond Interest	4,285,120.97	0.38%	4,285,120.97	100.00%	-	4.73%	60
(SANDAG) SR125 2017 A Bond Principal	3,116,113.26	0.28%	3,116,113.26	100.00%	-	4.73%	60
(SANDAG) SR125 2017 A Debt Reserve Fund	21,275,889.12	1.91%	21,275,889.12	100.00%	-	4.73%	60
(SANDAG) SR125 2017A Bond Fastrak Customer Prepaid Fund	3,505,479.71	0.31%	3,505,479.71	100.00%	-	4.73%	60
(SANDAG) SR125 2017A Bond Reserve Account	14,184,910.25	1.27%	14,184,910.25	100.00%	-	4.73%	60
(SANDAG) SR125 2017A Bond Toll Revenue Fund	4,381,782.50	0.39%	4,381,782.50	100.00%	-	4.73%	60
(SANDAG) Shoreline Management	194,891.13	0.02%	194,891.13	100.00%	-	5.29%	60
<b>TOTAL CASH RESERVE PORTFOLIO</b>	<b>\$ 707,079,886.97</b>	<b>63.45%</b>	<b>\$ 707,079,886.97</b>	<b>100.00%</b>	<b>\$ -</b>	<b>5.29%</b>	<b>60</b>
<b>TOTAL CAMP</b>	<b>\$ 753,147,171.69</b>	<b>64.71%</b>	<b>\$ 721,523,988.30</b>	<b>95.80%</b>	<b>\$ 313,861.10</b>	<b>5.27%</b>	<b>60</b>
<b>US BANK TRUST:</b>							
Money Market - (RTC) 2010A Interest	\$ 0.46	0.00%	\$ 0.46	100.00%	\$ -	3.92%	1
Money Market - (RTC) 2019 Bond Series A Principal	2,637.81	0.00%	2,637.81	100.00%	-	3.92%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	2,548,567.84	0.23%	2,548,567.84	100.00%	-	3.92%	1
Money Market - (RTC) 2020 Sales Tax REV Project	21,708.79	0.00%	21,708.79	100.00%	-	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	0.02	0.00%	0.02	100.00%	-	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	743,491.95	0.07%	743,491.95	100.00%	-	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	7,284,927.03	0.65%	7,284,927.03	100.00%	-	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	0.01	0.00%	0.01	100.00%	-	4.07%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	1,454,743.37	0.13%	1,454,743.37	100.00%	-	4.07%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	4,300.38	0.00%	4,300.38	100.00%	-	4.39%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	15,349.71	0.00%	15,349.71	100.00%	-	4.39%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	970,795.00	0.09%	970,795.00	100.00%	-	4.39%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	5,228,006.70	0.47%	5,228,006.70	100.00%	-	4.07%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	16,365,492.11	1.47%	16,365,492.11	100.00%	-	4.07%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	18,344.96	0.00%	18,344.96	100.00%	-	3.92%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	138,978.23	0.01%	138,978.23	100.00%	-	3.92%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	254,838.56	0.02%	254,838.56	100.00%	-	0.00%	1
Money Market - (RTC) Bond 2021 Tifia Series Principal	1,956,441.15	0.18%	1,956,441.15	100.00%	-	4.07%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Escrow AC Account	0.08	0.00%	0.08	100.00%	-	4.35%	1
Money Market - (SANDAG) SR125 2017A Toll Revenue Fund	0.05	0.00%	0.05	100.00%	-	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	0.07	0.00%	0.07	100.00%	-	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	9.83	0.00%	9.83	100.00%	-	4.48%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	37.93	0.00%	37.93	100.00%	-	4.48%	1
Certificates of Participation - (RTC) North County Transit District	16,350,000.00	1.47%	16,350,000.00	100.00%	-	2.90%	48
Capital Project Retention Accounts	3,410,419.10	0.31%	3,410,419.10	100.00%	-	N/A	1
<b>TOTAL US BANK TRUST</b>	<b>\$ 56,769,091.14</b>	<b>5.09%</b>	<b>\$ 56,769,091.14</b>	<b>100.00%</b>	<b>\$ -</b>	<b>3.69%</b>	<b>15</b>
<b>US BANK:</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Extension	\$ 241,242,212.95	21.65%	\$ 243,005,148.00	100.73%	\$ 1,762,935.05	14.61%	901
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 241,242,212.95</b>	<b>21.65%</b>	<b>\$ 243,005,148.00</b>	<b>100.73%</b>	<b>\$ 1,762,935.05</b>	<b>14.61%</b>	<b>901</b>
<b>CASH RESERVE:</b>							
(RTC) TransNet Extension	\$ 67,556.05	0.01%	67,556.05	100.00%	\$ -	0.00%	1

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
<b>TOTAL CASH RESERVE</b>	\$ 67,556.05	0.01%	\$ 67,556.05	100.00%	\$ -	0.00%	1
<b>TOTAL US BANK</b>	\$ 298,078,860.14	21.65%	\$ 243,072,704.05	81.55%	\$ 1,762,935.05	14.61%	901
<b>SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:</b>							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	\$ 6,166.14	0.00%	6,166.14	100.00%	\$ -	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	25,085.55	0.00%	25,085.55	100.00%	-	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	13,186.43	0.00%	13,186.43	100.00%	-	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	110,290.04	0.01%	110,290.04	100.00%	-	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	1,607,629.32	0.14%	1,607,629.32	100.00%	-	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	8,661,384.92	0.78%	8,661,384.92	100.00%	-	3.67%	449
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	197,557.42	0.02%	197,557.42	100.00%	-	3.67%	449
<b>TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND</b>	\$ 10,621,299.82	0.95%	\$ 10,621,299.82	100.00%	\$ -	3.67%	449
<b>JP MORGAN:</b>							
(RTC) JPMorgan Prime Money Market Fund	22,476,391.71	2.02%	\$ 22,470,507.85	99.97%	\$ (5,883.86)	4.56%	31
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	11,243,517.67	1.01%	11,243,516.91	100.00%	(0.76)	4.58%	31
<b>TOTAL JP MORGAN</b>	\$ 33,719,909.38	3.03%	\$ 33,714,024.76	99.98%	\$ (5,884.62)	4.57%	31
<b>CALIFORNIA BANK AND TRUST:</b>							
Capital Project Retention Accounts	\$ 579,036.55	0.05%	\$ 579,036.55	100.00%	\$ -	N/A	1
<b>TOTAL CALIFORNIA BANK AND TRUST</b>	\$ 579,036.55	0.05%	\$ 579,036.55	100.00%	\$ -	N/A	1
<b>PACIFIC WESTERN BANK:</b>							
Capital Project Retention Accounts	\$ 753,122.24	0.07%	\$ 753,122.24	100.00%	\$ -	N/A	1
<b>TOTAL PACIFIC WESTERN BANK</b>	\$ 753,122.24	0.07%	\$ 753,122.24	100.00%	\$ -	N/A	1
<b>PRINCIPAL CUSTODY SOLUTIONS:</b>							
(SANDAG) Section 115 Pension Trust	\$ 17,570,612.82	1.58%	\$ 17,300,050.14	98.46%	\$ (270,562.68)	2.56%	1
<b>TOTAL PRINCIPAL CUSTODY SOLUTIONS</b>	\$ 17,570,612.82	1.58%	\$ 17,300,050.14	98.46%	\$ (270,562.68)	2.56%	1
<b>TOTAL</b>	<b>\$ 1,114,470,012.64</b>	<b>100.00%</b>	<b>\$ 1,116,270,361.49</b>	<b>100.16%</b>	<b>\$ 1,800,348.85</b>	<b>6.98%</b>	<b>241</b>

*Legend:*

Automated Regional Justice Information System (ARJIS)  
Commercial Paper (CP)  
State of California Local Agency Investment Fund (LAIF)  
North County Transit District (NCTD)  
San Diego County Regional Transportation Commission (RTC)

February 12, 2025

## **TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment**

### **Overview**

The [TransNet Extension Ordinance](#) requires the 18 cities in the San Diego region and the County of San Diego to collect a [Regional Transportation Congestion Improvement Program \(RTCIP\)](#) fee from the private sector for each new housing unit constructed in its jurisdiction, with certain exceptions, including low income residential units and accessory dwelling units.

The fee's purpose is to help ensure that future development contributes its proportional share of the funding needed to pay for the impact of new growth on the Regional Arterial System and related regional transportation facility improvements as defined in the most recent Regional Transportation Plan adopted by SANDAG.

### **Action: Information**

The Board of Directors will be asked to approve a 6% adjustment to the Regional Transportation Congestion Improvement Program, beginning July 1, 2025.

### **Fiscal Impact:**

The Regional Transportation Congestion Improvement Program (RTCIP) fee would increase from \$2,875.06 to \$3,047.57 beginning July 1, 2025.

### **Schedule/Scope Impact:**

Pending SANDAG Board approval, the adjusted RTCIP fee would become effective July 1, 2025.

### **Key Considerations**

SANDAG is required to adjust the minimum RTCIP fee amount on July 1 of each year based on an analysis of construction cost indices, but never less than 2%. The purpose of this annual adjustment is to ensure that the RTCIP retains its purchasing power to improve the Regional Arterial System.

Based on an analysis of construction cost trends and relevant indices, staff recommends a 6% fee adjustment to the RTCIP, raising the minimum RTCIP fee from \$2,875.06 to \$3,047.57 beginning July 1, 2025 (Attachment 1). This increase accounts for recent years' inflation and the Construction Cost Index, which has accelerated from its previous low pace. It helps to ensure that the RTCIP fee maintains its purchasing power to complete necessary transportation improvements.

### **Next Steps**

In accordance with TransNet Extension Ordinance provisions<sup>1</sup>, each jurisdiction's RTCIP funding program must be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year to remain eligible for TransNet Local Street and Road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the ITOC meeting on April 9, 2025.

***Susan Huntington, Director of Financial Planning, Budgets, and Grants***

Attachment: 1. Discussion Memo

---

Section 9 of the TransNet Extension Ordinance requires that local jurisdictions establish a program or mechanism for funding the Regional Arterial System. For purposes of the RTCIP, the Regional Arterial System is defined in the most recent Regional Transportation Plan adopted by SANDAG.

## FY 2026 Recommended RTCIP Fee Increase Discussion Memo

### Background

The [TransNet Extension Ordinance](#) requires the 18 cities and the County of San Diego to collect a fee from the private sector for each new housing unit constructed in that jurisdiction for contribution to the Regional Transportation Congestion Improvement Program (RTCIP).<sup>1</sup> RTCIP revenue is required to be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for express bus and rail transit.

The Ordinance further requires SANDAG to adjust the RTCIP fee each year and states that in no event shall the adjustment be less than 2% per year or more than the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News-Record (ENR), or a similar CCI. The purpose of this annual adjustment is to ensure that the RTCIP retains its purchasing power to improve the Regional Arterial System and ensures future development contributes its proportional share of the funding to offset the impact of new growth on the regional transportation infrastructure, as defined in the most recent Regional Transportation Plan adopted by SANDAG.

The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which must maintain their RTCIP funding programs and comply with specific administrative requirements to remain eligible for TransNet local street and road funding.

The RTCIP has been implemented in the San Diego region since July 1, 2008. Annual RTCIP fee adjustments, funding program reports, and related audits can be found on the [RTCIP page](#) of the SANDAG Website. Relevant excerpts can be referenced in the [TransNet Extension Ordinance](#) and [SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules](#).

### Construction Cost Increases

SANDAG staff evaluated changes recorded in the ENR Construction Cost Index for Los Angeles (ENR CCI-LA).<sup>2</sup> The index is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. It helps track construction cost fluctuations over time.

Chart 1 shows annual increases in the ENR CCI-LA since Fiscal Year 2009. For over a decade (from FY 2010 through FY 2021), construction costs rose by less than 4% per year. FY 2022 marked the first sharp rise in costs (7.9%) and was followed by two more years of strong cost increase (4.9% in FY 2023 and 10% in FY 2024). The data available for FY 2025 show an abrupt drop in cost growth. Construction costs are averaging 1.4% (in the first six months of FY 2025 from July to December 2024). The slower growth is a welcome change and suggests that construction costs are rising at a much slower rate than general inflation.

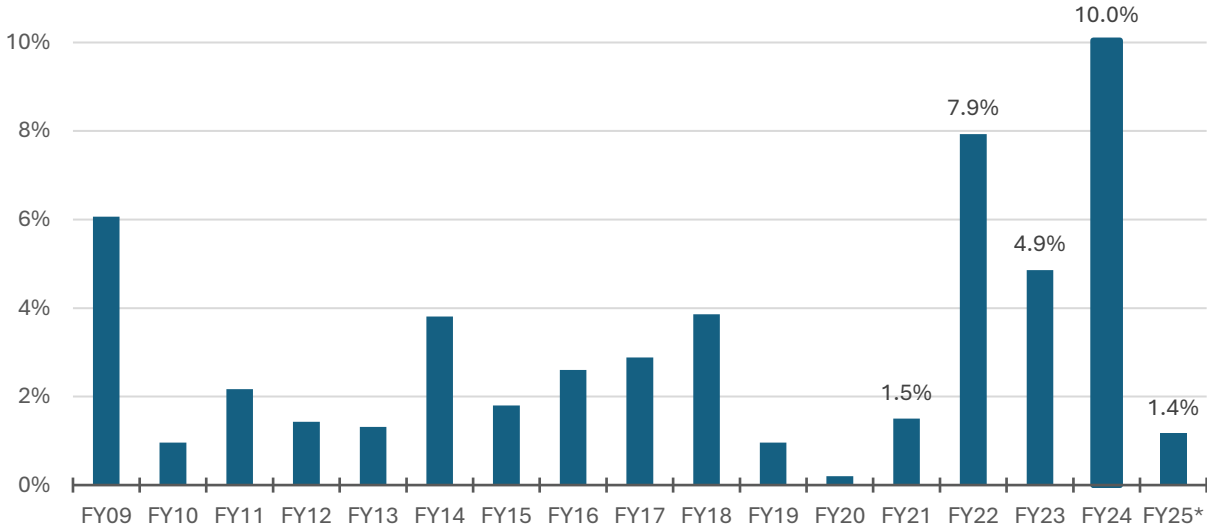
---

<sup>1</sup> Some types of new construction can be exempted, such as low to moderate-income housing.

<sup>2</sup> ENR produces construction cost indices for 20 US cities. SANDAG uses the Los Angeles index as the closest approximation of construction cost trends for the San Diego region.



Chart 1. Engineering News-Record Construction Cost Index -  
Los Angeles: Average Fiscal Year Change  
\*FY25 reflects the first 6 months of data



### ***RTCIP Fee Increase Recommendation***

Each year, SANDAG recommends an increase in the RTCIP fee. Staff typically bring this recommendation to the Independent Taxpayer Oversight Committee (ITOC) in February. The approved fee increase takes effect at the start of the new fiscal year (July 1).

Fee increases are intended to preserve purchasing power. Chart 2 illustrates how annual construction cost growth has compared to the 2% minimum increase specified in the Ordinance. Between FY 2009 and FY 2024, construction costs rose by more than 2% in nine years and by less than 2% in seven years.

However, the RTCIP fee itself has exceeded the 2% minimum only three times since FY 2009:

- 2.5% in FY 2016,
- 3.3% in FY 2019, and
- 4.9% in FY 2025.

Chart 2. Difference between CCI ENR-LA and the 2% Minimum Fee Increase  
\*FY25 reflects the first six months.

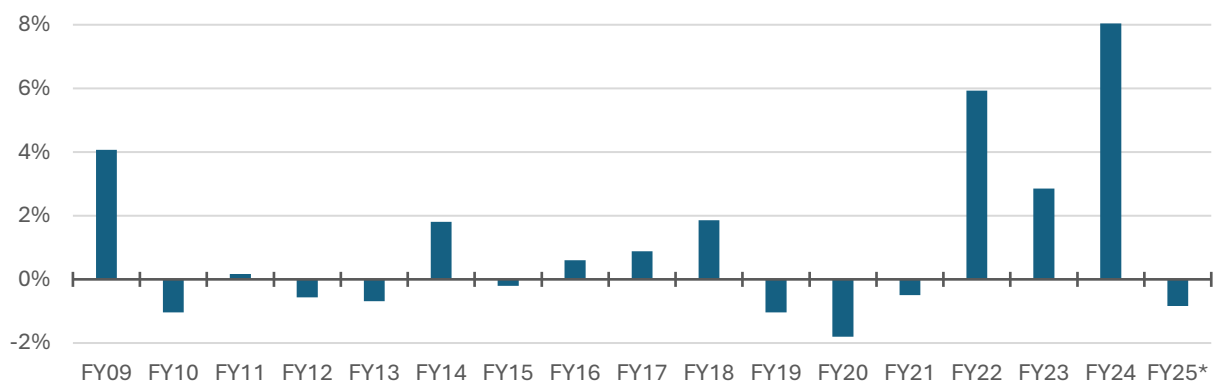


Chart 3 shows RTCIP fees and annual increases since FY 2009. The FY 2025 increase was the largest annual adjustment to-date, responding to three consecutive years of sizable construction cost increases. Between FY 2021 and FY 2023, construction costs rose by 13%, while the RTCIP fee grew by only 4%, creating a noticeable gap. The FY 2025 fee increase helped to close this gap.

However, FY 2024 recorded another significant jump in construction costs, rising 10% over the fiscal year and further eroding the purchasing power of RTCIP funds. Encouragingly, FY 2025 is seeing a notable slowdown in cost increases. Over the first half of the fiscal year (July through November), construction costs have increased by an average of 1.4%.

<b>Chart 3. RTCIP Fee and Annual Increases</b>				
	<b>RTCIP Fee</b>	<b>Incremental Increase (\$)</b>	<b>RTCIP % increase</b>	<b>CCI Increase</b>
FY09	\$ 2,000.00	\$ -	0.0%	6.1%
FY10	\$ 2,040.00	\$ 40.00	2.0%	1.0%
FY11	\$ 2,081.00	\$ 41.00	2.0%	2.2%
FY12	\$ 2,123.00	\$ 42.00	2.0%	1.4%
FY13	\$ 2,165.00	\$ 42.00	2.0%	1.3%
FY14	\$ 2,209.00	\$ 44.00	2.0%	3.8%
FY15	\$ 2,254.00	\$ 45.00	2.0%	1.8%
FY16	\$ 2,310.00	\$ 56.00	2.5%	2.6%
FY17	\$ 2,357.00	\$ 47.00	2.0%	2.9%
FY18	\$ 2,404.14	\$ 47.14	2.0%	3.9%
FY19	\$ 2,483.48	\$ 79.34	3.3%	1.0%
FY20	\$ 2,533.15	\$ 49.67	2.0%	0.2%
FY21	\$ 2,583.82	\$ 50.67	2.0%	1.5%
FY22	\$ 2,635.50	\$ 51.68	2.0%	7.9%
FY23	\$ 2,688.21	\$ 52.71	2.0%	4.9%
FY24	\$ 2,741.97	\$ 53.76	2.0%	10.0%
FY25	\$ 2,875.06	\$ 133.09	4.9%	1.4%*
<i>FY26 (Recommended)</i>	<i>\$ 3,047.57</i>	<i>\$ 230.01</i>	<i>6.0%</i>	
*CCI increase for FY25 reflects only July through December data.				

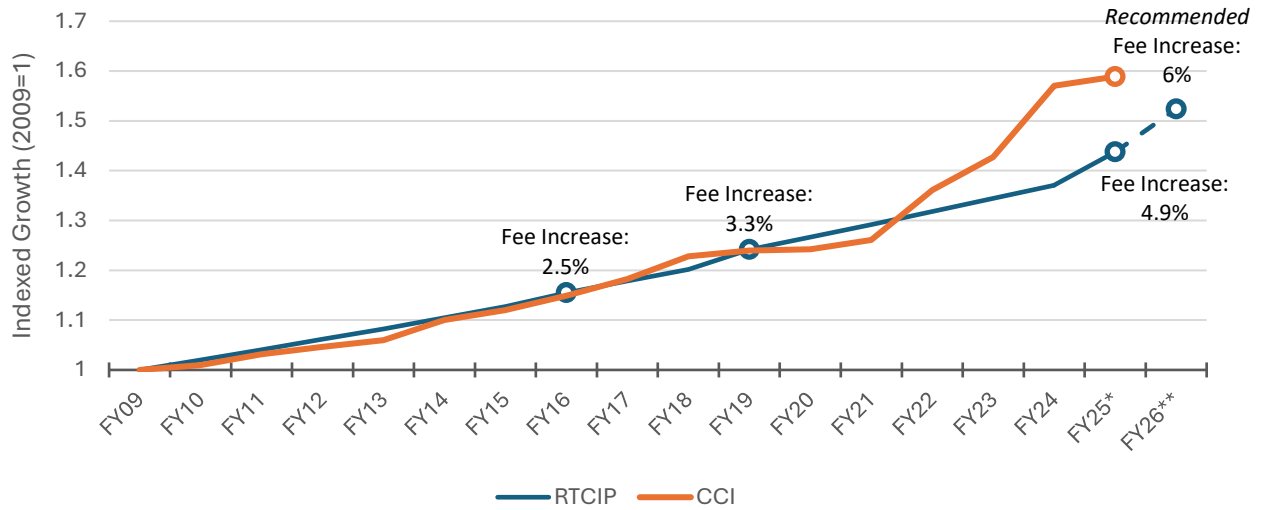
#### *Staff Recommendation*

In light of the trends observed in FY 2024 and the first half of FY 2025, staff recommend a 6% increase (equivalent to \$172.50) to the RTCIP fee for FY 2026. This proposed increase marks the first time an adjustment above the 2% minimum has been recommended for two consecutive years. Chart 4 illustrates that the recommended increase allows the RTCIP fee to better align with recent construction cost trends while recognizing the current significant slowdown in cost growth. This recommendation is less than the 10% increase observed in the construction cost index. It strikes a balance between two objectives – that is, reducing the risk of further erosion in the RTCIP's purchasing power and ensuring continued investment in critical transportation infrastructure, while simultaneously recognizing the challenges of housing affordability in the region.

Chart 4. CCI and RTCIP Growth Since FY 2009

\*Based on first six months of FY25

\*\*Based on recommendation for FY26



February 12, 2025

## **TransNet Major Corridor and Regional Bikeway Program of Projects: Quarterly Status Report**

### **Overview**

Consistent with the TransNet Extension Ordinance and previous TransNet Triennial Performance Audits, this report provides a quarterly update on TransNet Major Corridor and Regional Bikeway Program projects.

### **Key Considerations**

As of December 31, 2024, there were a total of 15 projects in the environmental phase, 22 projects in the design phase, and 11 projects under construction within the TransNet Major Corridor and Regional Bikeway programs.

During the second quarter of FY 2025, significant construction activity occurred on several projects including SR 56 HOV Lanes, I-805 North Auxiliary Lanes, Batiquitos Lagoon Double Track, Border to Bayshore Bikeway, Inland Rail Trail Phase 3, and Downtown to Imperial Avenue Bikeway.

Additionally, one of the two major milestones anticipated for the second quarter was achieved as planned. The major milestone achieved in the second quarter, as shown in Attachment 1, is:

- In October 2024, the Uptown Bikeways: Washington Street and Mission Valley Bikeways project was advertised to the construction community. In addition, although not considered a major milestone, the construction contract was successfully awarded to Dick Miller Inc. in December 2024. Upon completion, this project will add 3.3 miles of on-street protected bikeway within the Mission Hills, Mission Valley, and Hillcrest communities.

The second major milestone anticipated in the second quarter was to Begin Construction in November 2024 of the Uptown Bikeways: Eastern Hillcrest Bikeway. In order to avoid potential business and community impacts during the December holiday festivities, this milestone was pushed to January 2025.

### **Construction Costs**

Engineering News-Record (ENR) is a leading publication in the engineering and construction industry, providing a monthly ENR Construction Cost Index (ENR CCI). The ENR CCI for Los Angeles (ENR CCI-LA) is particularly relevant for capturing market trends in Southern California. In addition to the ENR CCI-LA, the U.S. Bureau of Labor Statistics Producer Price Index for Government Construction (PPI Government Construction) and the Caltrans Construction Cost Index are used as needed. SANDAG consistently monitors these indices to ensure that cost estimates align with current regional economic conditions.

Attachment 1 charts ENR CCI-LA for the TransNet Extension period, which continues through 2048. According to the ENR CCI-LA, construction costs have increased 1.4% between Q1 FY 2025 and Q2 FY 2025. Additionally, construction costs have increased 2.2% between December 2023 and December 2024.

### **Action: Information**

This report provides an update on TransNet Major Corridor and Regional Bikeway Program projects.

### **Fiscal Impact:**

SANDAG invested \$54.4 million on TransNet Major Corridor projects and \$9.5 million on Regional Bikeway projects in the second quarter of FY 2025.

### **Schedule/Scope Impact:**

One major milestone was achieved in the second quarter of FY 2025.

**Next Steps**

The next quarterly update on the TransNet Major Corridors and Regional Bikeway Program projects, covering January through March 2025, will be provided at the May 2025 ITOC meeting. Progress of Major Corridor and Regional Bikeway Program projects and program trends can be tracked by using the [TransNet Dashboard](#).

***Clint Peace, Director of Program/Project Management***

***David Cortez, Director of Engineering and Construction***

Attachment: 1. TransNet Quarterly Status Report: October 2024 - December 2024

## TransNet Quarterly Status Report October 2024 – December 2024

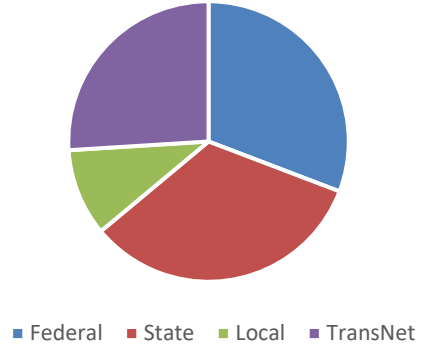
Data as of 12/31/2024

**Major Corridors Funding Plan\***

Source	Amount**	% of Total Funding
Federal	\$3.34 billion	31%
State	\$3.60 billion	33%
Local	\$1.09 billion	10%
TransNet	\$2.82 billion	26%
<b>Total</b>	<b>\$10.85 billion</b>	<b>100.0%</b>

\*Funding information is only reflective of TransNet Major Corridors projects since there is a TransNet Ordinance 1:1 match requirement for the Major Corridors Program.

\*\*Funding amounts include prior year funds through FY 2033 funds, per the FY 2025 budget timeframe.

**Major Corridors & Bikeway Milestones**

Milestones marked as A indicate an actualized event.

Milestones marked as X indicate a planned event.

Segment	FY 2025 Baseline Date***	Milestone	2024 Oct	2024 Nov	2024 Dec	2025 Jan	2025 Feb	2025 Mar
<b>Regional Bikeway Projects</b>								
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	Aug 2024	ADVERTISE	A					
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	Nov 2024	BEGIN				A		
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	Feb 2025	BEGIN						X
<b>SR 78/SPRINTER</b>								
I-15/SR 78 HOV Connectors (CIP-1207802)	Dec 2024	FED						X

**Schedule Milestones:**

**DED** represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.

**FED** represents the signing of the Final Environmental Document by approving agency.

**ADVERTISE** represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.

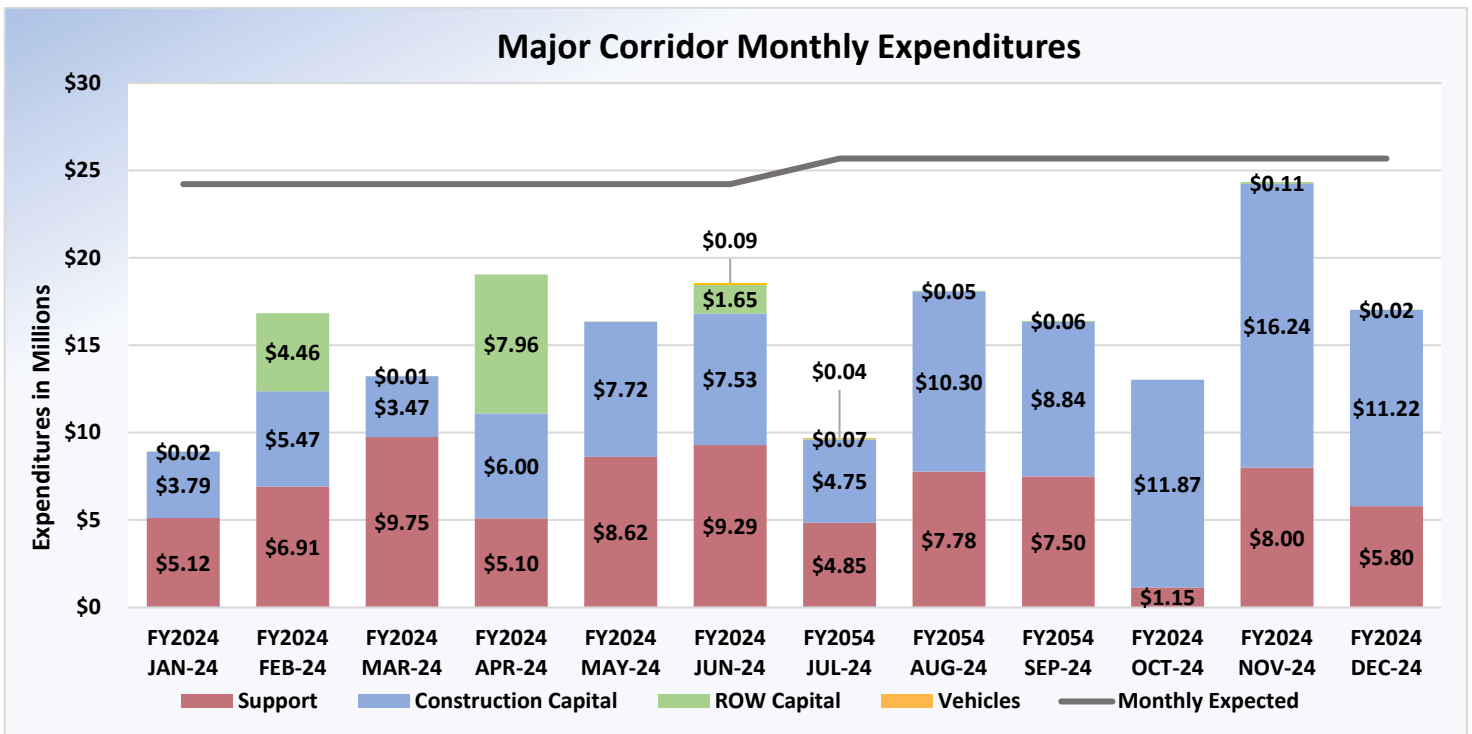
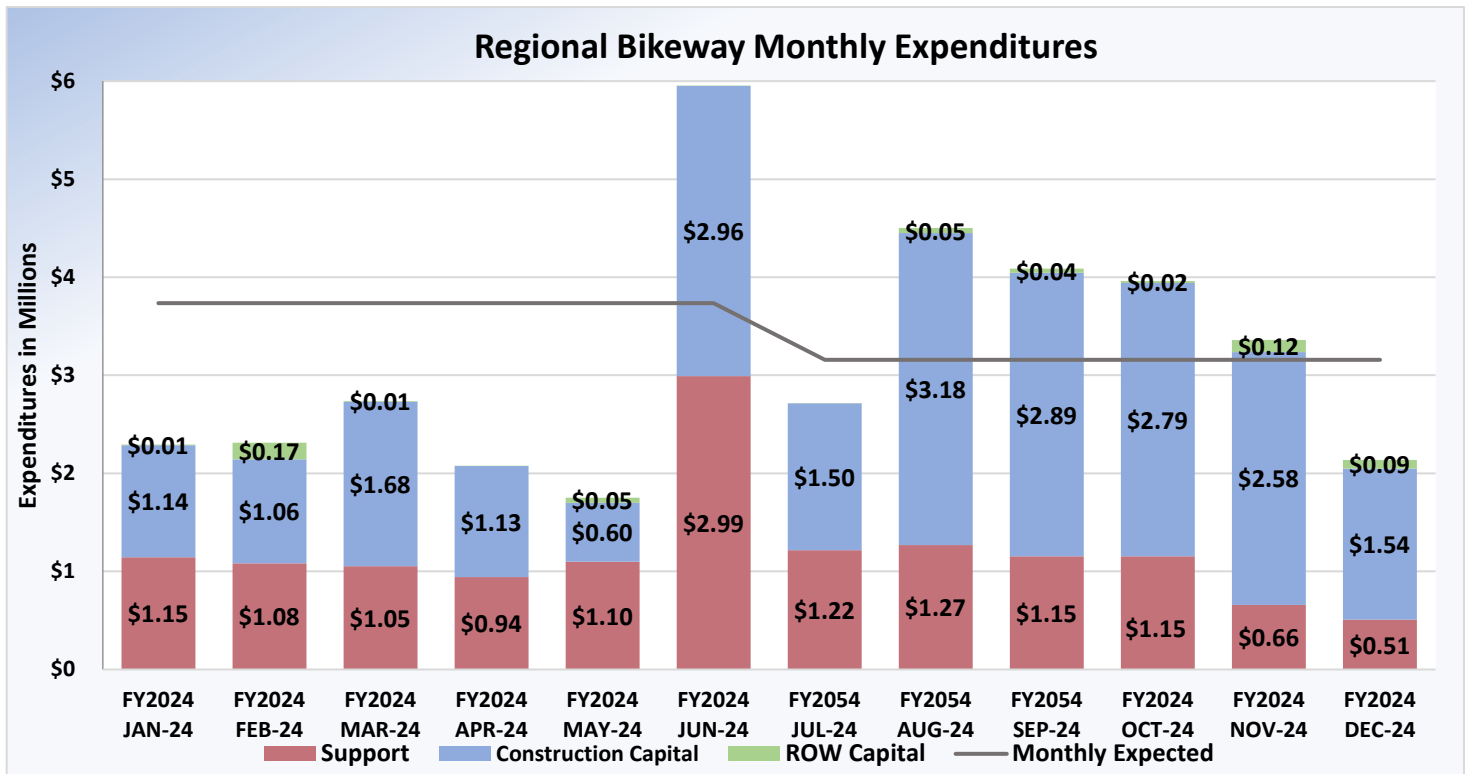
**BEGIN** represents the beginning of construction initiated by the Notice to Proceed.

**OPEN** represents the opening of the constructed facility for its intended use.

**CON COMPLETE** represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

\*\*\*FY 2025 Baseline Date refers to the baseline milestone completion date that was set in the FY 2025 Program Budget.

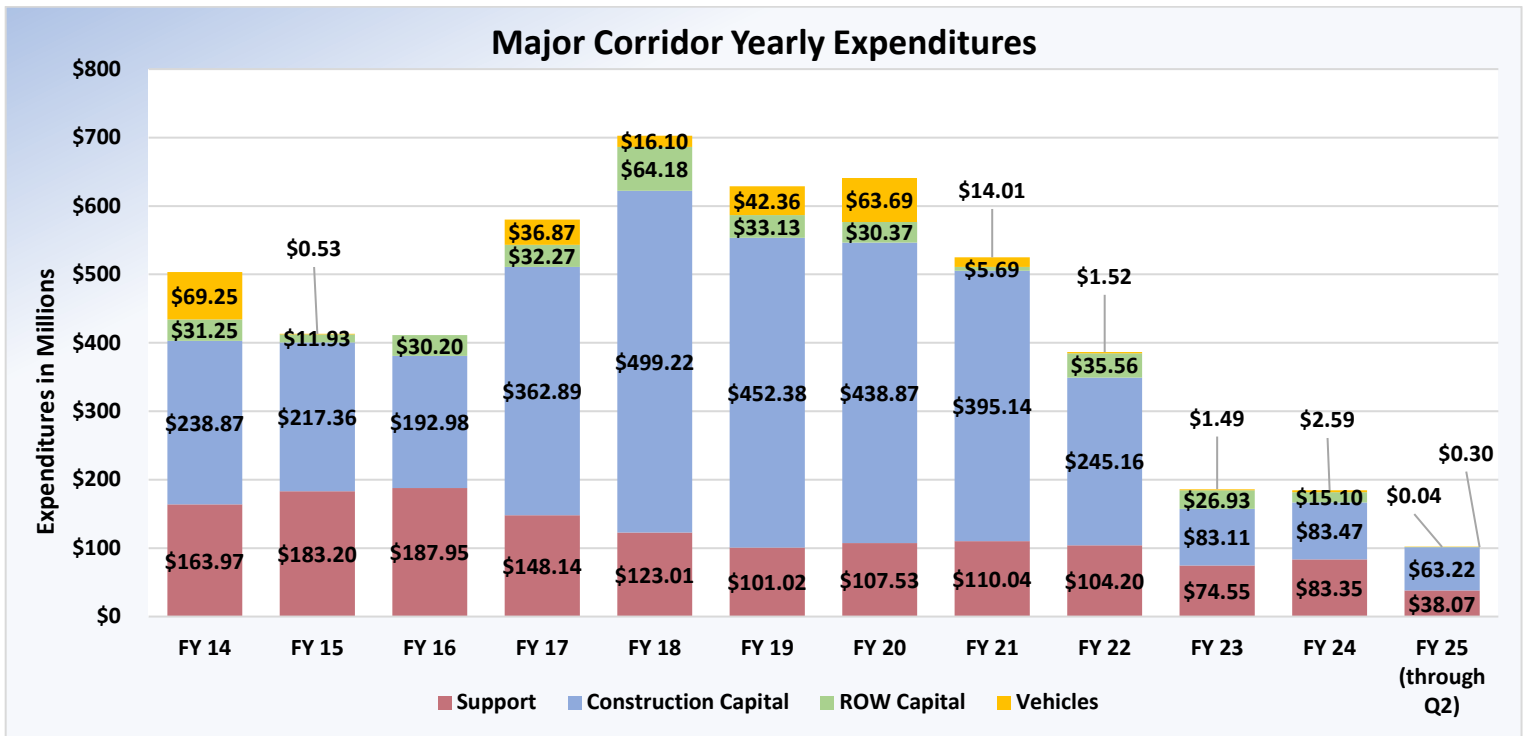
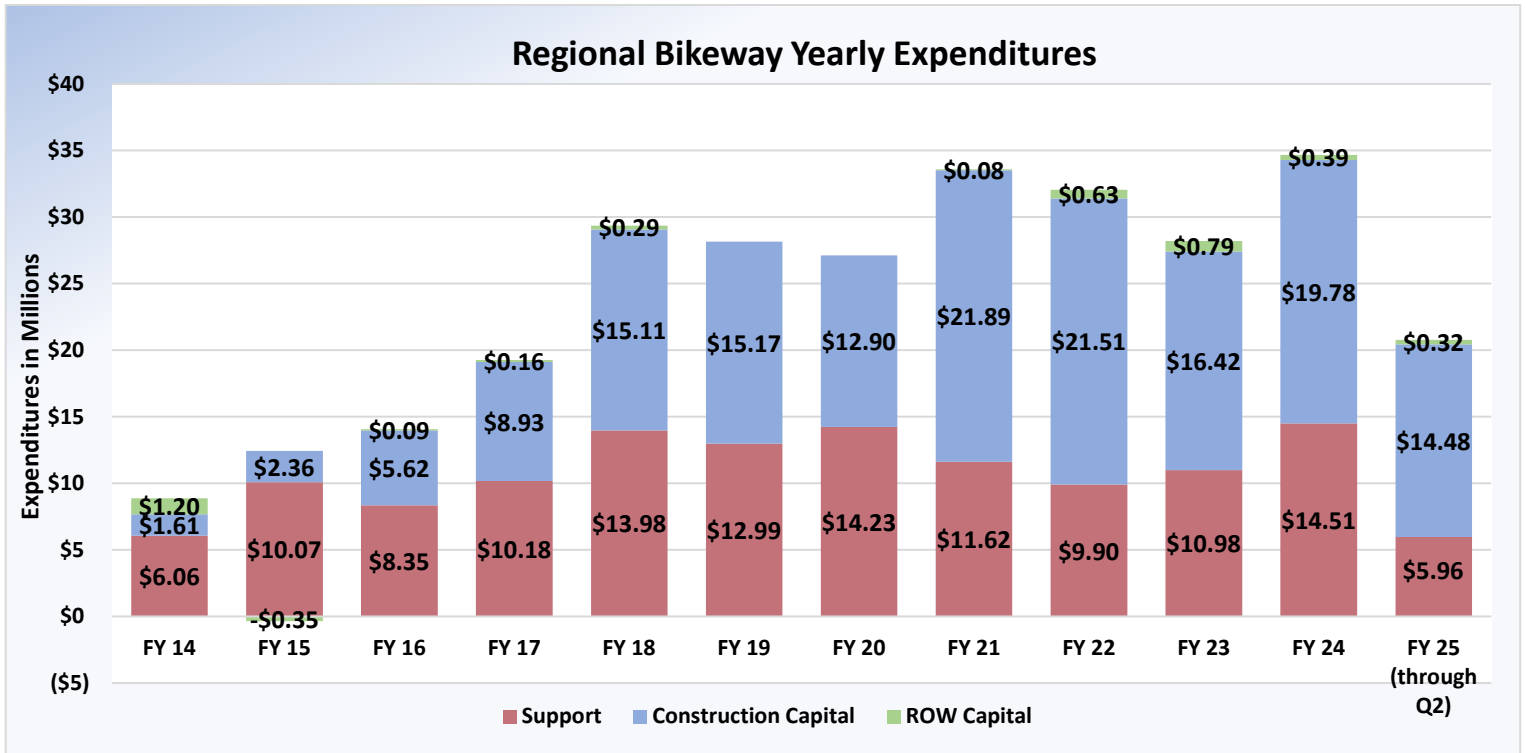
**TransNet Quarterly Status Report**  
**October 2024 – December 2024**



\* Support - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

\* Monthly expenditures are reported on the 20th of each month.

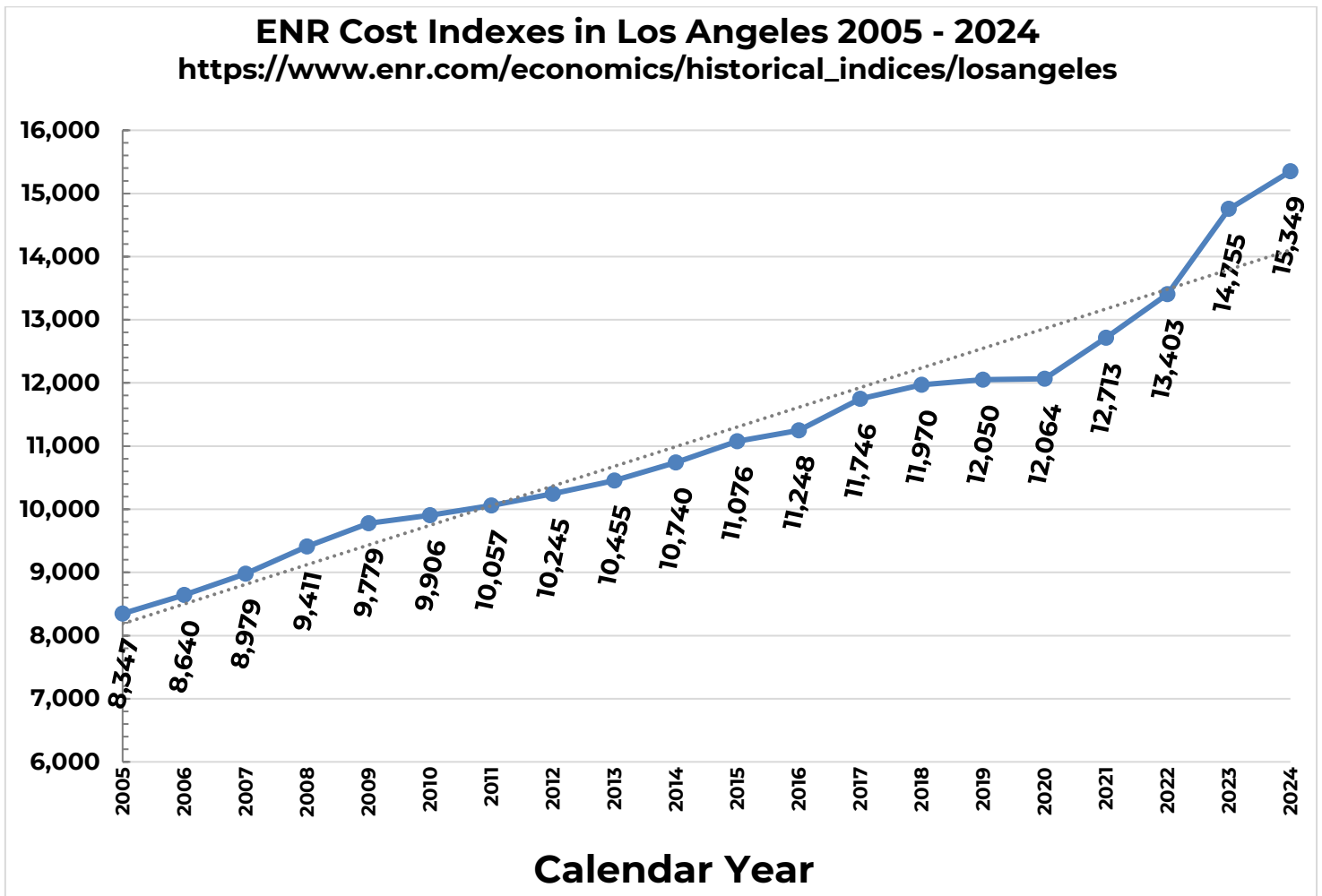
**TransNet Quarterly Status Report**  
**October 2024 – December 2024**



\* Support - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

\* Monthly expenditures are reported on the 20th of each month.





February 12, 2025

## FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audits Recommendations: Quarterly Update

### Overview

The Independent Taxpayer Oversight Committee (ITOC) accepted its third, fourth, fifth, and sixth TransNet Triennial Performance Audits (TPA) as follows:

- [Fiscal Year \(FY\) 2015 TPA](#) (third audit) on June 10, 2015
- [FY 2018 TPA](#) (fourth audit) on July 11, 2018
- [FY 2021 TPA](#) (fifth audit) on June 9, 2021
- [FY 2024 TPA](#) (sixth audit) on June 12, 2024

### Key Considerations

Of the 110 audit recommendations, 70 have been fully implemented, while 40 remain in progress. All audit recommendations have been initiated and are actively being addressed. This quarter's highlight is the completion of 4 recommendations: 3 from FY 2021 and 1 from the FY 2024 TPAs.

#### ***FY 2015 TransNet Triennial Performance Audit***

In general, the auditor's review revealed there continued to be strong practices in place at SANDAG and its partner agencies to guide and implement the wide variety of complex programs envisioned under the TransNet Extension Ordinance and to continually improve operations, and proactively address recommendations for improvement.

The FY 2015 TPA included 17 recommendations. The auditor's assessment during the FY 2024 TPA indicated that 2 recommendations were considered still in progress. Staff resumed the implementation of the 2 recommendations and anticipates that they will be completed by the end of the Fiscal Year 2025.

#### ***FY 2018 TransNet Triennial Performance Audit***

The FY 2018 TPA found SANDAG and its TransNet partners were on track toward meeting the primary goals of TransNet and noted solid practices were in place over areas such as capital construction, Environmental Mitigation Program activities, and transit services. The audit also noted areas where SANDAG and its partner agencies could strengthen the effectiveness of the program such as more rigorous monitoring of economic conditions that may impact sales tax revenues and project costs as well as the development of a performance framework to analyze TransNet progress against Ordinance goals, among others.

### Action: Information

This report provides an overview of progress made to date on recommendations from the FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audit (third, fourth, fifth, and sixth Triennial Performance Audits).

### Fiscal Impact:

The TransNet Triennial Performance Audits are conducted by the ITOC and its independent performance auditor and funded through Overall Work Program Element No. 1500200 in the SANDAG Program Budget

### Schedule/Scope Impact:

TransNet Triennial Performance Audits include a review of all TransNet-recipient agencies involved in implementation of TransNet-funded projects and programs. The audit considers changes to contracting, construction, permitting, and related processes that could improve the efficiency and effectiveness of TransNet spending.

The FY 2018 TPA contained 26 primary recommendations, which encompassed a total of 43 individual recommendations due to multiple suggestions within each. To date, staff has completed 33 of these recommendations. Currently, 10 of the 43 recommendations from the FY 2018 TPA are still in progress.

#### ***FY 2021 TransNet Triennial Performance Audit***

Overall, the FY 2021 TPA concluded that SANDAG completed many planned Major Corridor projects as intended by the Ordinance. The audit also found that SANDAG was compliant with TransNet provisions, focused on transparency, and strengthened its financial models and controls. In addition, the audit noted areas for improvement such as better tracking and reporting against Ordinance goals, more enhanced quality control documentation, and the need for Board collaboration on Bike Early Action Program permitting issues, among other areas.

The FY 2021 TPA included 26 recommendations. The staff has overall completed 14 of these recommendations, and the rest are in the process of being addressed. Since the last update to the ITOC, staff has completed recommendation No. 13. A few items contain ongoing efforts to ensure continuous process improvement.

#### ***FY 2024 TransNet Triennial Performance Audit***

The FY 2024 TPA found that SANDAG has completed approximately one-third of the Major Corridor projects outlined in the TransNet Ordinance. The audit recommends that SANDAG provide clearer reporting on how projects align with the commitments in the Ordinance. Key recommendations include amending the TransNet Ordinance to reflect the latest Regional Plan and taking stronger action to implement previous audit recommendations.

The FY 2024 TPA included 24 recommendations. To date, staff has fully implemented eight recommendations, while the remaining ones are in progress. Since the last update to the ITOC, staff has completed three recommendations; Nos. 16, 17, and 18.

#### **Next Steps**

The next quarterly update on the audit implementation status is expected to be provided to the ITOC in May 2025.

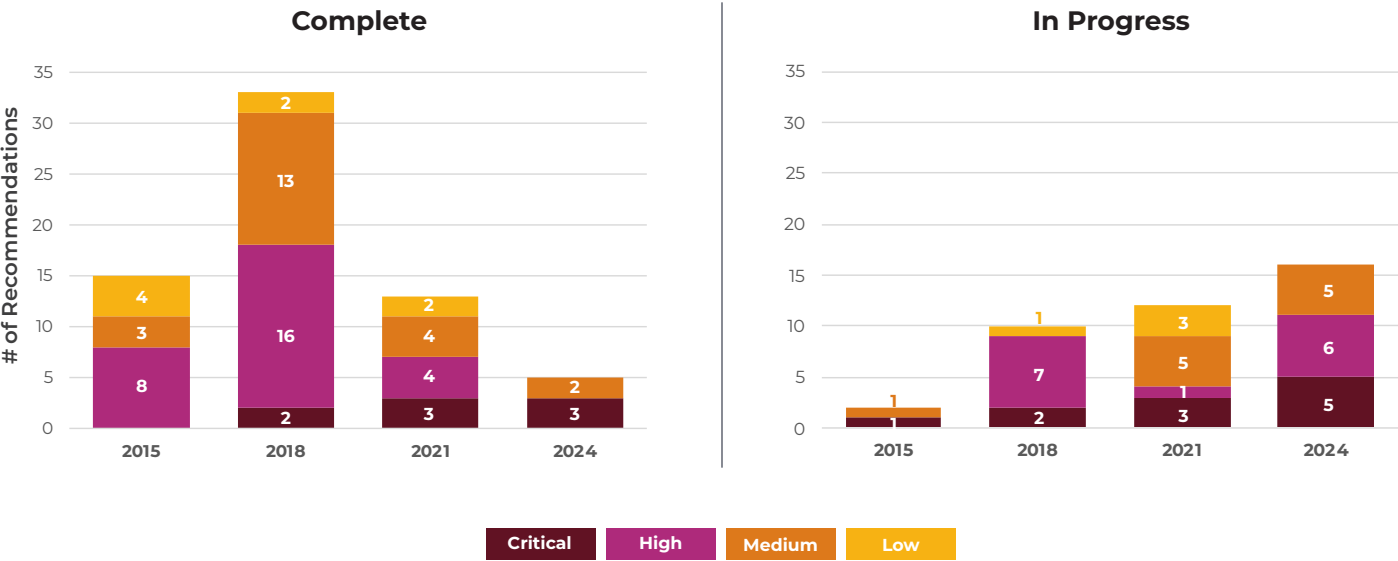
#### ***Susan Huntington, Director of Financial Planning, Budgets, and Grants***

- Attachments:
1. Implementation of TPA Recommendations: Progress Update Charts
  2. Implementation of TPA Recommendations: Progress Update Matrix - In-Progress
  3. Implementation of TPA Recommendations: Progress Update Matrix - Recently Completed
  4. Implementation of TPA Recommendations: Completion Forms

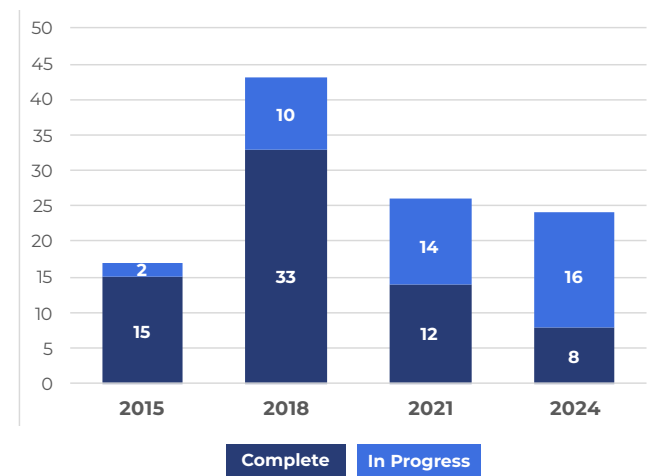
JANUARY 2025

Triennial Performance Audit (TPA) Recommendations  
Progress Update

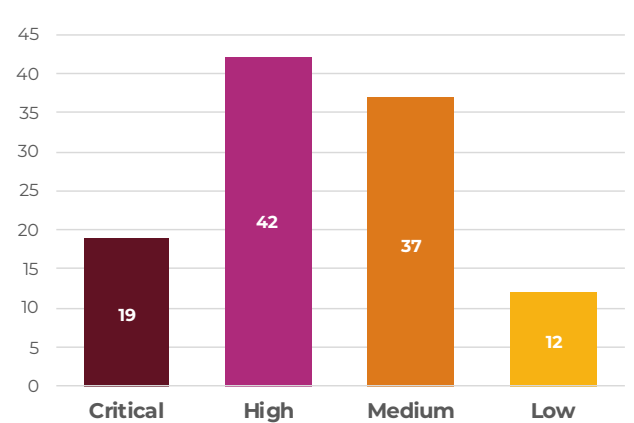
2015 – 2024 TPA Recommendations  
Status and Priorities



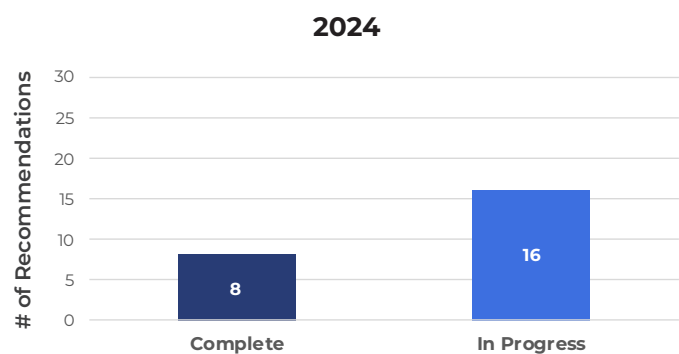
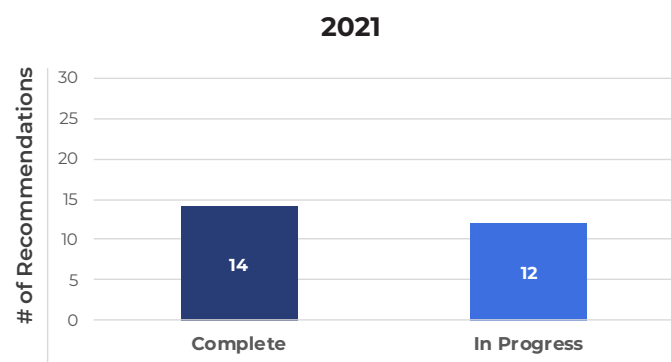
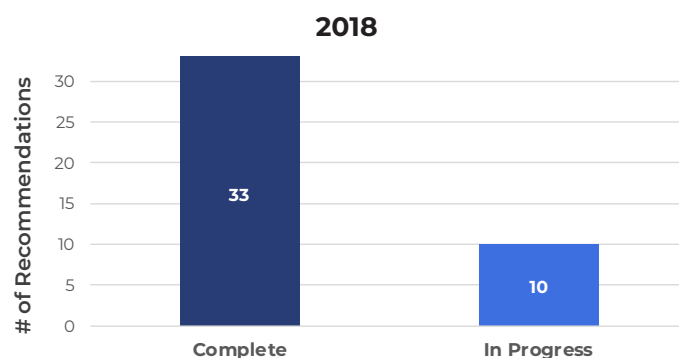
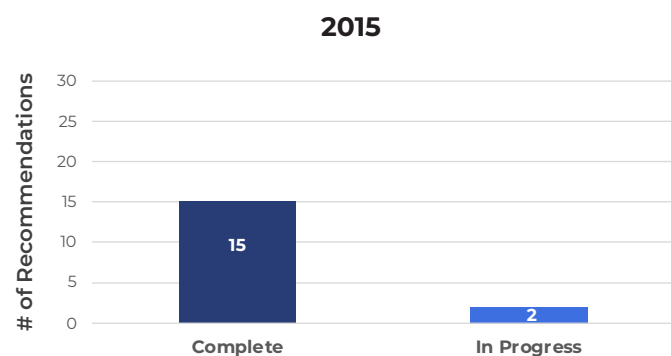
2015 – 2024 TPA Recommendations  
Status



2015 – 2024 TPA Recommendations  
Priorities



## 2015 – 2024 TPA Recommendations Status by Year



FY 2025 Q2 TPA Recommendations – In Progress

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2024	1	Ensure SANDAG Executive Management designated staff to have assigned responsibility for tracking against the Ordinance major corridor planned pledges at a detailed location boundary and scope level to be able to demonstrate what actual improvements were made.	Critical	Dawn Vettese	<p>Dawn Vettese is the Executive Manager. Dawn Vettese has temporarily appointed Chelsea for this position, they will be tracking against Ordinance major corridor planned pledges.</p> <p>Hiring process has begun to fill out the designated position, and we anticipate this position to be filled on the second quarter of FY 2025.</p> <p>This recommendation is similar to recommendation 8 from FY 2024.</p>	The new Director of Internal Controls position will be advertised in the first quarter of 2025.	A new Director of Internal Controls will be responsible for coordinating audit responses and monitoring corrective action plans through completion for the TransNet audit and for all audits. This is designed to achieve both efficiency and consistency for the agency.	2/28/2025	In Progress		The reorganization of the organization after assessment by the new Chief Executive Officer and Chief Financial Officer will result in a different approach as described in next steps.
2024	3	Make sure the revamped or new tools or spreadsheets comparing actual to planned project delivery for Ordinance major corridor planned pledges at a detailed location boundary and scope level are accurate and supported through links to project fact sheets, budget documents, google maps, or other specific project-level documents validating completion as appropriate.	Critical	Lisa Starace	SANDAG has been utilizing GIS data to update maps for projects which are related to the Ordinance as part of the FY 25 Program Budget. Staff is developing online tools to improve how this information is presented in a detailed and understandable way to the public via the SANDAG website.	Staff drafted a detailed matrix outlining TransNet projects and programs, including how they map to the ordinance, status, corridor or program landing pages, and source documentation that has supplied relevant historical and background information. Matrix is in review process by subject matter experts, agency partners, and leadership for accuracy. Staff is currently using this draft to determine level of effort needed, determine key roles and responsibilities in collaboration with the TransNet Dashboard development team, identify risks to be considered, and outline resources needed including staff time, consultant support, and other direct costs to meet this recommendation on the SANDAG website. This matrix will inform a detailed, comprehensive work plan and timeline that will be in development this quarter. As part of this work plan, staff will outline short and long term plans to meet this recommendation efficiently, accurately, and sustainably and include documentation for ongoing maintenance and updates of information.	Staff is developing a new matrix, and while Public Affairs will be involved, they are also focusing on the new TransNet Dashboard page on sandag.org. The project information will be accessible online as part of the ongoing proof of concept.	8/31/2025	In Progress		
2024	5	Update data in the TransNet Dashboard – or alternate public facing system designated in place of the Dashboard – on monthly basis to ensure up to date budget, expenditure, schedule, and status information is comprehensively available for both current in-progress major corridor projects and previous major corridor projects completed.	High	Chelsea Gonzales	Staff is working with IT to develop a plan to include prior CIP completed TransNet Major Corridor and Bike projects to the Dashboard. Data is still available in SharePoint if needed.	Design of the new TransNet Dashboard page on SANDAG.org is ongoing. Staff is actively working on webpage design and content options to combine active project information with completed project data. The IT team is also working on proof of concepts for connecting data points from the supporting database to the new webpage.	Design of the new TransNet Dashboard page on SANDAG.org will continue into 2025. In the next quarter, staff plans to solidify design of the new TransNet project pages and also complete the proof-of-concept testing for how to best connect data points in the webpage.	2/28/2026	In Progress		
2024	6	Work with MTS and NCTD to closely monitor ridership on the TransNet-funded routes against service frequency levels and report to the SANDAG Board and ITOC on the impact service adjustments may have on riders, including how actual services align with the original plans in the TransNet Ordinance.	Medium	Brian Lane	A new ridership dashboard tool will be introduced to planners and the public in the fall of 2024 to provide planners with an improved way to monitor ridership against service levels. Ridership and service frequency levels and their impacts on ridership will be added to the annual State of Commute Report brought to the Board and ITOC. As part of Recommendation #7, the next TransNet Ordinance Amendment will include documentation on past and current service levels.	The updated prototype transit ridership dashboard was developed and tested in fall of 2024 including functionality and visual branding. Next steps include processing historical data to include analysis through the pre-pandemic period.	Ensure that the next TransNet Ordinance Amendment will include documentation on past and current service levels. Work with the Data Science team to add documentation to the next State of the Commute update.	5/31/2025	In Progress		
2024	7	Ensure decisions made regarding funding MTS' and NCTD's transit operating service gaps or frequency expectations are documented with rationale supporting decisions and incorporated into Ordinance amendments as warranted.	Medium	Brian Lane	At the quarterly Regional Short-Range Transit Planning (RSRTP) Task Force meetings, transit planning staff from SANDAG, MTS, and NCTD discuss the rationale for planned service levels as they relate to funding and ridership changes. Ridership and service frequency levels and their impacts on ridership will be added to the annual State of Commute Report brought to the Mobility Working Group, ITOC, and Board. As part of Recommendation #6, the next TransNet Ordinance Amendment will include documentation on past and current service levels.	Planning on ridership and service frequency levels and their impacts on ridership currently underway as to how they will be added to the annual State of the Commute report. Next steps include drafting proposed analysis scope and selecting metrics and sources.	Ensure that the next TransNet Ordinance Amendment will include documentation on past and current service levels. Work with the Data Science team to add documentation to the next State of the Commute update.	5/31/2025	In Progress		

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2024	8	Ensure Executive Management designate staff with the assigned responsibility for tracking future remaining major corridor projects against the Ordinance planned pledges at a detailed location boundary and scope level to be able to demonstrate what actual improvements are planned and which remaining major corridor projects will not be completed.	High	Dawn Vettese	Dawn Vettese is the Executive Manager. Dawn Vettese has temporarily appointed Chelsea for this position, they will be tracking against Ordinance major corridor planned pledges.  Hiring process has begun to fill out the designated position, and we anticipate this position to be filled on the second quarter of FY 2025.  This recommendation is similar to recommendation 1 from FY 2024.	The new Director of Internal Controls position will be advertised in the first quarter of 2025.	A new Director of Internal Controls will be responsible for coordinating audit responses and monitoring corrective action plans through completion for the TransNet audit and for all audits. This is designed to achieve both efficiency and consistency for the agency.	2/28/2025	In Progress		The reorganization of the organization after assessment by the new Chief Executive Officer and Chief Financial Officer will result in a different approach as described in next steps.
2024	9	Establish tools or mechanisms to track remaining Ordinance major corridor projects (boundaries and scope) clearly and accurately against the 2021 Regional Plan and future regional plans, including maintaining underlying supporting data reported.	High	Chelsea Gonzales	The Matrix completes the first section of this recommendation as to tracking projects against the 2021 Regional Plan and future plans.	The matrix includes reference to the 2021 Regional Plan (RP) project numbers or reasons for why the project wasn't included in the 2021 RP. Staff is still working with the planning team to compile justification for scope changes from original ordinance scope.	Working with the Planning team, this information will be updated in the TransNet Ordinance and Major Corridors Matrix.	3/31/2025	In Progress		
2024	11	Provide a detailed listing to the Board and ITOC annually – or highlight those remaining original TransNet major corridor project boundaries and scope that will not be completed as pledged – starting in 2024 before completion of the future 2025 Regional Plan and regularly thereafter.	Critical	Rachel Kennedy	In response to recommendations from the 2024 TransNet Triennial Performance Audit, SANDAG staff has prepared a new comprehensive matrix of TransNet Ordinance projects and the corresponding Regional Plan projects and Capital Improvement Projects (CIPs). The matrix will also be updated in 2025 with the finalization of the 2025 Regional Plan to correlate the remaining projects to their associated project number in the 2025 Regional Plan.	The matrix was included in the September 27, 2024, Board agenda package (item 12) and will be updated in late 2025 upon completion of the final 2025 Regional Plan.	The matrix is reviewed quarterly for any needed updates. The matrix will also be updated in 2025 with finalization of the 2025 Regional Plan, to correlate the remaining projects to their associated project number in the 2025 Regional Plan.	2/28/2026	In Progress		
2024	12	Present proposed amendment to the Board to align planned major corridor projects from the TransNet Ordinance with the current 2021 Regional Plan as required by the TransNet Ordinance.	Critical		Staff is waiting on confirmation from Susan and Antoinette if we proceed with this audit recommendation.	Staff is waiting on confirmation from Susan and Antoinette if we proceed with this audit recommendation.		11/30/2025	In Progress		
2024	13	Present the details of the next Plan of Finance to the Board and ITOC including specific amounts of funding shortfalls by subprogram and program-wide, in addition to the timeframe when shortages may begin to affect project delivery.	Critical	Michelle Smith	Staff established timeline for the 2024 POF and are working on updating costs and revenues to present to the BOD/ITOC in early 2025.	Staff is working with PFM with the initial POF run and are scheduled to present to the BOD/ITOC in early 2025.	Working with PFM on new model runs and finalize report and presentation	2/28/2025	In Progress		
2024	14	Develop specific options and corresponding timelines on possible actions to address funding shortfalls for the Board and ITOC that clearly state the impact of each option at the project-level, including how options will compare to what was originally pledged in the ordinance for each project.	High	Michelle Smith	Funding shortfalls will be determined during the run of the 2024 POF.	Staff is working on the Plan of Finance and the FY 26 Annual budget to develop known shortfalls and develop recommendations to fund any funding gaps.	Staff will present this information as part of the presentation of the 2024 POF in early 2025.	5/31/2025	In Progress		
2024	15	Develop, implement, and use a format, transparent, and vetted methodology and strategy for reprioritizing pledged ongoing and future TransNet major corridor projects against limited funding – including how funds are moved between projects and factors are weighed for starting new projects when other ongoing projects may have unmet funding needs.	High	Michelle Smith	Staff is creating a funding matrix for TransNet funded projects that will provide greater transparency to how projects are selected for TransNet funds.	Staff has created a draft version of this document and is currently sending it around for review and approval to use as part of the FY 2026 Annual Budget Development.	Once the matrix is developed and approved. This matrix will help make decisions on what Capital projects will be funded moving forward following goals and provisions of the TransNet Ordinance.	5/31/2025	In Progress		
2024	19	Put practice in place to summarize grantee performance data, analyze success of grant efforts, and reports to ITOC.	Medium	Jenny Russo	Grants staff began requiring performance measures of all new grats awarded in 2022 or later. The data is being collected and will be reported to ITOC beginning in January 2025.	Grants staff is developing the performance measures report which will become part of the regular quarterly status report provided to ITOC and the PACs.	The performance measures report will be provided to the ITOC at its January 8, 2025 meeting. Once provided, this audit recommendation can be closed out.	2/28/2025	In Progress		
2024	22	Require SANDAG Executive Management to take an active role in overseeing the implementation of the ITOC audit recommendations and hold staff accountable for timely corrective action.	High	Dawn Vettese	Dawn Vettese is the Executive Manager. This recommendation is an ongoing effort.	Dawn Vettese is the Executive Manager. This recommendation is an ongoing effort.	A new Director of Internal Controls will be responsible for coordinating audit responses and monitoring corrective action plans through completion for the TransNet audit and for all audits. This is designed to achieve both efficiency and consistency for the agency.	2/28/2025	In Progress		The reorganization of the organization after assessment by the new Chief Executive Officer and Chief Financial Officer will result in a different approach as described in next steps.
2024	23	Set timelines for local agency consensus on proposed Ordinance amendments and then take the related amendments to the Board for consideration soon after.	Medium	Michelle Smith	Staff is working with new Executive Leadership to reestablish a schedule and review of the TransNet Ordinance Amendments.	Staff has requested to fill a Senior Financial Analyst role to oversee and monitor the TransNet program including the TransNet Ordinance Amendments.	Staff will establish a new timeframe and reach out to the subcommittee for discussion.	5/31/2025	In Progress		In Spring 2024, SANDAG hired a new CEO and several staff and executive leadership roles were changed or eliminated.



TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2024	24	Immediately propose the amendments to the Board for the ITOC changes and other areas relating to the prior audit recommendations.	Medium	Michelle Smith	This item has been delayed and a new subcommittee is being established to review these changes/updates.	A new subcommittee will meet in December 2024 to determine next step and schedule for presenting the ITOC amendments to the Board.	An item has been added to the September ITOC agenda to create a new subcommittee to review the proposed changes and create a new schedule for this item.	8/31/2024	In Progress		ITOC Chair Frankel and subcommittee Chair House in August 2024 requested that the ITOC Ordinance Amendments be delayed due to further time needed to review. With the turnover of ITOC members, a new subcommittee was formed to review the proposed language for ITOC members.
2021	3	Develop and adopt a formal process to address issues identified during annual Plan of Finance updates that discusses short-term and long-term funding scenarios and how options specifically impact the scope and schedule of remaining TransNet Extension Ordinance projects. The plan should include clear methodology, criteria, and triggers for making decisions on TransNet Extension Ordinance projects if funding does not materialize as expected and how to make choices to reduce scope, delay, or eliminate projects from the TransNet Extension Ordinance portfolio.	Critical	Michelle Smith	Staff will document a process to analyze and recommend alternatives based on POF results.	Staff is working with PFM with the initial POF run and are scheduled to present to the BOD/ITOC in early 2025.	Staff interpreted this recommendation differently than what was the auditor's intent. Per further discussion, staff will not shift priorities to start the development of a formal, written process on determining TransNet funding project selection as well as address any shortfalls and how they will impact current and future projects.  A new staff position will be created to focus on this recommendation and will work with various departments to create a process. Also, staff is currently seeking additional funding to create a Project Prioritization Process to aid in this effort.	5/31/2025	In Progress		Staff interpreted this recommendation differently from what the auditor intended, and believed it was implemented through the Plan of Finance exercise.
2021	4	Develop a risk-based approach for Quality Assurance/Quality Control testing and indication of review to strengthen documentation of Quality Assurance/Quality Control activities employed and results to better demonstrate data verifications	Medium	Mike Duncan	In FY25 Q1, staff are focused on high priority, high risk projects related to Regional Plan inputs such as Regional Forecast SCS scenarios, revenue estimates and performance measures. Our emphasis continues to include thorough and detailed test plans, with ongoing communication with SMEs., incorporation of Python scripting to ensure repeatable and well documented QA processes, and recommendation of best practices to SMEs regarding process methods and documentation.	FY25 Q2 has focused primarily on reviews of transportation modeling performance measures, benefit/cost analyses for transportation projects and Regional Plan transit operations cost approaches. Regional Plan Appendices will be the primary focus for Q3. We will implement the risk matrix for these appendix data reviews as these contain a level of complexity that will benefit from a risk matrix.	Staff will continue to use risk based QA prioritization. In response to Auditor comments, we will add a quantitative risk matrix to test plans in FY2025 Q2, as we anticipate a wider variety of QA tasks, and the complexity of Regional Plan appendices with large amounts of data will benefit from a risk matrix for prioritization.	3/31/2025	In Progress		Staff expected this recommendation to be implemented by Summer 2024. Based on the auditor's comment, staff continues to make additional improvements.
2021	5	Enhance organization of Peer Review Process supporting documents by providing a corresponding table to capture topics discussed, reference items to checklists, and close out memos to better link what was planned, what was done, and how issues were addressed.	Medium	Mike Duncan	In FY25 Q1, staff has conducted or planned peer reviews on Commercial Vehicle Modeling, Vision Zero Action Plan Safety Corridor Network, transit study data analysis and the TransNet Plan of Finance update. Staff are incorporating recommended summary tables before finalizing peer review documents.	In FY25 Q2, staff conducted a peer review on the TransNet Plan of Finance and follow review on Commercial Vehicle modeling. Summary Tables are being used in final peer review documents.	In response to Auditor comment, staff will continue to add a summary table to Peer Review documentation, including key topics covered, action items identified, and steps taken to address action items. To improve documentation, summary tables will be added to key peer reviews from calendar 2024, where they are not already present.	2/28/2025	In Progress		Making improvements to implement this recommendation has required multiple steps. Work will be completed during the development of the 2025 Regional Plan.
2021	6	Clearly describe to the Board the Quality Assurance/Quality Control sampling methodology employed, any limitations of the data, and associated cost-benefits or risks of the approach.	Low	Mike Duncan	As new items that have undergone QA and/or PRP review go to the Board, staff will add information on risk assessment, prioritization, limitations of data and sampling per auditor recommendations.	As new items that have undergone QA and/or PRP review go to the Board, staff will add information on risk assessment, prioritization, limitations of data and sampling per auditor recommendations.	Recent focus has been to ensure that data presented to Board has undergone QA and/or PRP process. In response to Auditor comments, we will also add information on risk assessment, prioritization, limitations of data and sampling where relevant.	2/28/2025	In Progress		Based on the auditor's comment, staff continues to make additional improvements to implement this recommendation.
2021	10	Implement shorter-term steps to report on performance, while waiting on the longer-term Transportation Performance Management Framework, including continued development of SANDAG's proposed "Goals and Provisions" document to distribute to the Board and ITOC	High	Michelle Smith	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Continuing to work with Data Science staff on how data has been collected and how best to display the data so that the public can understand and to best align with TransNet Ordinance.	8/31/2024	In Progress		Staff interpreted this recommendation differently from how the auditor intended. Staff will revisit how it can provide data that demonstrates compliance with the TransNet Ordinance.
2021	11	Create summarized graphics to quickly indicate TransNet Extension Ordinance status based on data in the revised quarterly reports for reporting to the Board and ITOC	Medium	Chelsea Gonzales	Staff has created a TransNet Ordinance Matrix and will be updating the Quarterly Reports to provide more graphical representations.	In the last quarter, Project Office staff collaborated with the Public Affairs department to create various design mockups for the new Dashboard including ways to graphically represent CIP and ordinance completion status. For the next quarter, staff will continue flushing out design documents and begin testing ways to connect data points in the supporting database to provide ordinance completion status updates at least quarterly.	Capital Project Office staff is working with the Public Affairs team on various graphical representation options to capture project status information and TransNet Ordinance completion in a clear, concise manner for the future revamped TransNet Dashboard. Design samples are currently being developed.	2/27/2026	In Progress		Staff interpreted this recommendation differently from how the auditor intended. Staff will revisit how it can provide data that demonstrates compliance with the TransNet Ordinance.
2021	15	Estimate and communicate to the Board and ITOC the quantifiable impact of permit delays on individual Bike Early Action Program projects and the overall Regional Bikeway Program	Critical	Josh Clark	SANDAG Bikeways staff are updating the format of the Quarterly Status Report and working with Project Managers to consistently track timelines / durations for permit approvals, estimates and actual.	Discussions have occurred between SANDAG Economists and Bikeways Project Managers to quantify project costs by phase and compare them between projects to achieve the audit recommendations with a reasonable, rigorous, and defensible methodology.	SANDAG Staff will report on permit delays in quarterly reporting. SANDAG Staff will discuss whether there is a standard method for determining permit review times for common permit types, projects, and the permitting entities/departments, and at which point those delays can be tracked quantifiably.	Ongoing	In Progress		There is no recommended methodology for "quantifying impacts of permit delays" beyond the program's schedules. Quantifying an impact would not be a straightforward exercise, and it would require assistance from SANDAG staff on the Economics team. This team has had many competing demands and staff turnover, so developing the needed custom analyses and reporting would be challenging.



TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2021	16	Work with the Board to have leadership collaborate with its representatives from the City of San Diego to rectify critical Bike Early Action Program project permit issues	Critical	Josh Clark	SANDAG and City of San Diego Executive Meeting will take place Thursday September 5th with new SANDAG staff in leadership roles to assist in agency coordination and next steps.	SANDAG and City of San Diego Executives held a Project Issue Resolution Meeting November 7th with new SANDAG staff in leadership roles to assist in agency coordination and next steps.	Staff will continue looking for additional ways to deliver the Bike EAP more effectively and continue working with partner agencies and other stakeholders to better coordinate and expedite project delivery going forward. SANDAG is working with the Engineering and Capital Projects Division at the City of San Diego to improve project review efficiency.	Ongoing	In Progress		SANDAG staff members have apprised Board members, as well as City of San Diego representatives, of project permit issues. This will continue as necessary, but Board leadership will decide when and how the recommended collaboration takes place.
2021	19	Modify TransNet Dashboard data or Board reports to compare actual individual project data against original baseline budgets and schedule by project phase to more clearly show progress against initial plans and provide explanatory context in addition to aligning TransNet Dashboard project phase categories with those used in individual project management tools	Medium	Chelsea Gonzales	Collaboration has begun with IT, Communications, and the Capital Project Office for the design of a new TransNet Dashboard page on SANDAG.org. Staff is considering options for how to best display project information and categorize projects by phase.	In the last quarter, Project Office staff collaborated with the Public Affairs department to create various design mockups for the new Dashboard including ways to graphically represent CIP completion status and comparisons of baseline data versus current project status. For the next quarter, staff will continue flushing out design documents and begin testing ways to connect data points in the supporting database. The goal is to provide clearer graphical representations of current project phase and progress in comparison to baseline schedules and budgets.	We will continue working with IT and Communications teams to solidify plans for the revamped Dashboard.	2/28/2026	In Progress		Staff began implementation efforts with the Cora Project Management System. However, the system structure did not align with SANDAG budget development processes or the new ERP system. Staff is restarting procurement efforts for a new PPM.
2021	20	Track and analyze more granular internal project milestones within Bike Early Action Program project phases—such as planned and actual schematic design, detailed design, right-of-way, utility coordination, and construction documents, to better identify where possible impediments and delays occur and may need to be addressed	Medium	Josh Clark	SANDAG staff continues to report on project milestones in quarterly reporting, most recently in the July 2024 Bikeways Quarterly Status Report with revisions to the format in progress for project managers to use in the next (October) Quarterly Status Report to better facilitate this granular milestone tracking.	SANDAG staff continues to report on project milestones in quarterly reporting, most recently in the October 2024 Bikeways Quarterly Status Report which includes significant revisions to the format to better facilitate this granular milestone tracking.	Staff will further analyze this recommendation to ensure best use of staff resources and whether there may be other reporting tools that may be more useful and cost-effective.	Ongoing	In Progress		SANDAG staff have discussed the steps that would be required to incorporate these changes, per project, in existing Quarterly Status Reports or in the other existing PM tools within the agency. The appropriate solutions and resources do not yet exist to accommodate these changes.
2021	25	Consider expanding the ITOC qualifications to include knowledge of emerging topics SANDAG presents before the committee such as multi-modal planning, active transportation, transportation system management and operations, transportation planning, performance measures, and legal issues	Low	Adrian Paniagua	On August 1, 2024, the ITOC Chair, Maryam Babaki, and the Subcommittee to Consider ITOC Ordinance Amendments met to discuss the next steps. The ITOC Subcommittee and Chair Babaki decided to postpone their presentation of the Ordinance amendments to the Board so that they can discuss additional revisions to the ITOC membership and the two additional categories.	Meeting with ITOC members in December to discuss and review next steps to the ITOC Ordinance Amendments.	The ITOC will be asked in September to appoint one subcommittee member. The subcommittee will discuss additional updates to the Ordinance amendments in Fall 2024. Depending on the outcomes of subcommittee discussions, the presentation to the Board is anticipated to be in Winter 2024. As a result, the target completion date is updated to Winter 2024.	2/28/2025	In Progress		The whole amendment process has taken more time than anticipated. Additionally, the Board approval process has added a considerable amount of time to the implementation of this recommendation.
2021	26	Explore options and feasibility of moving ITOC candidate screening and selection process outside of the SANDAG Board to maximize appointment transparency and minimize any perceived selection bias	Low	Adrian Paniagua	On August 1, 2024, the ITOC Chair, Maryam Babaki, and the Subcommittee to Consider ITOC Ordinance Amendments met to discuss the next steps. The ITOC Subcommittee and Chair Babaki decided to postpone their presentation of the Ordinance amendments to the Board so that they can discuss additional revisions to the ITOC membership and the two additional categories.	Meeting with ITOC members in December to discuss and review next steps to the ITOC Ordinance Amendments.	The ITOC will be asked in September to appoint one subcommittee member. The subcommittee will discuss additional updates to the Ordinance amendments in Fall 2024. Depending on the outcomes of subcommittee discussions, the presentation to the Board is anticipated to be in Winter 2024. As a result, the target completion date will be updated to Winter 2024.	2/28/2025	In Progress		The whole amendment process has taken more time than anticipated. Additionally, the Board approval process has added a considerable amount of time to the implementation of this recommendation.
2018	3	Regularly track and report on the TransNet Program's financial capacity to complete projects and programs by implementing the following:a. Establishing a formal structured protocol to review funding sources and uses occurring in the last 10 to 20 years of the TransNet Extension Program to identify potential capacity and revenue constraints that would impact the ability to complete the major corridor projects by 2048 and assess options such as delaying projects, eliminating projects, or reducing scope as warranted. This capacity assessment should be formally revisited on a regular basis, so that decision makers are aware of periods in which the agency may have to consider delaying projects or reducing project scope as needed.	High	Michelle Smith	Staff established timeline for the 2024 POF and are working on updating costs and revenues to present to the BOD/ITOC in early 2025.	Staff is working with PFM with the initial POF run and are scheduled to present to the BOD/ITOC in early 2025.	Working with PFM on new model runs and finalize report and presentation	2/28/2025	In Progress		The Executive Leadership's direction was not to present to the Board at the December 2023 meeting.

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2018	3	Regularly track and report on the TransNet Program's financial capacity to complete projects and programs by implementing the following:  c. Identifying methods to assess options, if needed, to delay, eliminate, or reduce scope of projects and whether the method would follow the same priority process used in the San Diego Forward: The Regional Plan or a different process would be used.	High	Tuere Fa'aola	TransNet ordinance projects are evaluated with each Regional Plan update using current data such as traffic volumes, population, housing, and jobs forecasts, transportation model performance measure results, compliance with the most recent federal and state requirements, and other factors related to project readiness, constructability timelines, and funding availability. This evaluation will be completed with every Regional Plan update.	TransNet ordinance projects continue to be evaluated as part of the development process for the proposed 2025 Regional Plan. A preliminary table showing the differences between the TransNet ordinance project and the currently proposed project scope were presented to the Board of Directors on September 27, 2024 (Item #12 <a href="https://d3n9y02raazwpg.cloudfront.net/sandag/93d2408f-84b1-11ee-852f-0050569183fa-edb38f4e-c05c-466e-935b-f622fd5cce53-1727383362.pdf">https://d3n9y02raazwpg.cloudfront.net/sandag/93d2408f-84b1-11ee-852f-0050569183fa-edb38f4e-c05c-466e-935b-f622fd5cce53-1727383362.pdf</a> ). Projects are still being evaluated and modeled to ensure compliance with the most recent federal and state requirements, proposed costs, and funding availability. The evaluation process will be documented in the Regional Plan and an updated comparative table will be made available after the adoption of the Regional Plan.	Staff will continue to evaluate TransNet projects in the Regional Plan and refine their scope based on the project evaluation process. The evaluation process will be documented in the Regional Plan. Upon adoption of the Regional Plan, staff will provide an updated comparative table showing the differences between the TransNet ordinance project and the currently proposed project scope.	2/28/2027	In Progress		Staff had considered this item completed. The FY 24 audit does not consider completed as per their interpretation. Staff who previously worked on this element is no longer with the agency. The item will be revisited in FY 2026.
2018	5	Establish a comprehensive performance framework by implementing the following: a. Setting targets to measure TransNet performance against the TransNet Extension Ordinance goals in-line with federally mandated deadlines or at a faster pace. At a minimum, some narrative could accompany performance reporting to help others understand whether data and results were favorable or unfavorable.	Critical	Michelle Smith	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Continuing to work with Data Science staff on how data has been collected and how best to display the data so that the public can understand and to best align with TransNet Ordinance.	5/31/2025	In Progress		Staff interpreted this recommendation differently than what was the auditor's intent and will revisit how we can provide data to show compliance with TransNet Ordinance.
2018	5	Establish a comprehensive performance framework by implementing the following: b. Capturing performance outcome data related to safety metrics, pavement condition, and bridge condition for highways, local roadways, and bicycle (bike) and pedestrian modes.  1. Use the California Highway Patrols' Statewide Integrated Traffic Records System (SWITRS) to measure and monitor safety statistics—both for motorized and non-motorized fatalities and serious injuries—especially against the new safety targets developed by Caltrans and adopted by SANDAG.  2. Track and report highway pavement and bridge condition available from Caltrans on the SANDAG website or provide a hyperlink to where that information is available for taxpayers. Additionally, work with Caltrans to determine if bridge and pavement data can be isolated for San Diego County from the Imperial County data contained within the Caltrans District 11 reported data.  3. Track and report on local jurisdiction pavement condition by requiring local jurisdictions to provide pavement condition index data as soon as pavement condition surveys are performed and results become available.  4. Obtain and use private sector data to analyze congestion and delay on local streets and roads or evaluate status of Caltrans' Performance Measurement System (PeMS) to capture road performance including level of coverage of detection.	Critical	Samual Sanford	5b1 – Complete 5b2 – Complete  5b3 - The TransNet amendment discussion include requiring pavement data collection to support regional efforts, as the current data is infrequent and often spatially incomplete, highlighting the need for more comprehensive information.  5b4 - Complete	5b1 – Complete 5b2 – Complete  5b3 - Discussions on TransNet amendment to include requiring pavement data collection to support regional efforts have not advanced.  5b4 - Complete	5b3: Staff will continue to support TransNet Ordinance update discussions and recommend inclusion of local roadway pavement data.	2/28/2025	In Progress		5b3: Resources are not available to identify specific data  5b1, 5b2, and 5b4 are complete.
2018	5	Establish a comprehensive performance framework by implementing the following: d. Providing regular performance monitoring reports that consider past performance in relation to TransNet goals through quarterly updates to the SANDAG Board and committees, annual public reports on the status of TransNet, and website postings.	High	Grace Miño	Item 5d is linked to the new software outlined in 5a. Additionally, the staff must wait for the implementation of the TransNet Ordinance Amendments. It's important to secure a contract for the updated software to enhance performance monitoring. The team will keep collaborating with the TransNet team to refine the audit tracker.	Preparations have been made for the 2024 State of the Commute report including data management procedures and timelines for releases of annualized 2024 data.	Next quarter production of the 2024 State of the Commute report will take place.	8/31/2025	In Progress		Did not fully understand the auditor's recommendation but trying to address this with all data points that were added to the State of the Commute dashboard. Will work on TransNet team to ensure we're on the same page on how to address this.

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2018	7	Enhance the Story Map tool, TransNet project status listing (shown in Appendix A), or develop a different tool to capture project output details and track TransNet accomplishments over time by implementing the following:  b. Building upon planned output data currently captured through the Regional Transportation Improvement Program's automated ProjectTrak database and reported in the Annual Output and Outcome report by reconciling those planned outputs with actual accomplishments. Consider requiring local jurisdictions to provide a closeout report with updated, actual data as projects are completed.	High	Richard Radcliffe	Contract amendment has been executed, and coordination with vendor for platform upgrade has begun. Monthly upgrade coordination meetings to be scheduled, with the upgrade expected to be completed mid-2025. KPIs and improvements to data collection and analysis expected to follow implementation timeline.	Vendor is completing back-end data migration and analysis from existing platform to new platform, will coordinate frequent implementation status meetings once data migration is complete.	Schedule monthly coordination meetings with vendor Eco Interactive for duration of upgrade implementation, including KPIs.	1/31/2025	In Progress		Timing of RTIP development cycle, negotiations with vendor, issues with ERP system implementation, contract amendment execution and approval.
2018	12	Continue to monitor compliance with SANDAG Board Policy No. 031, Rule 21, until otherwise amended, by implementing the following:  a. Following-up on the results from the SANDAG Board Policy No. 031, Rule 21 evaluation conducted by SANDAG in 2014:  1. Use results from SANDAG Board Policy No. 031, local Rule 21 review to make identified changes to the Ordinance definitions and follow-up on areas of noncompliance noted during the review.  2. Work with locals to determine a method to demonstrate compliance with SANDAG Board Policy No. 031, Rule 21.  3. Amend or establish a SANDAG Board Policy to require local jurisdictions to track and report on the number of bike and pedestrian facilities implemented using TransNet funds.	High	Josh Clark	The TransNet Ordinance Amendments Subcommittee Report was finalized, summarizing work on this item over the past 2 years.	SANDAG Staff are ready to advance recommended revisions to Board Policy No. 31's Rule #21 with the Mobility Working Group, Transportation Committee, and Board of Directors being mindful of the advantages of coordinating other revisions to Board Policy No. 31 simultaneously.	SANDAG staff will share the outcomes from the Ordinance Amendments Subcommittee progress through 2024, the proposed amendments to the TransNet Ordinance will be brought to the Mobility Group, followed by ITOC and the Transportation Committee, then ultimately to the Board of Directors. SANDAG staff have discussed and will continue on next steps that would be required to incorporate these changes in existing, or forthcoming, tracking systems.	8/31/2025	In Progress		SANDAG Staff have worked at the pace of the Mobility Working Group and its Subcommittee to implement these recommendations and the process continues as a priority.
2018	12	Continue to monitor compliance with SANDAG Board Policy No. 031, Rule 21, until otherwise amended, by implementing the following:  b. Conducting another review of local projects and considering whether any adjustments are warranted in light of SANDAG's Complete Streets Policy.	High	Josh Clark	SANDAG staff are continuing review of 140 2023 RTIP projects.	SANDAG staff have done a high-level review of 140 2023 RTIP projects to inform recommendations. A closer review has been completed for 20 of the 114 projects from member agencies who self-selected "BIKE/PED" improvements, 94 projects still require a close and critical review for compliance with the currently-adopted Rule #21, and an additional 26 projects require a cursory review of their exemptions.	SANDAG staff aims to complete their review of the local agencies' 2023 RTIP projects (140 total) for consistency with Board Policy No. 031 Rule No. 21 Routine Accommodations for Bikes and Pedestrians in 2024. Adjustments in Board Policy No. 031 are warranted and the process is described above in 12.a, and will be consistent with Recommendation Nos. 5.a-e, 7b, or others as necessary with that work to be completed in 2024.	6/30/2025	In Progress		Review of RTIP projects for consistency with Rule #21 have been conducted as staff resources allow. Initial project reviews informed the approach to revising Rule #21 with the Mobility Working Group Subcommittee. There are 114 projects from member agencies who self-selected "BIKE/PED" improvements, 26 additional projects are being reviewed for exemptions. Amidst turnover, staff from the Engineering and Construction Division have been prioritizing their work as lead agency implementers of SANDAG's RTIP projects with the review of other agency projects occurring as staff time allows.
2018	13	Continue to analyze major transit commute routes and services and report on whether commute times have improved or should be improved.	Low	Connor Vaughs	In June 2024, the updated State of the Commute dashboard was released. Staff is working on a Transit Ridership Dashboard on building a comprehensive dashboard, accessibly both by public and staff.	Back end reporting tool has been updated to accommodate all requirements of the front end dashboard. Draft dashboard has been designed with all requirements and has gone through a first round of branding review including initial testing. Historical data currently being processed for inclusion in the dashboard. Next steps include in depth testing, incorporation of historical data, and final sign off from SANDAG/MTS/NCTD decision makers, expected by the end of the calendar year.	The Public Transit Ridership Dashboard will be released by the end of calendar year 2024.	12/31/2024	In Progress		Did not fully understand the auditor's recommendation as we have been reporting the same commute routes for years. Will work with transit operators on this or will have to say simply cannot be completed as this isn't a measure the transit operators track.
2018	23	Regularly report on implementation of TransNet Extension Ordinance goals by annually publishing progress on SANDAG's website, annual report, or other easily visible reporting tool.	High	Michelle Smith	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Staff is working with updating the Goals and Provisions sheet to determine how the information should be displayed. Finance staff has been working with Data Science staff to see if data can be presented by Corridor and by FY going back to FY 2009.	Continuing to work with Data Science staff on how data has been collected and how best to display the data so that the public can understand and to best align with TransNet Ordinance.	5/31/2025	In Progress		

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2015	12	Track and report grant performance data to identify whether grants are achieving program goals, including: <ul style="list-style-type: none"><li>For Active Transportation and Smart Growth Incentive grant programs, implement processes to gather and analyze baseline performance data against actual results to fully assess project performance in meeting goals.</li><li>For Senior Mini-Grant Program, capture and report on all other performance metrics captured in the quarterly progress reports, where applicable, and show performance over time.</li></ul>	Medium	Jenny Russo	The timeline for the next Active Transportation Grant Program (ATGP) is still undetermined at this time. This item will be addressed in the ATGP during that next call for projects.  The Smart Growth Incentive Program and Senior Mini-Grant Program were changed in 2021 to include performance measures, and processes were implemented to collect this data.	Grants staff is developing the performance measures report which will become part of the regular quarterly status report provided to ITOC and the PACs.	The performance measures report will be provided to the ITOC at its January 8, 2025 meeting. Once provided, this audit recommendation can be closed out.	2/28/2025	In Progress		Prior to 2020, the grant programs were administered by separate teams in the Planning Department, and there was no oversight of the programs to ensure consistency across the programs or adherence to requirements beyond the general program requirements in the TransNet Ordinance. All of the grant programs were brought under a centralized team in 2020, and progress has been made since that time to being implementing performance measures with the release of a new competitive cycle. Staff was not aware of this prior audit recommendation that the performance data should be reported to ITOC until the 2024 TransNet Triennial Performance Audit Report was issued.
2015	17	Set performance indicators and capture data, such as: <ul style="list-style-type: none"><li>Percent of projects delivered on schedule and ready for construction;</li><li>Percent of project awards not exceeding more than 10 percent of estimates;</li><li>Percentage of support costs and a percent of budget;</li><li>Percent of projects delivered on budget;</li><li>Miles of bike paths paved compared to total planned; or</li><li>Rate of serious or fatal bike crashes in areas where bike paths and lanes have been created.</li></ul>	Critical	Chelsea Gonzales	Staff has started preparing updates for the FY2024 Annual TransNet Status Reports. The Capital Project Office will be collaborating with the Bikeway team to see whether there is readily available bike safety trend data that can be incorporated into this report or a future report. All other data points will continue to be produced.	SANDAG staff have assessed the availability of crash data and have a process for onboarding collision records from the StateWide Integrated Traffic Records System (SWITRS). SANDAG staff is using this data to evaluate the safety of bikeway projects according to the "Safety Goal" in the SANDAG Active Transportation Project Evaluation Manual to specifically answer the following question for each project - "How have the number and rate of reported collisions changed after project implementation along the improved corridor, or at selected locations (such as schools and along routes to transit) within the project area?"  The safety data point was the last item pending completion of the entire request as the other data points have been incorporated into the annual TransNet Status Reports. As a result, this item can be considered complete.	The FY 2024 Annual TransNet Status Reports will be brought to ITOC in March 2025, which will continue to produce the requested data points that have been provided since FY17.	6/30/2025	In Progress	12/1/2024	Majority of data requested has been produced since the FY17 Annual TransNet Status Reports. Since the majority of the bike Early Action Program projects are just completing or beginning construction, more data on improved bike safety will be available in the coming years.

FY 2025 Q2 TPA Recommendations – Recently Completed

TPA Year	Item No.	Audit Recommendation	Priority	Staff Lead	FY 2025 Q1 Updates	New Quarterly Updates	Next Steps	Target Completion Date	Status	Actual Completion Date	Reasons for Delay
2024	16	Revamp the smart growth grant application form to clearly identify quantified, detailed objectives and deliverables to allow for meaningful analysis.	Medium	Jenny Russo	<p>Grants staff have held discussions with Planning staff about possible updates that could be made and would be relevant to each particular project type. Staff also mentioned these updates would be made to the upcoming Cycle 6 call for projects during the Sustainable Communities, Mobility, and Social Equity Working group meetings in June 2024 as well as the Transportation Committee meeting in July as part of soliciting feedback for the call for projects.</p> <p>Sustainable Communities WG (Item 3): <a href="https://d3n9y02raazwpq.cloudfront.net/sandag/64d6695e-857c-11ee-852f-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1720209080.pdf">https://d3n9y02raazwpq.cloudfront.net/sandag/64d6695e-857c-11ee-852f-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1720209080.pdf</a></p> <p>Mobility WG (Item 5): <a href="https://d3n9y02raazwpq.cloudfront.net/sandag/07e9af30-1a19-11ef-b231-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1718235850.pdf">https://d3n9y02raazwpq.cloudfront.net/sandag/07e9af30-1a19-11ef-b231-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1718235850.pdf</a></p> <p>Social Equity WG (Item 5): <a href="https://d3n9y02raazwpq.cloudfront.net/sandag/35fa77cc-994d-11ee-a93d-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1719502837.pdf">https://d3n9y02raazwpq.cloudfront.net/sandag/35fa77cc-994d-11ee-a93d-0050569183fa-f2c587d1-16b7-4e64-ab4a-ccb44a00ed21-1719502837.pdf</a></p> <p>Transportation Committee (Item 9): <a href="https://d3n9y02raazwpq.cloudfront.net/sandag/53d7c6c3-84c2-11ee-852f-0050569183fa-3a383fb0-7365-4b67-b96e-089bf81cce16-1721350591.pdf">https://d3n9y02raazwpq.cloudfront.net/sandag/53d7c6c3-84c2-11ee-852f-0050569183fa-3a383fb0-7365-4b67-b96e-089bf81cce16-1721350591.pdf</a>"</p>	Changes to the application template were made in FY25 Q1 as part of the development of the cycle 6 call for projects.	The Board of Directors will be asked to approve the call for projects at their December 13, 2024 meeting. Once approved, this item will be complete and this audit recommendation can be closed out.	2/28/2025	Complete	12/13/2024	
2024	17	Require grantees to include a well- defined description of what will be constructed through the project to affect desired smart growth outcomes.	Medium	Jenny Russo	Grants staff have held discussions with Planning staff about changes to the application template that could be made to address this item.	Changes to the application template were made in FY25 Q1 as part of the development of the cycle 6 call for projects.	The Board of Directors will be asked to approve the call for projects at their December 13, 2024 meeting. Once approved, this item will be complete and this audit recommendation can be closed out.	2/28/2025	Complete	12/13/2024	
2024	18	Require grantees to report on the quantifiable performance metrics now required in grant awards related to promoting smart growth goals to create compact, walkable, bikeable, and transit-oriented communities and increase housing and transportation choices around the region as applicable.	Medium	Jenny Russo	Grants and Planning staff have conducted research to identify performance measures that could be used and are working on adding these to the Cycle 6 call for projects.	Changes to the application template were made in FY25 Q1 as part of the development of the cycle 6 call for projects.	The Board of Directors will be asked to approve the call for projects at their December 13, 2024 meeting. Once approved, this item will be complete and this audit recommendation can be closed out.	2/28/2025	Complete	12/13/2024	
2021	13	Consider and prepare a regional safety plan that complements Caltrans' Statewide Plan and details SANDAG's vision, goals, objectives, and strategies to address regional trends, road conditions, and driving behaviors	Medium	Samual Sanford	The development of key elements for the Vision Zero Action Plan, including in the Safety Focus Network and Systemic Safety Network, is completed . This work includes prioritization processes, action item development, and preparation of the draft plan. The Final Vision Zero Action Plan is scheduled to be presented to the Transportation Committee in Fall 2024. Once presented, this item may be considered complete.	Staff presented the final regional Vision Zero Action Plan to the SANDAG Transportation Committee on November 15, 2025. The safety plan is now considered final and work on advancing implementation actions has begun.	"Staff have submitted a Triennial Performance Audit completion form to update the status of this item from In Progress to Completed.	11/30/2024	Complete	11/15/2024	Funding identification, successful grant application, grant agreement, and subsequent contraction required significant time.





# TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2021

Item Number: 13

## Audit Recommendation:

Consider and prepare a regional safety plan that complements Caltrans' Statewide Plan and details SANDAG's vision, goals, objectives, and strategies to address regional trends, road conditions, and driving behaviors

## Justification for Completion:

On November 15, 2024, staff presented the completed Regional Vision Zero Action Plan to the Transportation Committee. In November 2022, the SANDAG Board of Directors adopted Board Resolution 2023-02 directing staff to develop a regional safety action plan in an effort to reduce or eliminate fatal and serious injury crashes. The plan was developed in coordination with local stakeholders, representatives of local jurisdictions, tribal governments, and members of the public with feedback and input gathered at regular Technical Advisory Group meetings and public outreach events facilitated by Community Based Organizations. With the completion of the Plan, jurisdictions within San Diego County are eligible to apply for Safe Streets and Roads for All (SS4A) grant funding to support implementation of safety countermeasures in an effort to reduce traffic fatalities and serious injuries.

\* **Supporting Documents:** Please attach any supporting documents or related links.

## Approvals

PM Signature: Samuel Sanford

Digitally signed by Samuel Sanford  
Date: 2024.12.13 14:41:25 -08'00'

Date

Director Signature:   
Digitally signed by Samuel Sanford  
Date: 2024.12.20 10:48:45 -08'00'

Date: 12/20/2024

ITOC Approval: Yes: ☐

No: ☐

Meeting Date:

Agenda number:

Meeting Link:

## Supporting Documents:

Regional Vision Zero Action Plan: <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/vision-zero/sandag-vision-zero-action-plan-report-2024-11-21.pdf>

Regional Vision Zero Action Plan Appendices: <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/vision-zero/vision-zero-action-plan-appendices-a-g-2024-11-21.pdf>

Transportation Committee Staff Report 11/1 /2024 [https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2024/11/1/2024-11-1-Regional\\_Safety\\_Planning\\_Updates.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2024/11/1/2024-11-1-Regional_Safety_Planning_Updates.pdf)



# TransNet Triennial Performance Audit Recommendation Completion Form

---

TPA Year: 2024

Item Number: 16

**Audit Recommendation:**

Revamp the smart growth grant application form to clearly identify quantified, detailed objectives and deliverables to allow for meaningful analysis.

**Justification for Completion:**

Changes to the application template and scope, schedule, budget template were made as part of the development of the cycle 6 SGIP call for projects. The Board of Directors approved the call for projects at their December 13, 2024 meeting.

\* **Supporting Documents:** Please attach any supporting documents or related links.

## Approvals

---

PM Signature: Jenny Russo Digitally signed by Jenny Russo  
Date: 2024.12.31 13:03:40 -08'00' Date 12/31/24

Director Signature: Susan Huntington Digitally signed by Susan Huntington  
Date: 2025.01.17 11:43:53 -08'00' Date: 1/17/25

---

ITOC Approval: Yes: ☐ No: ☐

Meeting Date:                      Agenda number:

Meeting Link:



## GRANT APPLICATION INSTRUCTIONS

The following materials must be submitted electronically through [BidNet](#) before the Application Deadline. Applications cannot be emailed. If any of the required components are not completed and included with the application by the Application Deadline so that it can be fully evaluated without negatively impacting the fairness of the competitive process, the application will be deemed ineligible.

### Required Components

- Completed Grant Application
- Signed Applicant Statement Form(s)
- Signed Required Forms
  - Equal Employment Opportunity Certificate
  - Public Contract Code Questionnaires and Statements
  - Non-Collusion Affidavit/Declaration
- GIS shapefile of the project area/limit, or PDF maps of the project area/limit using the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#) that corresponds to the following evaluation criteria:
  - Criteria #1 – Relationship To Regional Transit
  - Criteria #2.A.i. – Proximity To A Mobility Hub
  - Criteria #2.B.i. – Proximity To The Safety Focus Network Or Systemic Safety Network
  - Criteria #2.C.i. – Project Location
- Project Scope of Work, Schedule, and Budget workbook (Excel file)
  - The template is available in [BidNet](#).
  - If a project is selected to receive funding, the Scope of Work, Schedule, and Budget will be added to the Grant Agreement, with any adjustments required by SANDAG, and the Applicant will be held responsible for implementing the project in accordance with the Scope of Work, Schedule, and Budget. Applicants should follow the directions in the Scope of Work, Schedule, and Budget template.

### Recommended Components

- If the proposed project abuts other jurisdiction(s), include documentation showing the project is in the adopted plans of the adjacent jurisdiction(s), OR a letter from the abutting jurisdiction(s) demonstrating that cooperative efforts are underway
- A site plan and typical cross-sections depicting project-level detail, if applicable
- Photographs depicting existing conditions
- Documentation of support for the project from community groups or individuals
- Resolution including all statements provided in the Sample Resolution
  - The template is available in [BidNet](#).

# GRANT APPLICATION

## General Information

### Applicant Information

Applicant Name	
Applicant Address	
Contact Name	
Title	
Phone	
Email	

### Climate Action Plan (CAP)

- ☐ The Applicant does not have a locally-adopted CAP.
- ☐ The Applicant has a locally adopted CAP. The document is available here (provide link):

--

### Project Feasibility Evaluation

- ☐ The Project was not derived through a feasibility study.
- ☐ The Applicant completed a feasibility study that identified the need for the Project. The document is available here (provide a link in the space below or upload the file to BidNet):

--

### Project Information

Project Title	
Project Location or Area Limits	
Brief Project Summary	

### Project Manager

List the day-to-day project manager who will manage the project.

Name	
Title	
Phone	
Email	

### Additional Contacts for Grant-Related Correspondence

Include the individual(s) who will prepare the quarterly reports, submit invoices, or otherwise be involved in the project.

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

### Project Partners

List the name(s) and contact information for any project partners.  
(Applicants forming partnerships must provide a letter of support from each jurisdiction, CBO, or nonprofit.)

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

## Project Budget

### SGIP Funding Request

Total SGIP Grant Request Amount	\$
---------------------------------	----

### Matching Funds

List the source(s) and associated dollar amounts of proposed matching funds. Matching funds can consist of in-kind services or cash match from the Applicant, funds from outside sources such as developer contributions, non-profit contributions, other state or federal funds, or other quantifiable sources. Other TransNet funds, including Local Street and Road Program funding, cannot be used as a match.

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Total Matching Funds Provided	\$
-------------------------------	----

## Indirect Costs

The Applicant intends to apply indirect costs to the project:

☐ Yes\* ☐ No

\*If the Applicant intends to apply indirect costs, the following method will be used:

- ☐ The Applicant has a Federally Negotiated Indirect Cost Rate (FNICR) recognized by the federal government, and that rate will be used.
- ☐ The Applicant has never received a FNICR and will elect the de minimis rate. The current de minimis rate is 15%.

*\*Applicants who intend to apply indirect costs to their proposed project should ensure that the indirect costs are incorporated into the Scope of Work, Schedule, and Budget worksheet.*

## Performance Measures

Using the SGIP Performance Metrics, which are available with the other SGIP application materials in [BidNet](#), select five metrics that can be used to measure the project's success in meeting the SGIP goals and objectives. **Please be aware that at the end of the grant term the Applicant must be able to meet all five metrics that it lists below or the Applicant may be required to repay the grant.** The Applicant will report on the progress toward meeting these performance metrics in its quarterly report.

In the table below, list each performance metric selected, and include the baseline measure (what the number is today, before the SGIP program begins).

Metric No.	Performance Metric (from the SGIP Performance Metrics list)	Baseline Measure
1.		
2.		
3.		
4.		
5.		

In the space below, include any additional information regarding the Applicant's selected performance metrics or baseline data.

## Evaluation Criteria Responses

### 1. Relationship To Regional Transit

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/limits related to regional transit and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 1) to map the proposed project area/limit.
- Click the Layer List (Figure 2) to display the available layers.
- Click the box next to the “Transit Stops Buffer (0.5 miles)” and “Transit Priority Areas (TPA) 2035” layers to display these layers in proximity to the mapped project area/limit. See Figure 3. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 4) to print a PDF copy of your mapped project area related to regional transit.
- Provide the map with your application.

Figure 1: Draw Tool



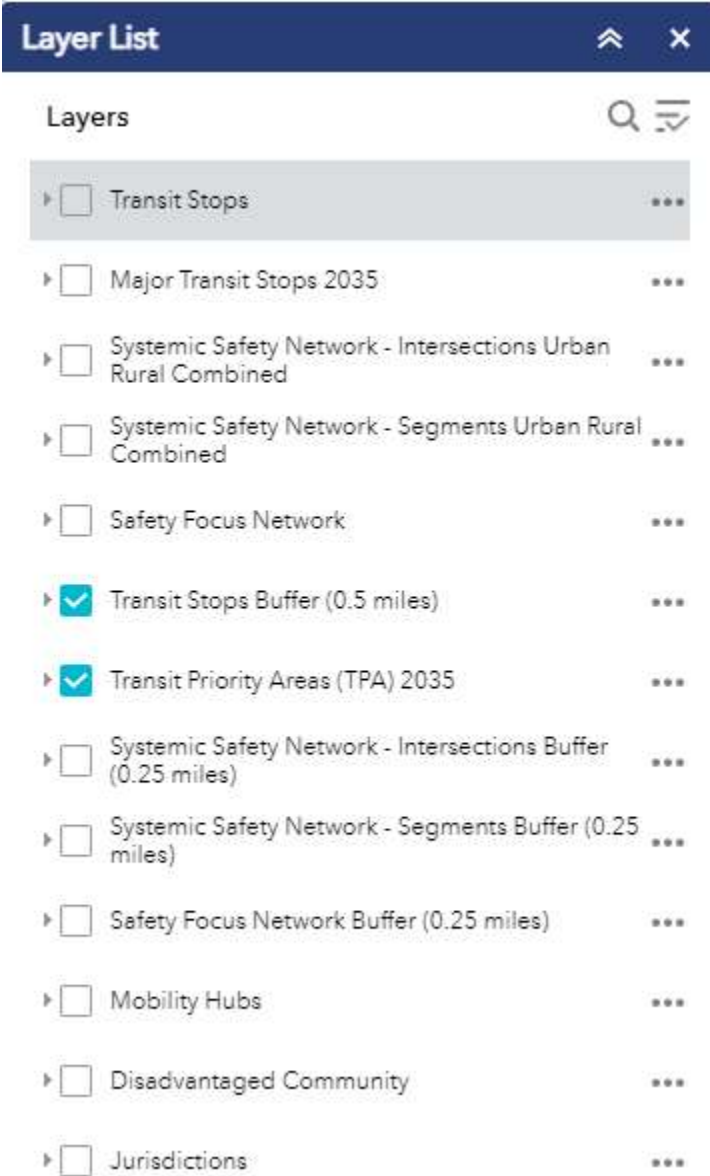
Figure 2: Layer List



Figure 4: Print Tool



Figure 3: Layer List Expanded



## 2. Furthers The Regional Plan and Sustainable Communities Implementation Strategies

### A. Sustainable Communities Strategy

#### i. Proximity To A Mobility Hub

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to mobility hubs and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 5) to map the proposed project area/limit.
- Click the Layer List (Figure 6) to display the available layers.
- Click the box next to the “Mobility Hubs” layer to display this layer in proximity to the mapped project area/limit. See Figure 7. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 8) to print a PDF copy of your mapped project area in proximity to a Mobility Hub.
- Provide the map with your application.



Figure 5: Draw Tool



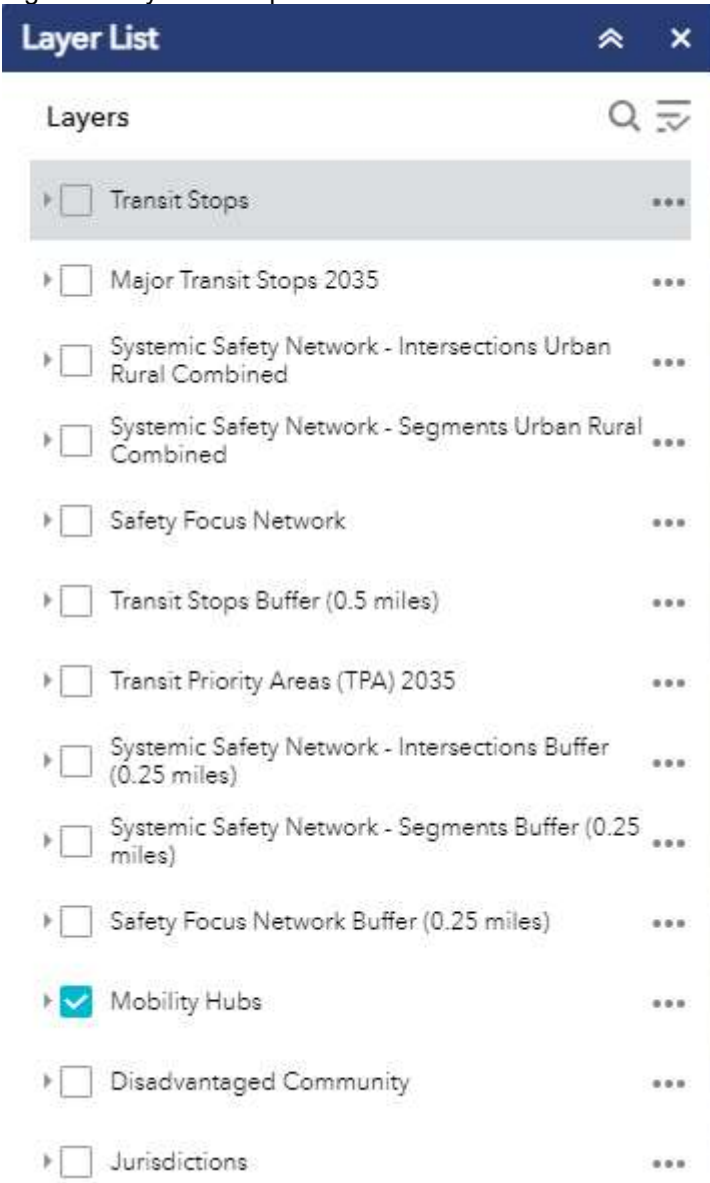
Figure 6: Layer List



Figure 8: Print Tool



Figure 7: Layer List Expanded



## ii. Furthers The Sustainability Communities Strategy

The Sustainable Communities Strategy (SCS) shows how development patterns and our transportation system will work together to reduce greenhouse gas (GHG) emissions for cars and light trucks, providing a more sustainable future for our region.

How does your project further the Region's SCS? Examples include:

- Implementing a land use strategy that facilitates VMT reduction
- Zoning for a higher density of housing than is currently allowed
- Improving jobs-housing balance
- Planning for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network
- Reducing or eliminating parking minimums or other innovative parking management strategies such as shared parking or dedicated parking for carshare in lieu of dedicated parking for personal vehicles

Describe in the space below how the project furthers the SCS. Provide documentation or evidence to support your description.

## B. Furthers Safety And The Regional Vision Zero Resolution

### i. Proximity To The Safety Focus Network Or Systemic Safety Network

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to the SFN and SSN and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 9) to map the proposed project area/limit.
- Click the Layer List (Figure 10) to display the available layers.
- Click the box next to the “Systemic Safety Network – Intersections Buffer (0.25 miles)”, “Systemic Safety Network – Segments Buffer (0.25 miles)”, and “Safety Focus Network Buffer (0.25 miles)” layers to display these layers in proximity to the mapped project area/limit. See Figure 11. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 12) to print a PDF copy of your mapped project area in proximity to the SFN and SSN.
- Provide the map with your application.

- Figure 9: Draw Tool



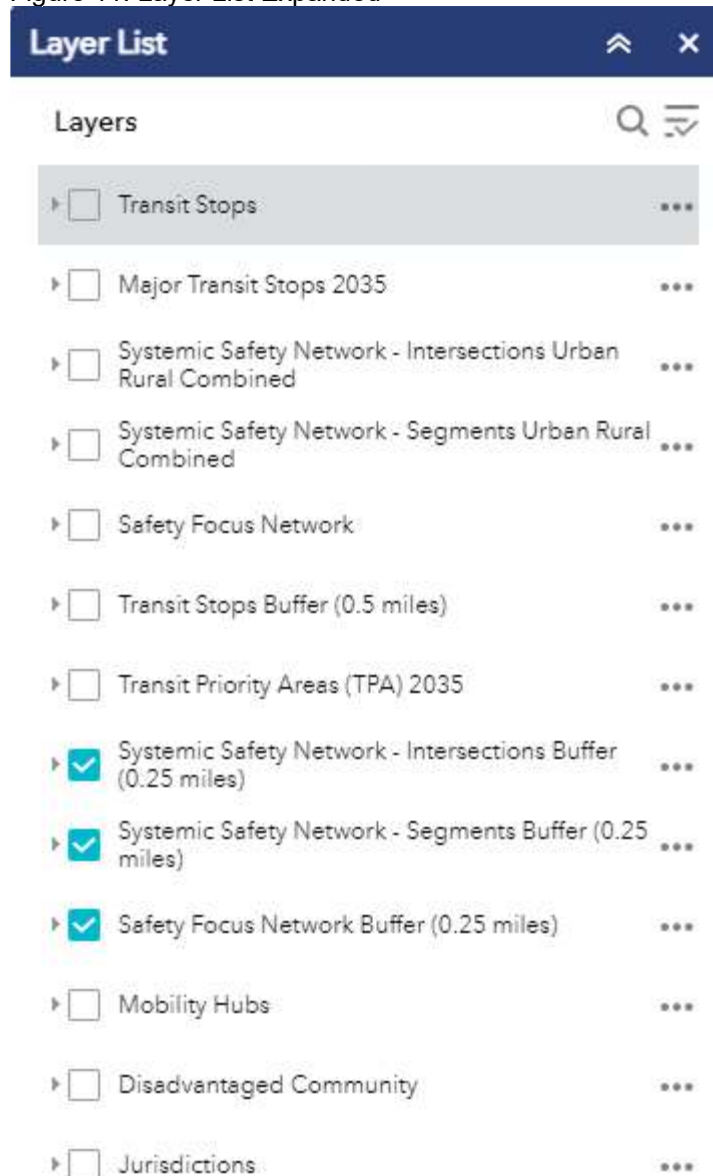
- Figure 10: Layer List



- Figure 12: Print Tool



Figure 11: Layer List Expanded



## ii. Proposed Safety Improvements

Describe the proven bicycle, pedestrian, and traffic calming safety improvements that are included in your project.

## C. Furthers Equity And Benefits Disadvantaged Communities

### i. Project Location

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to the location of disadvantaged communities identified in the 2021 Regional Plan and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 13) to map the proposed project area/limit.
- Click the Layer List (Figure 14) to display the available layers.
- Click the box next to the “Disadvantaged Community” layer to display the layer in proximity to the mapped project area/limit. See Figure 15. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 16) to print a PDF copy of your mapped project area in proximity to a disadvantaged community.
- Provide the map with your application.

- Figure 13: Draw Tool



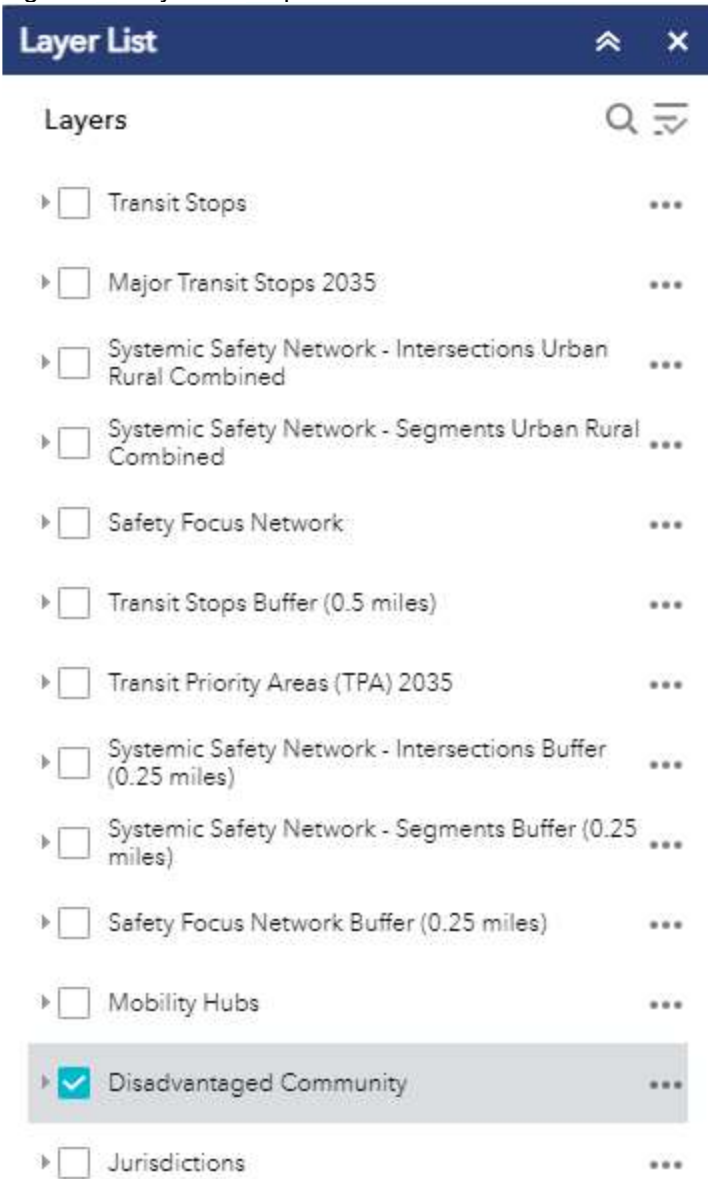
- Figure 14: Layer List



- Figure 16: Print Tool



Figure 15: Layer List Expanded



## ii. Benefit To A Disadvantaged Community

Describe how your project furthers equity and benefits disadvantaged communities.



### 3. Smart Growth Implementation

Smart growth is a compact, efficient, and environmentally sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. Smart growth is characterized by more compact, higher-density development in urbanized areas throughout the region. These areas are walkable, bike-friendly, near public transit, and promote good community design, resulting in housing and transportation choices for those who live and work. SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities.

Describe how this project furthers the implementation of smart growth principles and strategies.

## 4. Project Feasibility

### A. Completion Of Major Milestones

Please submit supporting materials demonstrating progress toward completing the major milestones listed below.

- Has a neighborhood-level plan, corridor study, or community active transportation strategy been completed that identifies this project?

☐ No

☐ Yes – please include a copy of the document with your application, or include a hyperlink to the materials in the space below.

- Has environmental review under the California Environmental Quality Act been completed?

☐ No

☐ Yes – please include a copy of the CEQA clearance document or completed environmental checklist with your application.

- Have right-of-way acquisition and all necessary entitlements been completed?

☒ No

☐ Yes – please describe in the space below what right of way or other entitlements were acquired for the project.

- When will the project be ready to bid for construction?

Please be sure that the timeframe selected below matches the timeline included in the Scope of Work, Schedule, and Budget workbook.

- ☐ within six months or less (8/28/2025 or earlier)
- ☐ within 12 months or less (between 9/1/2025 and 2/28/2026)
- ☐ within 18 months or less (between 3/1/2026 and 8/28/2026)
- ☐ within 24 months or less (between 9/1/2026 and 2/28/2027)
- ☐ 24 months or more (3/1/2027 or later)

## B. Efficient Use Of Project Funds

The Applicant's Scope of Work, Schedule, and Budget workbook will be reviewed to determine the degree to which the project will efficiently use program funds in the following three areas.

### Project Scope of Work

Please indicate which of the following factors was considered when developing the Scope of Work. Check all that apply.

- ☐ All major tasks and subtasks were included that are necessary to complete the project, including any tasks or subtasks that may be deemed unnecessary during project implementation
- ☐ The Applicant considered the steps it would take to complete the planning work, including robust stakeholder engagement.
- ☐ The Applicant considered the work necessary to achieve CEQA compliance.
- ☐ The Applicant considered all right-of-way acquisition and entitlement requirements and the effort required to complete those steps, including subtasks when appropriate.
- ☐ The Applicant considered any regulatory influence on the project (e.g. the Public Utilities Commission, California Coastal Commission, etc.).
- ☐ The Applicant considered any tasks that require approval or input from another public agency and included those tasks in the Scope of Work.
- ☐ The Applicant considered the effort necessary to prepare a public works project for competitive bid and ensured that it's agency's procurement requirements will be met before putting the project out to bid.
- ☐ The Scope of Work considers the approvals needed to enter into a contract with the construction contractor and any other consultant or support services (e.g., design support, construction management, and labor compliance) needed during project construction.

### Project Schedule

Please indicate which of the following factors was considered when developing the Project Schedule.  
Check all that apply.

- ☐ The Project Schedule includes reasonable start dates, taking into account any work that has already been completed before the NTP has been issued and any other tasks or subtasks that might impact the start date for each task and subtask.
- ☐ Project durations and completion dates are reasonable and include timeframes that the Applicant can actually achieve.
- ☐ The Applicant is aware that it will be required to adhere to the Project Schedule and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in SANDAG Board Policy No. 035.

### Project Budget

Please indicate which of the following factors was considered when developing the Project Schedule.  
Check all that apply.

- ☐ The Project Budget considered all of the tasks and subtasks listed in the Scope of Work.
- ☐ Each task and subtask identifies reasonable costs to complete the task or subtask, and any matching funds are included.
- ☐ If the Applicant intends to request reimbursement for indirect costs, those costs are included in the Project Budget and the Applicant indicated in this Application whether it will elect the de minimis rate or it has a FNICR.

## C. Community Engagement

Please describe how the project has and will continue to have strong community support, opportunities for community input, and how community members can have a meaningful role in the project, including underserved and limited English proficiency populations.

## 5. Board Policy No. 033

### A. Prohousing Policies

☐ Applicant currently has HCD Prohousing Designation

OR

Select all policies currently in place in the following categories:

#### Category 1: Favorable Zoning And Land Use

- ☐ Housing element plan for zoned capacity of >150% of RHNA
- ☐ Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- ☐ Eliminating minimum parking requirements
- ☐ Allowing residential in commercial zones
- ☐ Allowing more/larger accessory dwelling units (ADUs) than state law requires
- ☐ Density bonus that is >10% more than state requirements
- ☐ Established Workforce Housing Opportunity Zone (WHOF) or housing sustainability district
- ☐ Standards to promote more density
- ☐ Housing element plan for zoned capacity of >125% of RHNA
- ☐ Reduced parking requirements

#### Category 2: Acceleration Of Housing Production Timeframes

- ☐ Ministerial approval of housing
- ☐ Streamlined/program level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- ☐ Permit process that is less than two months
- ☐ Elimination of public hearings for projects consistent with zoning/general plan
- ☐ One-stop shop permitting processes or single point of contact
- ☐ Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing
- ☐ Streamlined housing development at the project level
- ☐ Permit process that is less than four months
- ☐ Three public hearings limit for projects consistent with zoning/general plan
- ☐ Eliminated or replaced subjective design standards with objective standards that simplify zoning
- ☐ Standard entitlement application
- ☐ Publicly posting online status updates on permit approvals

#### Category 3: Reduction Of Construction And Development Costs

- ☐ Waived development impact fees for housing
- ☐ Adopted universal design ordinances
- ☐ Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)
- ☐ Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- ☐ Reduced development impact fees for housing
- ☐ Less restrictive ADU standards than state requirements
- ☐ Fee reduction, including deferrals or reduced fees for housing with people with special needs
- ☐ Promoting innovative housing types that reduced development costs

#### Category 4: Providing Financial Subsidies

- ☐ Local housing trust fund or collaboration on regional fund
- ☐ Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- ☐ Enhanced Infrastructure Financing District (EIFD)
- ☐ Prioritization of local general funds for affordable housing
- ☐ Grants/low-interest loans for affordable ADUs
- ☐ Direct residual redevelopment funds to affordable housing
- ☐ Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

Please provide more information on each of the policies selected (or links to documentation)

## B. Housing Equity

The Applicant has the following policies or practices that advance housing equity (mark all that apply).

- ☐ An adopted inclusionary housing ordinance
- ☐ Establishment of rent stabilization
- ☐ Establishment of anti-displacement policies in conjunction with transit improvements
- ☐ Creation of a strategy or fund to preserve naturally occurring affordable housing
- ☐ Creation of tenant protection policies such as access to legal counsel, just cause eviction policy, etc.
- ☐ Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.
- ☐ Programs, land use plans, and new policies (other than those indicated in the Prohousing Policy Implementation section above) that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California

Tax Credit Allocation Committee (TCAC)/HCD Opportunity Map, and disadvantaged communities under California Senate Bill 535 (2012).

- ☐ Zone changes or other policies (other than those listed in the Prohousing Policy Implementation section 3 above) that increase housing choices and affordability in High Resource and Highest Resource areas, as designated in the 2021 CTCAC/HCD Opportunity Maps.
- ☐ Displacement risk studies
- ☐ Creating a publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs
- ☐ Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provision

Please provide more information on each of the policies selected (or links to documentation)

## APPLICANT STATEMENT FORM

This form must be signed by an authorized representative of the Applicant, such as the city manager or other authorized individual under the Applicant's policies and procedures, and demonstrate the Applicant's willingness to participate and fulfill the program requirements. If applying in a partnership, each jurisdiction under the partnership must have an authorized representative sign this form.

Please indicate application completeness by checking the following boxes, then sign and date below.

As an authorized delegate, I certify that my agency:

- ☐ Has not submitted a project that is already underway and is fully funded unless the application requests funds for additional work beyond the scope of the current project. I understand that TransNet funds cannot replace existing project funding.
- ☐ Has read the Grant Agreement Template and accepts and can meet the terms and conditions.
- ☐ Understands that SANDAG will not reimburse the applicant for expenses incurred before the Notice to Proceed issuance or after the grant term expiration.
- ☐ Understand that Projects already underway are eligible to apply ONLY if the Application requests funds for additional work beyond the scope of the current project. TransNet funds cannot be used to supplant or replace existing project funding.

If this application is approved for funding, I certify that my agency:

- ☐ Understands that the responses in this application will become requirements reflected in the Grant Agreement with SANDAG.
- ☐ Agrees to sign and return the Grant Agreement to SANDAG, without exceptions, within 45 days of receipt.
- ☐ Will submit progress reports and invoices documenting the use of grant and matching funds to SANDAG no less frequently than quarterly using the method required by SANDAG.
- ☐ Understand that my project must meet the performance measures in the grant agreement between SANDAG and the grantee.
- ☐ Will set up a separate project account for quarterly reporting and invoicing.
- ☐ Will not use project funding for alcohol, political, religious, or discriminatory themes or affiliations.

I certify that I agree with the above statements and that the information submitted in this application is complete and accurate. I have the authorization to submit this Grant Application on behalf of my agency.

---

Print Name

Title

---

Signature

Date



## REQUIRED FORMS

### Equal Employment Opportunity Certificate

#### Certificate of Compliance with Equal Employment Opportunity Requirements

The Equal Employment Opportunity (EEO) provisions of the Agreement SANDAG will award to the Applicant requires the Applicant to provide equal employment to all people, regardless of race, color, religion, sex, or national origin.

Applicant certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program ([SANDAG Board Policy No. 007](#)) and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

Furthermore, the Applicant certifies that it

☐ has ☐ has not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract Compliance Programs, and the California Fair Employment and Housing Commission.

If yes, please explain the circumstance in the space below:

---

Print Name

Title

---

Signature

Date

## Public Contract Code Questionnaires and Statements

### Public Contract Code Section 10162 Questionnaire

The Applicant shall complete, under penalty of perjury, the following questionnaire:

Has the Applicant, any officer of the Applicant, or any employee of the Applicant who has a proprietary interest in the Applicant, ever been disqualified, removed, or otherwise prevented from bidding or proposing on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

☐ Yes\*      ☐ No

\*If Yes, explain the circumstances in the space below.

------------------

### Public Contract Code Section 10232 Statement

In conformance with Public Contract Code Section 10232, the Applicant states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Applicant within the immediately preceding two-year period because the Applicant failed to comply with an order of a federal court which ordered the Applicant to comply with an order of the National Labor Relations Board.

### Public Contract Code Section 10285.1 Statement

In conformance with Public Contract Code Section 10285.1 (Chapter 376, Stats. 1985), the Applicant declares under penalty of perjury under the laws of the State of California that the Applicant(must check one)

☐ has      ☐ has not

been convicted within the preceding three years of any offenses referred to in that section, including any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Public Contract Code Section 1101, with any public entity, as defined in Public Contract Code Section 1100, including the Regents of the University of California or the Trustees of the California State University. The term "Applicant" is understood to include any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, as well as any subapplicant of the Applicant, as referred to in Section 10285.1 (reference to "bidder/proposer"). Applicants are cautioned that false certification may subject the certifier to criminal prosecution.

---

Print Name

Title

---

Signature

Date

### Non-Collusion Affidavit/Declaration

In accordance with Title 23, United States Code Section 112, and Public Contract Code 7106, the Applicant declares that the application is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The application is genuine and not collusive or sham. The Applicant has not directly or indirectly induced or solicited any other Applicant to put in a false or sham application. The Applicant has not directly or indirectly colluded, conspired, connived, or agreed with any Applicant or anyone else to put in a sham application, or to refrain from applying. The Applicant has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the grant amount requested, or that any other Applicant, or to fix any overhead or cost element of the grant amount requested, or of that of any other Applicant. All statements contained in the application are true. The Applicant has not, directly or indirectly, submitted its grant amount requested or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company association, organization, application depository, or to any member or agent thereof to effectuate a collusive or sham application, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of the Applicant that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Applicant.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Applicant is cautioned that making a false certification may subject the certifier to criminal prosecution.

---

Print Name

Title

---

Signature

Date

## GRANT APPLICATION INSTRUCTIONS

The following materials must be submitted electronically through [BidNet](#) before the Application Deadline. Applications cannot be emailed. If any of the required components are not completed and included with the application by the Application Deadline so that it can be fully evaluated without negatively impacting the fairness of the competitive process, the application will be deemed ineligible.

### Required Components

- Completed Grant Application
- Signed Applicant Statement Form(s)
- Signed Required Forms
  - Equal Employment Opportunity Certificate
  - Public Contract Code Questionnaires and Statements
  - Non-Collusion Affidavit/Declaration
- GIS shapefile of the project area/limit, or PDF maps of the project area/limit using the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#) that corresponds to the following evaluation criteria:
  - Criteria #1 – Relationship To Regional Transit
  - Criteria #2.A.i. – Proximity To A Mobility Hub
  - Criteria #2.B.i. – Proximity To The Safety Focus Network Or Systemic Safety Network
  - Criteria #2.C.i. – Project Location
- Project Scope of Work, Schedule, and Budget workbook (Excel file)
  - The template is available in [BidNet](#).
  - If a project is selected to receive funding, the Scope of Work, Schedule, and Budget will be added to the Grant Agreement, with any adjustments required by SANDAG, and the Applicant will be held responsible for implementing the project in accordance with the Scope of Work, Schedule, and Budget. Applicants should follow the directions in the Scope of Work, Schedule, and Budget template.

### Recommended Components

- Documentation of support for the project from community groups or individuals
- Resolution including all statements provided in the Sample Resolution
  - The template is available in [BidNet](#).

# GRANT APPLICATION

## General Information

### Applicant Information

Applicant Name	
Applicant Address	
Contact Name	
Title	
Phone	
Email	

### Climate Action Plan (CAP)

- ☐ The Applicant does not have a locally-adopted CAP.
- ☐ The Applicant has a locally adopted CAP. The document is available here (provide link):

--

### Project Information

Project Title	
Project Location or Area Limits	
Brief Project Summary	

### Project Manager

List the day-to-day project manager who will manage the project.

Name	
Title	
Phone	
Email	

### Additional Contacts for Grant-Related Correspondence

Include the individual(s) who will prepare the quarterly reports, submit invoices, or otherwise be involved in the project.

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

### Project Partners

List the name(s) and contact information for any project partners.  
(Applicants forming partnerships must provide a letter of support from each jurisdiction, CBO, or nonprofit.)

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

## Project Budget

### SGIP Funding Request

Total SGIP Grant Request Amount	\$
---------------------------------	----

### Matching Funds

List the source(s) and associated dollar amounts of proposed matching funds. Matching funds can consist of in-kind services or cash match from the Applicant, funds from outside sources such as developer contributions, non-profit contributions, other state or federal funds, or other quantifiable sources. Other TransNet funds, including Local Street and Road Program funding, cannot be used as a match.

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Total Matching Funds Provided	\$
-------------------------------	----

## Indirect Costs

The Applicant intends to apply indirect costs to the project:

☐ Yes\* ☐ No

\*If the Applicant intends to apply indirect costs, the following method will be used:

- ☐ The Applicant has a Federally Negotiated Indirect Cost Rate (FNICR) recognized by the federal government, and that rate will be used.
- ☐ The Applicant has never received a FNICR and will elect the de minimis rate. The current de minimis rate is 15%.

*\*Applicants who intend to apply indirect costs to their proposed project should ensure that the indirect costs are incorporated into the Scope of Work, Schedule, and Budget worksheet.*

## Performance Measures

Using the SGIP Performance Metrics, which are available with the other SGIP application materials in [BidNet](#), select five metrics that can be used to measure the project's success in meeting the SGIP goals and objectives. **Please be aware that at the end of the grant term the Applicant must be able to meet all five metrics that it lists below or the Applicant may be required to repay the grant.** The Applicant will report on the progress toward meeting these performance metrics in its quarterly report.

In the table below, list each performance metric selected, and include the baseline measure (what the number is today, before the SGIP program begins).

Metric No.	Performance Metric (from the SGIP Performance Metrics list)	Baseline Measure
1.		
2.		
3.		
4.		
5.		

In the space below, include any additional information regarding the Applicant's selected performance metrics or baseline data.



## Evaluation Criteria Responses

### 1. Relationship To Regional Transit

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/limits related to regional transit and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 1) to map the proposed project area/limit.
- Click the Layer List (Figure 2) to display the available layers.
- Click the box next to the “Transit Stops Buffer (0.5 miles)” and “Transit Priority Areas (TPA) 2035” layers to display these layers in proximity to the mapped project area/limit. See Figure 3. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 4) to print a PDF copy of your mapped project area related to regional transit.
- Provide the map with your application.

Figure 1: Draw Tool



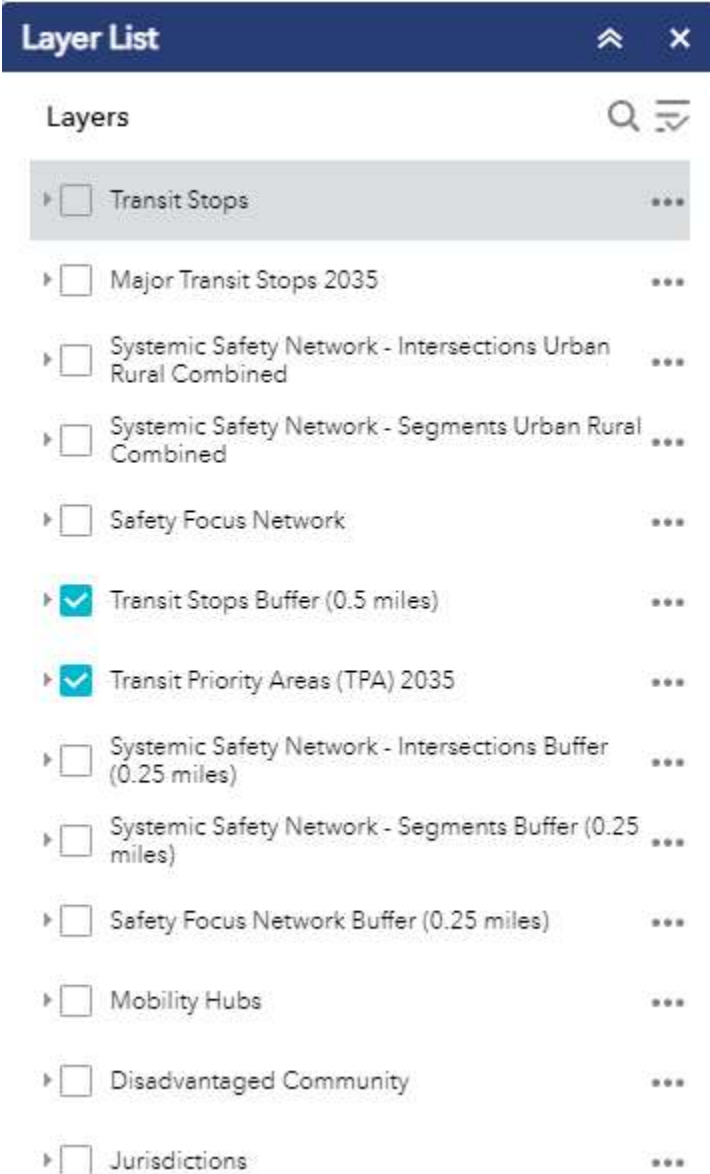
Figure 2: Layer List



Figure 4: Print Tool



Figure 3: Layer List Expanded



## 2. Furthers The Regional Plan and Sustainable Communities Implementation Strategies

### A. Sustainable Communities Strategy

#### i. Proximity To A Mobility Hub

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to mobility hubs and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 5) to map the proposed project area/limit.
- Click the Layer List (Figure 6) to display the available layers.
- Click the box next to the “Mobility Hubs” layer to display this layer in proximity to the mapped project area/limit. See Figure 7. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 8) to print a PDF copy of your mapped project area in proximity to a Mobility Hub.
- Provide the map with your application.

Figure 5: Draw Tool



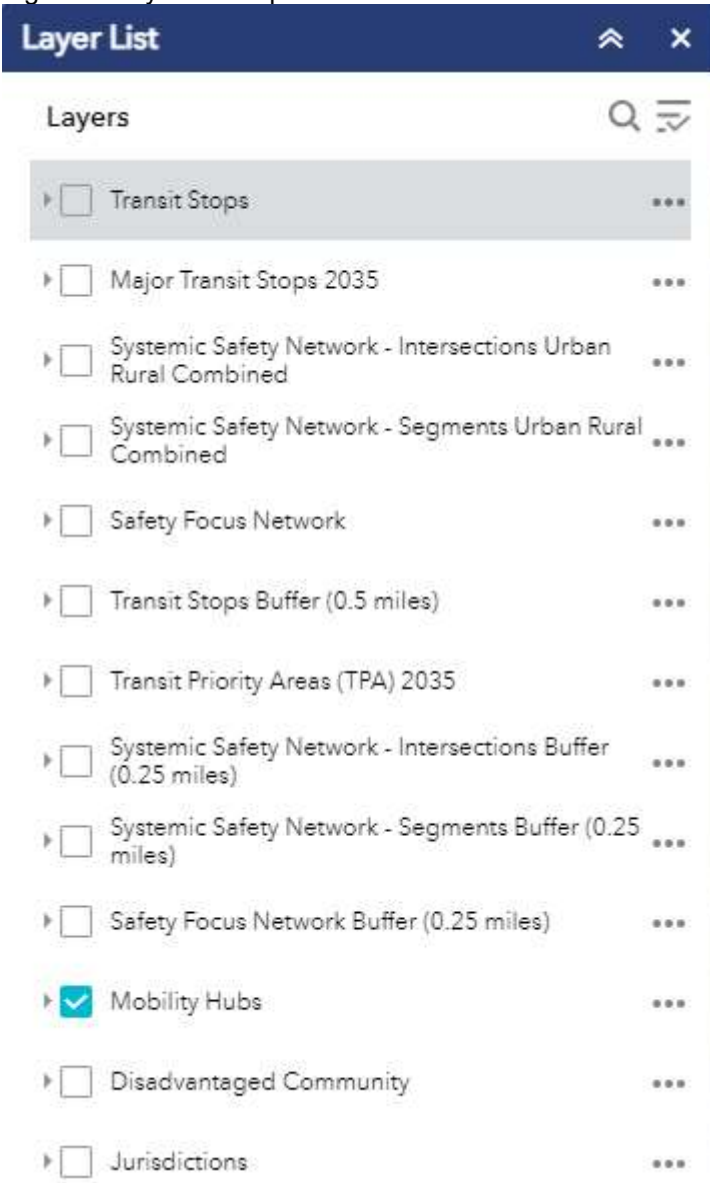
Figure 6: Layer List



Figure 8: Print Tool



Figure 7: Layer List Expanded



## ii. Furthers The Sustainability Communities Strategy

The Sustainable Communities Strategy (SCS) shows how development patterns and our transportation system will work together to reduce greenhouse gas (GHG) emissions for cars and light trucks, providing a more sustainable future for our region.

How does your project further the Region's SCS? Examples include:

- Implementing a land use strategy that facilitates VMT reduction
- Zoning for a higher density of housing than is currently allowed
- Improving jobs-housing balance
- Planning for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network
- Reducing or eliminating parking minimums or other innovative parking management strategies such as shared parking or dedicated parking for carshare in lieu of dedicated parking for personal vehicles

Describe in the space below how the project furthers the SCS. Provide documentation or evidence to support your description.

## B. Furthers Safety And The Regional Vision Zero Resolution

### i. Proximity To The Safety Focus Network Or Systemic Safety Network

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to the SFN and SSN and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 9) to map the proposed project area/limit.
- Click the Layer List (Figure 10) to display the available layers.
- Click the box next to the “Systemic Safety Network – Intersections Buffer (0.25 miles)”, “Systemic Safety Network – Segments Buffer (0.25 miles)”, and “Safety Focus Network Buffer (0.25 miles)” layers to display these layers in proximity to the mapped project area/limit. See Figure 11. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 12) to print a PDF copy of your mapped project area in proximity to the SFN and SSN.
- Provide the map with your application.

Figure 9: Draw Tool



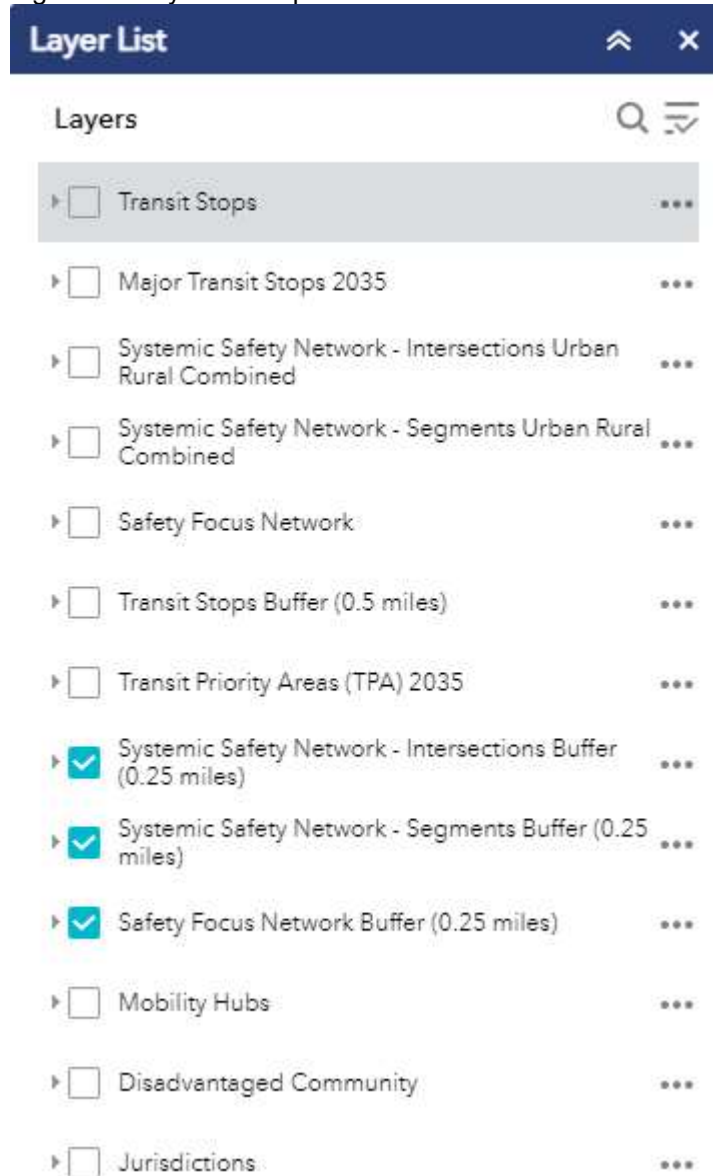
Figure 10: Layer List



Figure 12: Print Tool



Figure 11: Layer List Expanded



## ii. Proposed Safety Improvements

Describe the proven bicycle, pedestrian, and traffic calming safety improvements that are included in your project.



## C. Furthers Equity And Benefits Disadvantaged Communities

### i. Project Location

**Option 1:** Submit a GIS shapefile with your application that includes the project area or limits.

**Option 2:** Use the SANDAG SGIP Cycle 6 Interactive Mapping Tool to create a map of the project area/ limits related to the location of disadvantaged communities identified in the 2021 Regional Plan and submit it with your application.

- Navigate to the SANDAG [SGIP Cycle 6 Interactive Mapping Tool](#).
- Zoom to the proposed project location.
- Use the Draw tool (Figure 13) to map the proposed project area/limit.
- Click the Layer List (Figure 14) to display the available layers.
- Click the box next to the “Disadvantaged Community” layer to display the layer in proximity to the mapped project area/limit. See Figure 15. Do not turn on any other layers.
- Close the Layer List.
- Use the Print tool (Figure 16) to print a PDF copy of your mapped project area in proximity to a disadvantaged community.
- Provide the map with your application.

Figure 13: Draw Tool



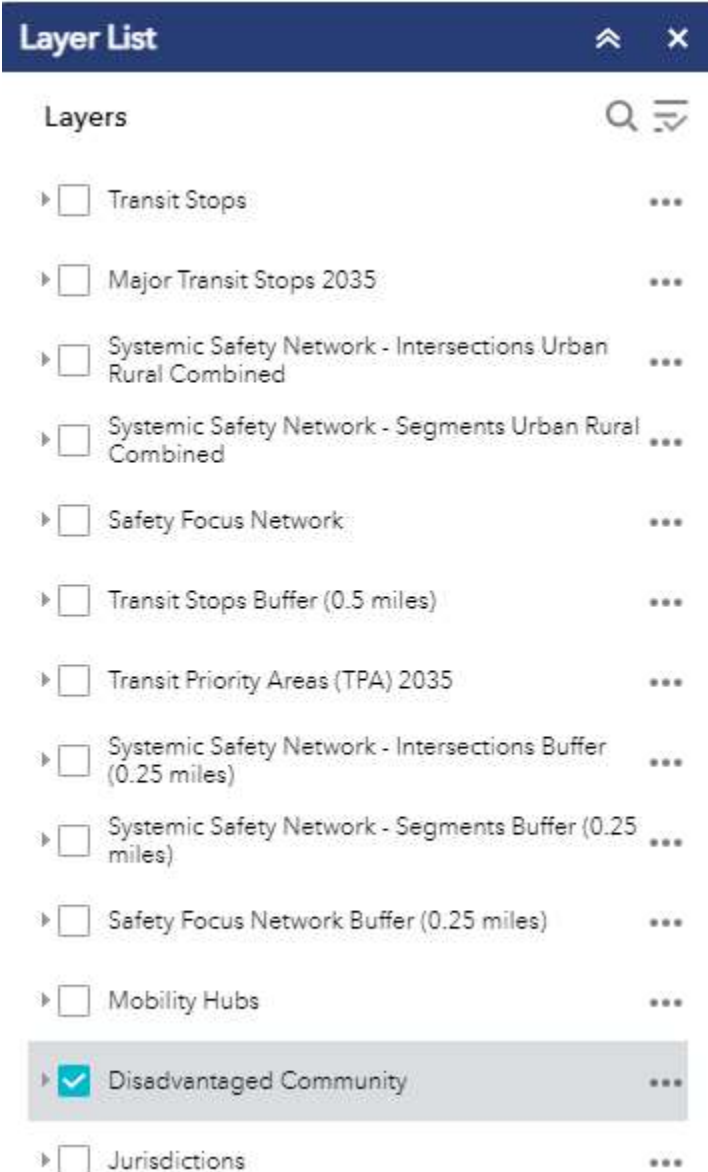
Figure 14: Layer List



Figure 16: Print Tool



Figure 15: Layer List Expanded



## ii. Benefit To A Disadvantaged Community

Describe how your project furthers equity and benefits disadvantaged communities.

### 3. Smart Growth Implementation

#### A. Smart Growth Activities

Please check all activities supported by this project.

- ☐ Increasing density within a Transit Priority Area (TPA)
- ☐ Planning Transit Oriented Development (TOD) zones with incentives for affordable housing
- ☐ Creating Smart Growth & Housing Overlay Zones — A set of zoning ordinances specifying land use and/or design standards for a designated district; to ensure architectural character and urban form align with best practices in Smart Growth and support the development of range of housing options including moderate and affordable housing options
- ☐ Establishing density minimums
- ☐ Develop Smart Growth Design Guidelines — A set of standards that aims to promote walkability, active transportation, multimodal transportation options,
- ☐ Developing Smart Growth Street Design Standards to promote walking and multimodal transit options. Plans may include narrowing travel-lane width, increasing bicycle lanes, decreasing on-street parking, medians, sidewalks, landscaping, lighting, crosswalks, pedestrian refuge islands, bulbouts, and accessibility ramps.
- ☐ Creating zoning districts that allow mixed-use, mixed-income development by right (i.e., without the need for a rezoning or special discretionary approval process).
- ☐ Design guidelines to promote street-oriented buildings, with reduced or eliminated setbacks, building heights at least 50 percent of the street width, and locating vehicle entrances behind or on the sides of buildings.
- ☐ Modify development standards to promote more density
- ☐ Walkability or Bike Plans that include design improvements to the public realm such as street trees, increased crosswalk visibility, wider sidewalks, street benches, wayfinding signage, provisions for bicycle parking near building entrances using racks that can support the bicycle's frame at two points, protected bikeways, reduced vehicle speed limits, etc.
- ☐ Developing a comprehensive active transportation plan citywide, or within a targeted transit-rich neighborhood
- ☐ Implementing Vision Zero plan city-wide
- ☐ The project will offer people access to shared, on-demand transportation services that provide convenient and personalized travel options
- ☐ Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- ☐ Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connect existing or planned housing to other land uses

- ☐ The project will connect all adjacent roads to its internal street network and provide for future connection with adjacent properties, and street network is a highly connected grid, with street spaces no further than 350 feet apart on average
- ☐ Plan to provide amenities to improve mobility such as trip-planning kiosks, complimentary WiFi, mobile device charging options, electric vehicle charging options, parcel delivery lockers, mobile retail services, passenger loading areas, and secure parking and charging for bikes, scooters, and rideable electric vehicles.
- ☐ The project includes plans to minimize the impacts of climate change, such as actions identified by the EPA (e.g., building compactly and using energy-efficient, green building techniques).

## B. Furthers Smart Growth Policy Implementation And Strategies

Describe how this project furthers smart growth policy implementation and strategies and achieves the goals marked above.

## 5. Project Feasibility

### A. Efficient Use Of Project Funds

The Applicant's Scope of Work, Schedule, and Budget workbook will be reviewed to determine the degree to which the project will efficiently use program funds in the following three areas.

#### Project Scope of Work

Please indicate which of the following factors was considered when developing the Scope of Work. Check all that apply.

- ☐ All major tasks and subtasks were included that are necessary to complete the project, including any tasks or subtasks that may be deemed unnecessary during project implementation
- ☐ The Applicant considered the steps it would take to complete the planning work, including robust stakeholder engagement.
- ☐ The Applicant considered the effort necessary to prepare any necessary consultant work for competitive bidding and ensured that it's agency's procurement requirements will be met before advertising the solicitation.
- ☐ The Scope of Work considers the approvals needed to enter into a contract with the selected consultant.

#### Project Schedule

Please indicate which of the following factors was considered when developing the Project Schedule. Check all that apply.

- ☐ The Project Schedule includes reasonable start dates, taking into account any work that has already been completed before the NTP has been issued and any other tasks or subtasks that might impact the start date for each task and subtask.
- ☐ Project durations and completion dates are reasonable and include timeframes that the Applicant can actually achieve.
- ☐ The Applicant is aware that it will be required to adhere to the Project Schedule and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in SANDAG Board Policy No. 035.

#### Project Budget

Please indicate which of the following factors was considered when developing the Project Schedule. Check all that apply.

- ☐ The Project Budget considered all of the tasks and subtasks listed in the Scope of Work.
- ☐ Each task and subtask identifies reasonable costs to complete the task or subtask, and any matching funds are included.
- ☐ If the Applicant intends to request reimbursement for indirect costs, those costs are included in the Project Budget and the Applicant indicated in this Application whether it will elect the de minimis rate or it has a FNICR.

## B. Community Engagement

Please describe how the project has and will continue to have strong community support, opportunities for community input, and how community members can have a meaningful role in the project, including underserved and limited English proficiency populations.

## 6. Board Policy No. 033

### A. Prohousing Policies

☐ Applicant currently has HCD Prohousing Designation

OR

Select all policies currently in place in the following categories:

#### Category 1: Favorable Zoning And Land Use

- ☐ Housing element plan for zoned capacity of >150% of RHNA
- ☐ Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- ☐ Eliminating minimum parking requirements
- ☐ Allowing residential in commercial zones
- ☐ Allowing more/larger accessory dwelling units (ADUs) than state law requires
- ☐ Density bonus that is >10% more than state requirements
- ☐ Established Workforce Housing Opportunity Zone (WHOF) or housing sustainability district
- ☐ Standards to promote more density
- ☐ Housing element plan for zoned capacity of >125% of RHNA
- ☐ Reduced parking requirements

#### Category 2: Acceleration Of Housing Production Timeframes

- ☐ Ministerial approval of housing
- ☐ Streamlined/program level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- ☐ Permit process that is less than two months
- ☐ Elimination of public hearings for projects consistent with zoning/general plan
- ☐ One-stop shop permitting processes or single point of contact
- ☐ Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing
- ☐ Streamlined housing development at the project level
- ☐ Permit process that is less than four months
- ☐ Three public hearings limit for projects consistent with zoning/general plan
- ☐ Eliminated or replaced subjective design standards with objective standards that simplify zoning
- ☐ Standard entitlement application
- ☐ Publicly posting online status updates on permit approvals

#### Category 3: Reduction Of Construction And Development Costs

- ☐ Waived development impact fees for housing
- ☐ Adopted universal design ordinances
- ☐ Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)
- ☐ Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- ☐ Reduced development impact fees for housing
- ☐ Less restrictive ADU standards than state requirements
- ☐ Fee reduction, including deferrals or reduced fees for housing with people with special needs
- ☐ Promoting innovative housing types that reduced development costs



#### Category 4: Providing Financial Subsidies

- ☐ Local housing trust fund or collaboration on regional fund
- ☐ Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- ☐ Enhanced Infrastructure Financing District (EIFD)
- ☐ Prioritization of local general funds for affordable housing
- ☐ Grants/low-interest loans for affordable ADUs
- ☐ Direct residual redevelopment funds to affordable housing
- ☐ Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

Please provide more information on each of the policies selected (or links to documentation)

## B. Housing Equity

The Applicant has the following policies or practices that advance housing equity (mark all that apply).

- ☐ An adopted inclusionary housing ordinance
- ☐ Establishment of rent stabilization
- ☐ Establishment of anti-displacement policies in conjunction with transit improvements
- ☐ Creation of a strategy or fund to preserve naturally occurring affordable housing
- ☐ Creation of tenant protection policies such as access to legal counsel, just cause eviction policy, etc.
- ☐ Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.
- ☐ Programs, land use plans, and new policies (other than those indicated in the Prohousing Policy Implementation section above) that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Map, and disadvantaged communities under California Senate Bill 535 (2012).

- ☐ Zone changes or other policies (other than those listed in the Prohousing Policy Implementation section 3 above) that increase housing choices and affordability in High Resource and Highest Resource areas, as designated in the 2021 CTCAC/HCD Opportunity Maps.
- ☐ Displacement risk studies
- ☐ Creating a publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs
- ☐ Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provision

Please provide more information on each of the policies selected (or links to documentation)

## APPLICANT STATEMENT FORM

This form must be signed by an authorized representative of the Applicant, such as the city manager or other authorized individual under the Applicant's policies and procedures, and demonstrate the Applicant's willingness to participate and fulfill the program requirements. If applying in a partnership, each jurisdiction under the partnership must have an authorized representative sign this form.

Please indicate application completeness by checking the following boxes, then sign and date below.

As an authorized delegate, I certify that my agency:

- ☐ Has not submitted a project that is already underway and is fully funded unless the application requests funds for additional work beyond the scope of the current project. I understand that TransNet funds cannot replace existing project funding.
- ☐ Has read the Grant Agreement Template and accepts and can meet the terms and conditions.
- ☐ Understands that SANDAG will not reimburse the applicant for expenses incurred before the Notice to Proceed issuance or after the grant term expiration.
- ☐ Understand that Projects already underway are eligible to apply ONLY if the Application requests funds for additional work beyond the scope of the current project. TransNet funds cannot be used to supplant or replace existing project funding.

If this application is approved for funding, I certify that my agency:

- ☐ Understands that the responses in this application will become requirements reflected in the Grant Agreement with SANDAG.
- ☐ Agrees to sign and return the Grant Agreement to SANDAG, without exceptions, within 45 days of receipt.
- ☐ Will submit progress reports and invoices documenting the use of grant and matching funds to SANDAG no less frequently than quarterly using the method required by SANDAG.
- ☐ Understand that my project must meet the performance measures in the grant agreement between SANDAG and the grantee.
- ☐ Will set up a separate project account for quarterly reporting and invoicing.
- ☐ Will not use project funding for alcohol, political, religious, or discriminatory themes or affiliations.

I certify that I agree with the above statements and that the information submitted in this application is complete and accurate. I have the authorization to submit this Grant Application on behalf of my agency.

---

Print Name

Title

---

Signature

Date

## REQUIRED FORMS

### Equal Employment Opportunity Certificate

#### Certificate of Compliance with Equal Employment Opportunity Requirements

The Equal Employment Opportunity (EEO) provisions of the Agreement SANDAG will award to the Applicant requires the Applicant to provide equal employment to all people, regardless of race, color, religion, sex, or national origin.

Applicant certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program ([SANDAG Board Policy No. 007](#)) and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

Furthermore, the Applicant certifies that it

☐ has ☐ has not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract Compliance Programs, and the California Fair Employment and Housing Commission.

If yes, please explain the circumstance in the space below:

---

Print Name

Title

---

Signature

Date

## Public Contract Code Questionnaires and Statements

### Public Contract Code Section 10162 Questionnaire

The Applicant shall complete, under penalty of perjury, the following questionnaire:

Has the Applicant, any officer of the Applicant, or any employee of the Applicant who has a proprietary interest in the Applicant, ever been disqualified, removed, or otherwise prevented from bidding or proposing on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

☐ Yes\*      ☐ No

\*If Yes, explain the circumstances in the space below.

--

### Public Contract Code Section 10232 Statement

In conformance with Public Contract Code Section 10232, the Applicant states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Applicant within the immediately preceding two-year period because the Applicant failed to comply with an order of a federal court which ordered the Applicant to comply with an order of the National Labor Relations Board.

### Public Contract Code Section 10285.1 Statement

In conformance with Public Contract Code Section 10285.1 (Chapter 376, Stats. 1985), the Applicant declares under penalty of perjury under the laws of the State of California that the Applicant(must check one)

☐ has      ☐ has not

been convicted within the preceding three years of any offenses referred to in that section, including any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Public Contract Code Section 1101, with any public entity, as defined in Public Contract Code Section 1100, including the Regents of the University of California or the Trustees of the California State University. The term "Applicant" is understood to include any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, as well as any subapplicant of the Applicant, as referred to in Section 10285.1 (reference to "bidder/proposer"). Applicants are cautioned that false certification may subject the certifier to criminal prosecution.

---

Print Name

Title

---

Signature

Date

### Non-Collusion Affidavit/Declaration

In accordance with Title 23, United States Code Section 112, and Public Contract Code 7106, the Applicant declares that the application is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The application is genuine and not collusive or sham. The Applicant has not directly or indirectly induced or solicited any other Applicant to put in a false or sham application. The Applicant has not directly or indirectly colluded, conspired, connived, or agreed with any Applicant or anyone else to put in a sham application, or to refrain from applying. The Applicant has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the grant amount requested, or that any other Applicant, or to fix any overhead or cost element of the grant amount requested, or of that of any other Applicant. All statements contained in the application are true. The Applicant has not, directly or indirectly, submitted its grant amount requested or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company association, organization, application depository, or to any member or agent thereof to effectuate a collusive or sham application, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of the Applicant that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Applicant.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Applicant is cautioned that making a false certification may subject the certifier to criminal prosecution.

---

Print Name

Title

---

Signature

Date

## GRANT APPLICATION INSTRUCTIONS

The following materials must be submitted electronically through [BidNet](#) before the Application Deadline. Applications cannot be emailed. If any of the required components are not completed and included with the application by the Application Deadline so that it can be fully evaluated without negatively impacting the fairness of the competitive process, the application will be deemed ineligible.

### Required Components

- Completed Grant Application
- Signed Applicant Statement Form(s)
- Signed Required Forms
  - Equal Employment Opportunity Certificate
  - Public Contract Code Questionnaires and Statements
  - Non-Collusion Affidavit/Declaration
- Project Scope of Work, Schedule, and Budget workbook (Excel file)
  - The template is available in [BidNet](#).
  - If a project is selected to receive funding, the Scope of Work, Schedule, and Budget will be added to the Grant Agreement, with any adjustments required by SANDAG, and the Applicant will be held responsible for implementing the project in accordance with the Scope of Work, Schedule, and Budget. Applicants should follow the directions in the Scope of Work, Schedule, and Budget template.

### Recommended Components

- Documentation of support for the project from community groups or individuals
- Resolution including all statements provided in the Sample Resolution
  - The template is available in [BidNet](#).

# Grant Application

## General Information

### Applicant Information

Applicant Name	
Applicant Address	
Contact Name	
Title	
Phone	
Email	

### Climate Action Plan (CAP)

☐ The Applicant does not have a locally-adopted CAP.

☐ The Applicant has a locally adopted CAP. The document is available here (provide link):

--

### Project Information

Project Title	
Project Area Limits	
Brief Project Summary	

### Project Manager

List the day-to-day project manager/person who will manage the project.

Name	
Title	
Phone	
Email	

### Additional Contacts for Grant-Related Correspondence

Include the individual(s) who will prepare the quarterly reports, submit invoices, or otherwise be involved in the project.

Role	
Name	
Title	
Phone	
Email	



Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

### Project Partners

List the name(s) and contact information for any project partners.

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

## Project Budget

### SGIP Funding Request

Total SGIP Grant Request Amount	\$
---------------------------------	----

### Matching Funds

List the source(s) and associated dollar amounts of proposed matching funds. Matching funds can consist of in-kind services or cash match from the Applicant, funds from outside sources such as developer contributions, non-profit contributions, other state or federal funds, or other quantifiable sources. Other TransNet funds, including Local Street and Road Program funding, cannot be used as a match.

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Total Matching Funds Provided	\$
-------------------------------	----

## INDIRECT COSTS

The Applicant intends to apply indirect costs to the project:

☐ Yes\* ☐ No

\*If the Applicant intends to apply indirect costs, the following method will be used:

- ☐ The Applicant has a Federally Negotiated Indirect Cost Rate (FNICR) recognized by the federal government, and that rate will be used.
- ☐ The Applicant has never received a FNICR and will elect the de minimis rate. The current de minimis rate is 15%.

*\*Applicants who intend to apply indirect costs to their proposed project should ensure that the indirect costs are incorporated into the Scope of Work, Schedule, and Budget worksheet.*

## Performance Measures

Using the SGIP Performance Metrics, which are available with the other SGIP application materials in [BidNet](#), select five metrics that can be used to measure the project's success in meeting the SGIP goals and objectives. **Please be aware that at the end of the grant term the Applicant must be able to meet all five metrics that it lists below or the Applicant may be required to repay the grant.** The Applicant will report on the progress toward meeting these performance metrics in its quarterly report.

In the table below, list each performance metric selected, and include the baseline measure (what the number is today, before the SGIP program begins).

Metric No.	Performance Metric (from the SGIP Performance Metrics list)	Baseline Measure
1.		
2.		
3.		
4.		
5.		

In the space below, include any additional information regarding the Applicant's selected performance metrics or baseline data.

## Evaluation Criteria Responses

### 1. New Climate Action Plan Or CAP Update Contents

#### A. New CAP Or CAP Update Timeline

This project will (select one):

- ☐ Develop a new CAP
- ☐ Update an existing CAP. The existing CAP was adopted:
  - ☐ Three or more years ago (2/28/2022 or earlier)
  - ☐ Less than three years but more than one year ago (between 3/1/2022 and 2/28/2024)
  - ☐ Within the last year (between 3/1/2024 and 2/28/2025)
- ☐ Neither develop a new CAP nor update an existing CAP(skip to Criteria #2 below)

#### B. GHG Emissions Inventory And Near- And Long-Term GHG Emissions Forecasts And Reduction Targets

Describe in the space below the approach to the new CAP or CAP Update, including the greenhouse gas (GHG) emissions inventory and the baseline year that will be used, in accordance with adopted protocols. Describe how the CAP or CAP Update will include near- and long-term GHG emissions forecasts (e.g., 2035 and 2050) and GHG reduction targets.

If the project is neither a new CAP nor CAP Update, this question can be skipped.

## C. GHG Reduction Measures

Describe in the space below how the Applicant will ensure that the new CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.

If the project is neither a new CAP nor CAP Update, this question can be skipped.

## 2. Implementation and Monitoring

### A. CAP Implementation

For a new CAP or CAP Update, describe in the space below the plan for implementing each GHG emissions reduction measure identified in the CAP, including, but not limited to, the identification of responsible parties, key actions, timeline, costs, and funding sources.

For an Implementation Plan for an existing CAP, describe in the space below how the project will develop an implementation plan for an existing CAP, including but not limited to the identification of responsible parties, key actions, timeline, costs, and funding sources.

## B. CAP Monitoring

For a new CAP or CAP Update, describe in the space below how progress toward achievement of the GHG emissions reduction target(s) will be monitored, including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.

For an Implementation Plan for an existing CAP, describe in the space below how the project will establish monitoring measures for an existing CAP including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.

## 3. Project Feasibility

### A. Efficient Use Of Project Funds

The Applicant's Scope of Work, Schedule, and Budget workbook will be reviewed to determine the degree to which the project will efficiently use program funds in the following three areas.

#### Project Scope of Work

Please indicate which of the following factors was considered when developing the Scope of Work. Check all that apply.

- ☐ All major tasks and subtasks were included that are necessary to complete the project, including any tasks or subtasks that may be deemed unnecessary during project implementation
- ☐ The Applicant considered the steps it would take to complete the planning work, including robust stakeholder engagement.

- ☐ The Applicant considered the effort necessary to prepare any necessary consultant work for competitive bidding and ensured that it's agency's procurement requirements will be met before advertising the solicitation.
- ☐ The Scope of Work considers the approvals needed to enter into a contract with the selected consultant.

#### Project Schedule

Please indicate which of the following factors was considered when developing the Project Schedule. Check all that apply.

- ☐ The Project Schedule includes reasonable start dates, taking into account any work that has already been completed before the NTP has been issued and any other tasks or subtasks that might impact the start date for each task and subtask.
- ☐ Project durations and completion dates are reasonable and include timeframes that the Applicant can actually achieve.
- ☐ The Applicant is aware that it will be required to adhere to the Project Schedule and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in SANDAG Board Policy No. 035.

#### Project Budget

Please indicate which of the following factors was considered when developing the Project Schedule. Check all that apply.

- ☐ The Project Budget considered all of the tasks and subtasks listed in the Scope of Work.
- ☐ Each task and subtask identifies reasonable costs to complete the task or subtask, and any matching funds are included.
- ☐ If the Applicant intends to request reimbursement for indirect costs, those costs are included in the Project Budget and the Applicant indicated in this Application whether it will elect the de minimis rate or it has a FNICR.

## B. Community Engagement

Please describe how the project has and will continue to have strong community support, opportunities for community input, and how community members can have a meaningful role in the project, including underserved and limited English proficiency populations.



## 4. Board Policy No. 033

### A. Prohousing Policies

☐ Applicant currently has HCD Prohousing Designation

OR

Select all policies currently in place in the following categories:

#### Category 1: Favorable Zoning And Land Use

- ☐ Housing element plan for zoned capacity of >150% of RHNA
- ☐ Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- ☐ Eliminating minimum parking requirements
- ☐ Allowing residential in commercial zones
- ☐ Allowing more/larger accessory dwelling units (ADUs) than state law requires
- ☐ Density bonus that is >10% more than state requirements
- ☐ Established Workforce Housing Opportunity Zone (WHOF) or housing sustainability district
- ☐ Standards to promote more density
- ☐ Housing element plan for zoned capacity of >125% of RHNA
- ☐ Reduced parking requirements

#### Category 2: Acceleration Of Housing Production Timeframes

- ☐ Ministerial approval of housing
- ☐ Streamlined/program level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- ☐ Permit process that is less than two months
- ☐ Elimination of public hearings for projects consistent with zoning/general plan
- ☐ One-stop shop permitting processes or single point of contact
- ☐ Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing
- ☐ Streamlined housing development at the project level
- ☐ Permit process that is less than four months
- ☐ Three public hearings limit for projects consistent with zoning/general plan
- ☐ Eliminated or replaced subjective design standards with objective standards that simplify zoning
- ☐ Standard entitlement application
- ☐ Publicly posting online status updates on permit approvals

#### Category 3: Reduction Of Construction And Development Costs

- ☐ Waived development impact fees for housing
- ☐ Adopted universal design ordinances
- ☐ Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)
- ☐ Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- ☐ Reduced development impact fees for housing
- ☐ Less restrictive ADU standards than state requirements
- ☐ Fee reduction, including deferrals or reduced fees for housing with people with special needs
- ☐ Promoting innovative housing types that reduced development costs

#### Category 4: Providing Financial Subsidies

- ☐ Local housing trust fund or collaboration on regional fund
- ☐ Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- ☐ Enhanced Infrastructure Financing District (EIFD)
- ☐ Prioritization of local general funds for affordable housing
- ☐ Grants/low-interest loans for affordable ADUs
- ☐ Direct residual redevelopment funds to affordable housing
- ☐ Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

Please provide more information on each of the policies selected (or links to documentation)

## B. Housing Equity

The Applicant has the following policies or practices that advance housing equity (mark all that apply).

- ☐ An adopted inclusionary housing ordinance
- ☐ Establishment of rent stabilization
- ☐ Establishment of anti-displacement policies in conjunction with transit improvements
- ☐ Creation of a strategy or fund to preserve naturally occurring affordable housing
- ☐ Creation of tenant protection policies such as access to legal counsel, just cause eviction policy, etc.
- ☐ Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.
- ☐ Programs, land use plans, and new policies (other than those indicated in the Prohousing Policy Implementation section above) that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not

limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Map, and disadvantaged communities under California Senate Bill 535 (2012).

- ☐ Zone changes or other policies (other than those listed in the Prohousing Policy Implementation section 3 above) that increase housing choices and affordability in High Resource and Highest Resource areas, as designated in the 2021 CTCAC/HCD Opportunity Maps.
- ☐ Displacement risk studies
- ☐ Creating a publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs
- ☐ Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provision

Please provide more information on each of the policies selected (or links to documentation)

## APPLICANT STATEMENT FORM

This form must be signed by an authorized representative of the Applicant, such as the city manager or other authorized individual under the Applicant's policies and procedures, and demonstrate the Applicant's willingness to participate and fulfill the program requirements. If applying in a partnership, each jurisdiction under the partnership must have an authorized representative sign this form.

Please indicate application completeness by checking the following boxes, then sign and date below.

As an authorized delegate, I certify that my agency:

- ☐ Has not submitted a project that is already underway and is fully funded unless the application requests funds for additional work beyond the scope of the current project. I understand that TransNet funds cannot replace existing project funding.
- ☐ Has read the Grant Agreement Template and accepts and can meet the terms and conditions.
- ☐ Understands that SANDAG will not reimburse the applicant for expenses incurred before the Notice to Proceed issuance or after the grant term expiration.
- ☐ Understand that Projects already underway are eligible to apply ONLY if the Application requests funds for additional work beyond the scope of the current project. TransNet funds cannot be used to supplant or replace existing project funding.

If this application is approved for funding, I certify that my agency:

- ☐ Understands that the responses in this application will become requirements reflected in the Grant Agreement with SANDAG.
- ☐ Agrees to sign and return the Grant Agreement to SANDAG, without exceptions, within 45 days of receipt.
- ☐ Will submit progress reports and invoices documenting the use of grant and matching funds to SANDAG no less frequently than quarterly using the method required by SANDAG.
- ☐ Understand that my project must meet the performance measures in the grant agreement between SANDAG and the grantee.
- ☐ Will set up a separate project account for quarterly reporting and invoicing.
- ☐ Will not use project funding for alcohol, political, religious, or discriminatory themes or affiliations.

I certify that I agree with the above statements and that the information submitted in this application is complete and accurate. I have the authorization to submit this Grant Application on behalf of my agency.

---

Print Name

Title

---

Signature

Date

## REQUIRED FORMS

### Equal Employment Opportunity Certificate

#### Certificate of Compliance with Equal Employment Opportunity Requirements

The Equal Employment Opportunity (EEO) provisions of the Agreement SANDAG will award to the Applicant requires the Applicant to provide equal employment to all people, regardless of race, color, religion, sex, or national origin.

Applicant certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program ([SANDAG Board Policy No. 007](#)) and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

Furthermore, the Applicant certifies that it

☐ has ☐ has not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract Compliance Programs, and the California Fair Employment and Housing Commission.

If yes, please explain the circumstance in the space below:

---

Print Name

Title

---

Signature

Date

## Public Contract Code Questionnaires and Statements

### Public Contract Code Section 10162 Questionnaire

The Applicant shall complete, under penalty of perjury, the following questionnaire:

Has the Applicant, any officer of the Applicant, or any employee of the Applicant who has a proprietary interest in the Applicant, ever been disqualified, removed, or otherwise prevented from bidding or proposing on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

☐ Yes\* ☐ No

\*If Yes, explain the circumstances in the space below.

--

### Public Contract Code Section 10232 Statement

In conformance with Public Contract Code Section 10232, the Applicant states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Applicant within the immediately preceding two-year period because the Applicant failed to comply with an order of a federal court which ordered the Applicant to comply with an order of the National Labor Relations Board.

### Public Contract Code Section 10285.1 Statement

In conformance with Public Contract Code Section 10285.1 (Chapter 376, Stats. 1985), the Applicant declares under penalty of perjury under the laws of the State of California that the Applicant(must check one)

☐ has ☐ has not

been convicted within the preceding three years of any offenses referred to in that section, including any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Public Contract Code Section 1101, with any public entity, as defined in Public Contract Code Section 1100, including the Regents of the University of California or the Trustees of the California State University. The term "Applicant" is understood to include any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, as well as any subapplicant of the Applicant, as referred to in Section 10285.1 (reference to "bidder/proposer"). Applicants are cautioned that false certification may subject the certifier to criminal prosecution.

---

Authorized Delegate Name

Title

---

Signature

Date

### Non-Collusion Affidavit/Declaration

In accordance with Title 23, United States Code Section 112, and Public Contract Code 7106, the Applicant declares that the application is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The application is genuine and not collusive or sham. The Applicant has not directly or indirectly induced or solicited any other Applicant to put in a false or sham application. The Applicant has not directly or indirectly colluded, conspired, connived, or agreed with any Applicant or anyone else to put in a sham application, or to refrain from applying. The Applicant has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the grant amount requested, or that any other Applicant, or to fix any overhead or cost element of the grant amount requested, or of that of any other Applicant. All statements contained in the application are true. The Applicant has not, directly or indirectly, submitted its grant amount requested or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company association, organization, application depository, or to any member or agent thereof to effectuate a collusive or sham application, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of the Applicant that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Applicant.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Applicant is cautioned that making a false certification may subject the certifier to criminal prosecution.

---

Print Name

Title

---

Signature

Date

## Scope of Work and Budget

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** *[Copy and paste from application]*

**Project Type:** Capital *Note: for Planning and Climate Action Plan Projects, use the Planning and Climate Action Plan Project Template*

**Project Title:** *[Copy and paste from application]*

### Part I: Project Overview

**Project Location:** *[List the boundaries of the project by street name or other identifying factors.]*

**Brief Project Summary:** *[Copy and paste from application]*

**Project Objectives:** *[List the reason(s) this project exists and what it aims to accomplish when it is completed. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring the completed project meets the objectives that are listed in this section.]*

### Part II: Scope of Work and Budget

*[List the Project subtasks under each of the grey-shaded tasks below. Add the Deliverables for each grey-shaded task that corresponds to the subtasks listed below it. Include the SGIP Grant Amount and Matching Funds Amount total for each grey-shaded task by adding the total of all subtasks listed below. Add rows as needed. The Total Project Cost column will auto-calculate and is the sum of the SGIP grant and the matching funds. For subtask 3D, SANDAG will contract with a consultant to provide the baseline data collection and the grantee will not have any incurred cost other than minimal staff time to support the data collection effort (less than 8 hours).]*

Task No.	Task Description	Task Outcome/Output	Deliverables	SGIP Grant Amount	Matching Funds Amount	Total Project Cost
1	Project Planning and Development	Development of a neighborhood-level plan, corridor study, or community active transportation strategy and subsequent planning documents to support the project.	<p>[List all deliverables applicable to the project. Examples:</p> <p>Planning document that serves as the foundation for future project development.</p> <p>Project planning document including purpose and need, conceptual engineering, and project alternatives.</p> <p>Evidence of stakeholder engagement during project development (community meetings, feedback received)]</p>	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$ -
1A	<i>[Enter subtask description.]</i>	<i>[Enter the desired outcome of the subtask. This is the objective that the subtask seeks to accomplish.]</i>	<i>[Enter deliverables associated with the subtask. Items must be quantified. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring all deliverables listed here are provided.]</i>	<i>[Enter amount requested]</i>	<i>[Enter match (non-SGIP funds)]</i>	\$ -
1B						\$ -
1C						\$ -
2	Final Design and Environmental Clearance	Final design plans and environmental clearance under the California Environmental Quality Act, or evidence that environmental clearance is not required	<p>[List all deliverables applicable to the project. Examples:</p> <p>Final project plans</p> <p>CEQA clearance document or agency-approved CEQA exemption]</p>	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$ -
2A						\$ -
2B						\$ -
2C						\$ -
3	Right-Of-Way Acquisition and All Necessary Entitlements	All right-of-way and necessary entitlements are secured	<p>[List all deliverables applicable to the project. Examples:</p> <p>Right-of-entry permit from other public agencies, signed easement agreement with utility, utility relocations, project agreements with partners/stakeholders.]</p>	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$ -
3A						\$ -
3B						\$ -
3C						\$ -
3D	Baseline Data Collection	Baseline data on the project area is collected to be able to compare to post-construction data to demonstrate how the improvements have been utilized.	Baseline data collection plan is developed by a SANDAG consultant with input and assistance from the grantee	\$ -	\$ -	\$ -
4	Construction Contracting	Construction bid documents are developed and put out to bid, the construction contractor is identified, and the contract is executed, public groundbreaking ceremony	<p>[List all deliverables applicable to the project. Examples:</p> <p>Issued construction IFB with plans, issued addenda, advertisement of IFB, pre-bid sign-in sheet, bid tabulation summary, approval of construction contract, final signed contract with the construction contractor, conformed IFB and plans, photos and social media posts of groundbreaking ceremony.]</p>	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$ -
4A						\$ -
4B						\$ -
4C						\$ -



5	Construction	Construction of the project occurs	[List all deliverables applicable to the project. The deliverables must be detailed and include the major line items that will be listed in the construction bid/contract. Examples:  X linear feet of sidewalks, X directional signs, X cubic yards of mulch, X street trees, etc.]	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$	-
5A						\$	-
5B						\$	-
5C						\$	-
6	Project Closeout	Construction contractor is relieved of maintenance, city council or other approval is attained, project is open to the public	[List all deliverables applicable to the project. Examples:  City Council agenda accepting the construction project, relief of maintenance letter to the construction contractor, photos of ribbon cutting ceremony with the public.]	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$	-
6A						\$	-
6B						\$	-
6C						\$	-
<b>TOTAL PROJECT COST:</b>				<b>#VALUE!</b>	<b>#VALUE!</b>	\$	-

### Part III: Summary of Funding

[This information will be populated using information from Part II. Make a selection in the unshaded cell only.]

Total Project Cost:	\$	-
Total Grant Request:	#VALUE!	
Total Matching Funds:	#VALUE!	

Grant Percentage:	#VALUE!
Matching Funds Percentage:	#VALUE!
Will any of the matching funds be from the TransNet Local Street and Road program?	

### Part IV: Project Budget and Expenditures Per Fiscal Year

[SANDAG staff will use this information for the Regional Transportation Improvement Program (RTIP) if this project receives funding. Fill in the unshaded cells only.]

Category*	Fiscal Year (FY) 2026 (NTP - June 30, 2026)		Fiscal Year (FY) 2027 (July 1, 2026 - June 30, 2027)		Fiscal Year (FY) 2028 (July 1, 2027 - June 30, 2028)		Fiscal Year (FY) 2029 (July 1, 2028 - June 30, 2029)		Total Grant Amount	Total Matching Funds	Total Project Cost
	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount			
PE									\$ -	\$ -	\$ -
RW									\$ -	\$ -	\$ -
CON									\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

\*Key

Category	Category Description
PE	Planning, Environmental, and Engineering
RW	Right-of-Way
CON	Construction

## Project Schedule

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** [Copy and paste from application]

**Project Type:** Capital *Note: for Planning and Climate Action Plan Projects, use the Planning and Climate Action Plan Project Template*

**Project Title:** [Copy and paste from application]

### Part II: Project Schedule

*[Propose a timeframe for each Project task and subtask. The schedule must use the same tasks and subtasks that are in the Scope of Work and be based on the number of months from the Notice to Proceed (NTP).]*

Task No.	Task Description	Start Date	Completion Date	Duration
1	Project Planning and Development	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for task completion. Enter in number of months. Enter whole numbers.]</i>
1A	<i>[Enter subtask description.]</i>	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for subtask completion. Enter in number of months. Enter whole numbers.]</i>
1B				
1C				
2	Final Design and Environmental Review			
2A				
2B				
2C				
3	Right-Of-Way Acquisition and All Necessary Entitlements			
3A				
3B				
3C				
3D	Baseline Data Collection	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>
4	Construction Contracting			
4A				
4B				
4C				
5	Construction			
5A				
5B				
5C				
6	Project Closeout		<i>[Per SANDAG Board Policy No. 035, enter the date when the construction contractor will be relieved of its maintenance responsibilities.]</i>	
6A				
6B				
6C				
Total Project Duration (In Months from NTP):				

## Scope of Work and Budget

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** [Copy and paste from application]

**Project Type:** Climate Action Plan *[Select from the options in the dropdown field. Note: for Capital Projects, use the Capital Project Template.]*

**Project Title:** [Copy and paste from application]

### Part I: Project Overview

**Project Location:** *[List the boundaries of the project by street name or other identifying factors.]*

**Brief Project Summary:** *[Copy and paste from application]*

**Project Objectives:** *[List the reason(s) this project exists and what it aims to accomplish when it is completed. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring the completed project meets the objectives that are listed in this section.]*

### Part II: Scope of Work and Budget

*[List the main project tasks in the grey-shaded spaces below. Include the task description, task outcome/output, deliverables, and grant and matching funds amount. Under each project task, include the subtasks that will be necessary to complete the main project task and include the subtask outcome/output, deliverables, and grant and matching funds. Add rows as needed. The Total Project Cost column will auto-calculate and is the sum of the SGIP grant and the matching funds.]*

Task No.	Task Description	Task Outcome/Output	Deliverables	SGIP Grant Amount	Matching Funds Amount	Total Project Cost
1	<i>[Enter task description.]</i>	<i>[Enter the desired outcome of the task. This is the objective that the task seeks to accomplish.]</i>	<i>[Enter deliverables associated with the task. Items must be quantified. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring all deliverables listed here are provided.]</i>	<i>[Enter sum of all subtasks]</i>	<i>[Enter sum of all subtasks]</i>	\$ -
1A	<i>[Enter subtask description.]</i>	<i>[Enter the desired outcome of the subtask. This is the objective that the subtask seeks to accomplish.]</i>	<i>[Enter deliverables associated with the subtask. Items must be quantified. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring all deliverables listed here are provided.]</i>	<i>[Enter amount requested]</i>	<i>[Enter match (non-SGIP funds)]</i>	\$ -
1B						\$ -
1C						\$ -
2						\$ -
2A						\$ -
2B						\$ -
2C						\$ -
3						\$ -
3A						\$ -
3B						\$ -
3C						\$ -
4						\$ -
4A						\$ -
4B						\$ -
4C						\$ -
5						\$ -
5A						\$ -
5B						\$ -
5C						\$ -
<b>TOTAL PROJECT COST:</b>				<b>#VALUE!</b>	<b>#VALUE!</b>	<b>\$ -</b>

### Part III: Summary of Funding

*[This information will be populated using information from Part II. Make a selection in the unshaded cell only.]*

Total Project Cost:	\$ -
Total Grant Request:	#VALUE!
Total Matching Funds:	#VALUE!

Grant Percentage:	#VALUE!
Matching Funds Percentage:	#VALUE!
Will any of the matching funds be from the TransNet Local Street and Road program?	

### Part IV: Project Budget and Expenditures Per Fiscal Year

*[SANDAG staff will use this information for the Regional Transportation Improvement Program (RTIP) if this project receives funding. Fill in the unshaded cells only.]*

Category*	Fiscal Year (FY) 2026 (NTP - June 30, 2026)		Fiscal Year (FY) 2027 (July 1, 2026 - June 30, 2027)		Fiscal Year (FY) 2028 (July 1, 2027 - June 30, 2028)		Fiscal Year (FY) 2029 (July 1, 2028 - June 30, 2029)		Total Grant Amount	Total Matching Funds	Total Project Cost
	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount			
PE									\$ -	\$ -	\$ -
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

\*Key

Category	Category Description
PE	Planning, Environmental, and Engineering
RW	Right-of-Way
CON	Construction

## Project Schedule

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** [Copy and paste from application]

**Project Type:** \_\_\_\_\_ *[Select from the options in the dropdown field. Note: for Capital Projects, use the Capital Project Template.]*

**Project Title:** [Copy and paste from application]

### Part II: Project Schedule

*[Propose a timeframe for each Project task and subtask. The schedule must use the same tasks and subtasks that are in the Scope of Work and be based on the number of months from the Notice to Proceed (NTP).]*

Task No.	Task Description	Start Date	Completion Date	Duration
1	<i>[Enter task description.]</i>	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for task completion. Enter in number of months. Enter whole numbers.]</i>
1A	<i>[Enter subtask description.]</i>	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for subtask completion. Enter in number of</i>
1B				
1C				
2				
2A				
2B				
2C				
3				
3A				
3B				
3C				
4				
4A				
4B				
4C				
5				
5A				
5B				
5C				
Total Project Duration (In Months from NTP):				



# TransNet Triennial Performance Audit Recommendation Completion Form

---

TPA Year: 2024

Item Number: 17

**Audit Recommendation:**

Require grantees to include a well- defined description of what will be constructed through the project to affect desired smart growth outcomes.

**Justification for Completion:**

Changes to the capital project scope, schedule, budget template were made as part of the development of the cycle 6 SGIP call for projects. The Board of Directors approved the call for projects at their December 13, 2024 meeting.

\* **Supporting Documents:** Please attach any supporting documents or related links.

## Approvals

---

PM Signature: Jenny Russo Digitally signed by Jenny Russo  
Date: 2024.12.31 13:16:38  
-08'00' Date 12/31/24

Director Signature: Susan Huntington Digitally signed by Susan Huntington  
Date: 2025.01.17 11:44:41  
-08'00' Date: 1/17/25

---

ITOC Approval: Yes: ☐ No: ☐

Meeting Date: Agenda number:

Meeting Link:

## Scope of Work and Budget

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** *[Copy and paste from application]*

**Project Type:** Capital *Note: for Planning and Climate Action Plan Projects, use the Planning and Climate Action Plan Project Template*

**Project Title:** *[Copy and paste from application]*

### Part I: Project Overview

**Project Location:** *[List the boundaries of the project by street name or other identifying factors.]*

**Brief Project Summary:** *[Copy and paste from application]*

**Project Objectives:** *[List the reason(s) this project exists and what it aims to accomplish when it is completed. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring the completed project meets the objectives that are listed in this section.]*

### Part II: Scope of Work and Budget

*[List the Project subtasks under each of the grey-shaded tasks below. Add the Deliverables for each grey-shaded task that corresponds to the subtasks listed below it. Include the SGIP Grant Amount and Matching Funds Amount total for each grey-shaded task by adding the total of all subtasks listed below. Add rows as needed. The Total Project Cost column will auto-calculate and is the sum of the SGIP grant and the matching funds. For subtask 3D, SANDAG will contract with a consultant to provide the baseline data collection and the grantee will not have any incurred cost other than minimal staff time to support the data collection effort (less than 8 hours).]*

Task No.	Task Description	Task Outcome/Output	Deliverables	SGIP Grant Amount	Matching Funds Amount	Total Project Cost
1	Project Planning and Development	Development of a neighborhood-level plan, corridor study, or community active transportation strategy and subsequent planning documents to support the project.	<i>[List all deliverables applicable to the project. Examples:</i> Planning document that serves as the foundation for future project development. Project planning document including purpose and need, conceptual engineering, and project alternatives. Evidence of stakeholder engagement during project development (community meetings, feedback received)]	<i>[Enter sum of all subtasks]</i>	<i>[Enter sum of all subtasks]</i>	\$ -
1A	<i>[Enter subtask description.]</i>	<i>[Enter the desired outcome of the subtask. This is the objective that the subtask seeks to accomplish.]</i>	<i>[Enter deliverables associated with the subtask. Items must be quantified. Please be aware that if the project is selected for funding, the Grantee will be responsible for ensuring all deliverables listed here are provided.]</i>	<i>[Enter amount requested]</i>	<i>[Enter match (non-SGIP funds)]</i>	\$ -
1B						\$ -
1C						\$ -
2	Final Design and Environmental Clearance	Final design plans and environmental clearance under the California Environmental Quality Act, or evidence that environmental clearance is not required	<i>[List all deliverables applicable to the project. Examples:</i> Final project plans CEQA clearance document or agency-approved CEQA exemption]	<i>[Enter sum of all subtasks]</i>	<i>[Enter sum of all subtasks]</i>	\$ -
2A						\$ -
2B						\$ -
2C						\$ -
3	Right-Of-Way Acquisition and All Necessary Entitlements	All right-of-way and necessary entitlements are secured	<i>[List all deliverables applicable to the project. Examples:</i> Right-of-entry permit from other public agencies, signed easement agreement with utility, utility relocations, project agreements with partners/stakeholders.]	<i>[Enter sum of all subtasks]</i>	<i>[Enter sum of all subtasks]</i>	\$ -
3A						\$ -
3B						\$ -
3C						\$ -
3D	Baseline Data Collection	Baseline data on the project area is collected to be able to compare to post-construction data to demonstrate how the improvements have been utilized.	Baseline data collection plan is developed by a SANDAG consultant with input and assistance from the grantee	\$ -	\$ -	\$ -
4	Construction Contracting	Construction bid documents are developed and put out to bid, the construction contractor is identified, and the contract is executed, public groundbreaking ceremony	<i>[List all deliverables applicable to the project. Examples:</i> Issued construction IFB with plans, issued addenda, advertisement of IFB, pre-bid sign-in sheet, bid tabulation summary, approval of construction contract, final signed contract with the construction contractor, conformed IFB and plans, photos and social media posts of groundbreaking ceremony.]	<i>[Enter sum of all subtasks]</i>	<i>[Enter sum of all subtasks]</i>	\$ -
4A						\$ -
4B						\$ -
4C						\$ -

5	Construction	Construction of the project occurs	[List all deliverables applicable to the project. The deliverables must be detailed and include the major line items that will be listed in the construction bid/contract. Examples:  X linear feet of sidewalks, X directional signs, X cubic yards of mulch, X street trees, etc.]	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$	-
5A						\$	-
5B						\$	-
5C						\$	-
6	Project Closeout	Construction contractor is relieved of maintenance, city council or other approval is attained, project is open to the public	[List all deliverables applicable to the project. Examples:  City Council agenda accepting the construction project, relief of maintenance letter to the construction contractor, photos of ribbon cutting ceremony with the public.]	[Enter sum of all subtasks]	[Enter sum of all subtasks]	\$	-
6A						\$	-
6B						\$	-
6C						\$	-
<b>TOTAL PROJECT COST:</b>				<b>#VALUE!</b>	<b>#VALUE!</b>	<b>\$</b>	<b>-</b>

### Part III: Summary of Funding

[This information will be populated using information from Part II. Make a selection in the unshaded cell only.]

Total Project Cost:	\$	-
Total Grant Request:	#VALUE!	
Total Matching Funds:	#VALUE!	

Grant Percentage:	#VALUE!
Matching Funds Percentage:	#VALUE!
Will any of the matching funds be from the TransNet Local Street and Road program?	

### Part IV: Project Budget and Expenditures Per Fiscal Year

[SANDAG staff will use this information for the Regional Transportation Improvement Program (RTIP) if this project receives funding. Fill in the unshaded cells only.]

Category*	Fiscal Year (FY) 2026 (NTP - June 30, 2026)		Fiscal Year (FY) 2027 (July 1, 2026 - June 30, 2027)		Fiscal Year (FY) 2028 (July 1, 2027 - June 30, 2028)		Fiscal Year (FY) 2029 (July 1, 2028 - June 30, 2029)		Total Grant Amount	Total Matching Funds	Total Project Cost
	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount			
PE									\$ -	\$ -	\$ -
RW									\$ -	\$ -	\$ -
CON									\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

\*Key

Category	Category Description
PE	Planning, Environmental, and Engineering
RW	Right-of-Way
CON	Construction

## Project Schedule

*Instructions: Complete this form using the instructions provided in green italicized text.*

**Applicant Name:** [Copy and paste from application]

**Project Type:** Capital *Note: for Planning and Climate Action Plan Projects, use the Planning and Climate Action Plan Project Template*

**Project Title:** [Copy and paste from application]

### Part II: Project Schedule

*[Propose a timeframe for each Project task and subtask. The schedule must use the same tasks and subtasks that are in the Scope of Work and be based on the number of months from the Notice to Proceed (NTP).]*

Task No.	Task Description	Start Date	Completion Date	Duration
1	Project Planning and Development	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for task completion. Enter in number of months. Enter whole numbers.]</i>
1A	<i>[Enter subtask description.]</i>	<i>[Enter start date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter end date as number of months from NTP. Enter whole numbers.]</i>	<i>[Enter total duration anticipated for subtask completion. Enter in number of months. Enter whole numbers.]</i>
1B				
1C				
2	Final Design and Environmental Review			
2A				
2B				
2C				
3	Right-Of-Way Acquisition and All Necessary Entitlements			
3A				
3B				
3C				
3D	Baseline Data Collection	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>	<i>[This can be left blank. SANDAG will fill this in with input from the Grantee once the schedule is finalized.]</i>
4	Construction Contracting			
4A				
4B				
4C				
5	Construction			
5A				
5B				
5C				
6	Project Closeout		<i>[Per SANDAG Board Policy No. 035, enter the date when the construction contractor will be relieved of its maintenance responsibilities.]</i>	
6A				
6B				
6C				
Total Project Duration (In Months from NTP):				





# TransNet Triennial Performance Audit Recommendation Completion Form

---

TPA Year: 2024

Item Number: 18

## Audit Recommendation:

Require grantees to report on the quantifiable performance metrics now required in grant awards related to promoting smart growth goals to create compact, walkable, bikeable, and transit-oriented communities and increase housing and transportation choices around the

## Justification for Completion:

Staff developed SGIP performance metrics and made changes to the grant application template as part of the development of the cycle 6 SGIP call for projects. The revised application template requires grantees to select five performance metrics and baseline data that will be included in the grant agreement. The Board of Directors approved the call for projects at their December 13, 2024 meeting.

\* **Supporting Documents:** Please attach any supporting documents or related links.

## Approvals

---

PM Signature: Jenny Russo Digitally signed by Jenny Russo  
Date: 2024.12.31 13:46:58 -08'00' Date 12/31/24

Director Signature: Susan Huntington Digitally signed by Susan Huntington  
Date: 2025.01.17 11:45:26 -08'00' Date: 1/17/25

---

ITOC Approval: Yes: ☐ No: ☐

Meeting Date: Agenda number:

Meeting Link:



## Smart Growth Incentive Program (SGIP) Performance Metrics

Below are examples of performance metrics that could be used to measure a project's success in meeting the SGIP goals, depending on the type of project funded through the SGIP. Grantees may propose their own performance metric(s) but they must be related to the project scope, be quantifiable, and be included in the grant agreement. For each measure used, the Grantee must provide the baseline measure (before the SGIP project began) and the post-delivery measure (once the SGIP project was completed). A minimum of five metrics must be used for each project. Grantees can refer to Smart Growth America's [\*From Policy to Practice: A Guide to Measuring Complete Streets Progress\*](#) for additional guidance and examples.

### PROCESS METRICS

**Funding Measures:** *How money is budgeted and spent on Smart Growth*

- Percent of active transportation funding allocated to underserved communities
- Percent of funding allocated to systemic/risk-based safety efforts
- Percent of maintenance funding devoted to maintaining bike, pedestrian, and transit infrastructure
- Percent of publicly funded building projects that included an improvement for biking, walking, and/or transit (e.g., new/rebuilt schools, parks, or other capital projects that involve a publicly funded/owned site contributing to improvements)
- Percent of transportation funding allocated to high-injury networks
- Percent of transportation funding allocated to Safe Routes to Schools
- Percent of transportation funding allocated to sidewalks and bike lanes for transportation versus recreation
- Cost savings by combining efforts/funds leveraged between agencies or departments (e.g., transportation, public works, health, and parks departments)
- Transportation funding (Total and percent) allocated to projects that improve pedestrian, bicycle, and/or transit level of service

**Accountability:** *Efficiency and transparency of internal processes related to Smart Growth*

- Level of coordination/collaboration among relevant departments (transportation, land use/zoning, housing, economic development, public health, etc.)
- Number and nature of approved and denied exceptions
- Number of existing plans/policies updated to comply with the smart growth policy (including plans/policies for other departments such as school site policies, policies for locating community services, etc.)
- Number of new staff hired or existing staff/full-time equivalents focused on smart growth policy implementation
- Number of publicly available progress reports and/or dashboards with pertinent performance measures
- Number of public requests for smart growth projects/improvements and their fulfillment rate
- Number/percentage of staff who received training on smart growth per year (disaggregated by tenure, role, etc.)
- Number of uses of smart growth checklists in planning and capital projects
- Use of performance measures to inform project selection and prioritization (For example: Have traffic crash hot spots (high-injury networks) been identified and prioritized? Have "communities of concern" been identified and prioritized? Have systemic/risk-based areas and corridors been identified and prioritized?)

**Community Engagement:** *The extent to which the public can understand and participate in processes and projects related to smart growth*

- Number of authentic and creative public engagement events and actions such as “pop-up” demonstrations, walk audits, community bike/walk events, etc., and number of people engaged in them (disaggregated by demographics)
- Number of community members and community organizations involved in project development and representation by underserved/vulnerable groups
- Number of meetings held by a committee that includes both internal and external stakeholders (and representation of underinvested and vulnerable communities)
- Number of participatory budgeting events related to smart growth
- Number of suggestions/proposals from community engagement processes that are incorporated into decisions and plans

## IMPLEMENTATION METRICS

**Infrastructure Projects** *(built/repared/upgraded/removed): Physical alterations to streets and surrounding areas*

- Percent of ADA-accessible sidewalks and intersections (curb ramps, audio signals, tactile pavement, etc.)
- Percent of repaving miles that included a change/improvement for biking, walking, and/or transit; or safety improvements such as traffic calming, intersection improvements, etc.
- Accessible signage and information (existing and new additions) for all users (pedestrians, bicyclists, transit riders, etc.)
- Coverage of streets with lighting, especially at intersections, that is pedestrian-scaled, etc.
- Miles of bike lanes: new, repaired, and total (condition/quality, width, striped, protected, shaded, etc.)
- Miles of sidewalk: new/repared /total (condition/quality, width, shaded, accessible, etc.)
- Number of bike racks, bike parking spaces, bike maintenance stations, and other supportive infrastructure, and their location in relation to need
- Number of beautification/art/ cultural projects (street trees, murals, façade improvements, painted crosswalks, collaboration with local artists, etc.)
- Number of intersection improvements to facilitate multimodal access (crosswalks, new/adjusted signal timing, stop signs, circular intersections, bollards, bike signals, etc.)
- Number of midblock crosswalks (and details such as striped, raised, improved signal, signage, distance to nearest transit stop or intersection, etc.)

**Network Creation:** *Projects to ensure a complete, multimodal transportation network*

- Percent of bike plan/walk plan/ Vision Zero network completed
- Average block length
- Conflicts (or absence thereof) between local and state or federal standards
- Distance between intersections/ changes in intersection density
- Measures of directness of implemented cycling and pedestrian projects from key origins and destinations throughout the network
- Number of interventions/projects to close gaps in pedestrian/bicycle/transit network and create connections to important destinations for nondriving (e.g., employment, food, healthcare)
- Number of projects focused on creating first-mile/last-mile transit access connections for non-drivers

**Places And Destinations:** *Placemaking and other actions to create more livable and healthy communities*

- Amount of usable public space (e.g., number of spaces and square feet)
- Number and type of changes to zoning ordinances to promote smart growth (e.g., sidewalks in residential zones and pedestrian amenities like benches, lighting, and trees in commercial zones)
- Percent of land area with exclusionary zoning (e.g., land area reserved only for large single-family houses)
- Increase in mixed-use zones/ coverage (in sustainable and equitable ways)
- Increase in residential density (in sustainable and equitable ways)

- New and existing outdoor seating spaces added/repaired/replaced
- Number of new placemaking amenities that naturally invite walking, rolling, sitting, dancing, eating/drinking, socializing, waiting for transit, seeking shade, playing, learning, etc.
- Number of outdoor dining space permits issued (without encroachment on sidewalk/ clearance)

**Parking:** *Actions to right-size parking policies and requirements*

- Percent of paid vs. unpaid parking
- Number of off-street surface parking spaces
- Number of on-street parking spaces added/removed, paid/unpaid
- Parking ratio in commercial office buildings: parking spaces per 100k sq ft of space
- Removal/reduction of parking minimum requirements and regulations
- Residential multifamily parking: number of spaces per unit in new buildings

## IMPACT METRICS

**ACCESS:** *Improvements to the multimodal transportation system that give users options for safely reaching important destinations*

- Percent of population and jobs near high-quality transit (e.g., high-frequency service seven days a week.
- Percent of population burdened by transportation and housing combined (spending more than 45% of annual income on transportation and housing combined)
- Percent of population burdened by transportation costs (spending more than 15% of annual income on transportation)
- Percent of the population for whom lack of transportation kept them from/resulted in being late to important destinations such as work, medical appointments, education, social engagements)
- Percent of population with direct access to a low-stress bike network/sidewalks
- Percent of students traveling to school via active transportation modes (e.g., walking, biking)
- Percent of transit stops that are ADA accessible and with amenities (e.g., sidewalk, curb-cut/ramp access, shelters, seating, lighting)
- Percent of transit stops with marked crosswalks within 50 feet
- Changes in mode split and vehicle miles traveled (VMT) and/or single occupancy auto commute trips over time
- Commute times by travel mode. For example, the number of people that can reach jobs within 30, 45, and 60 minutes via transit, biking, walking, and driving

**ECONOMY:** *Effects of smart growth interventions on local economies*

- Amount of affordable and attainable housing near important destinations
- Amount of private investment in adjacent properties
- Changes in property values, vacancy rates, retail sales, number of jobs and local businesses, tax yield per acre
- Employment rates in nearby census tracts
- Number of private sector-led projects or public-private collaborations
- Number of visitors to the project area (total and by travel mode) and changes over time
- Permanent maintenance jobs created (or FTE dedicated) and hiring from local communities
- Surrounding rehabilitation construction permits
- Sales tax revenue
- Temporary construction jobs created (or FTE dedicated) and use of local workforce

**SAFETY & PUBLIC HEALTH:** *Benefits of smart growth interventions such as reducing crashes and rates of chronic illness*

- Percent of streets with stormwater facilities/xeriscape/rain gardens
- Average emergency vehicle response times (e.g., percentage of emergency calls for which the first arriving unit was <4 minutes)
- Changes in air quality (e.g., Air Quality Index or carbon emissions)
- Rates of chronic illnesses by race/age/income

- Changes in corridor and impact area noise levels (e.g., chronic exposure to noise levels > 45 dB)
- Changes in crash fatalities by demographics, location, and conditions
- Changes in crash injuries by demographics, location, and conditions
- Changes in motor vehicle operating speeds/speed limit compliance
- Changes in shade canopy coverage to mitigate the urban heat island effect and heat stress on vulnerable populations (measured via ambient temperatures)
- Changes in water pollution from runoff
- Rates of meeting physical activity guidelines by race/age/income

**USAGE:** *Changes in the ways people move around and occupy space*

- Average number of minutes users spend in places at different times of day, days of week, and times of year
- Number of people congregating at different times of day, days of week, and times of year in the project area (disaggregated by demographics such as age, gender, ability, race/ethnicity)
- Number of users on existing and new infrastructure
- Parking utilization for cars and bicyclists
- Transit ridership

**PUBLIC PERCEPTION:** *The opinions and perspectives of the public, business owners, and other stakeholders related to the implemented smart growth interventions*

- Changes in the perceived quality of life of residents in neighborhoods adjacent to the implemented project (compared with residents not adjacent to the project)
- Changes in the perceived safety of residents in neighborhoods adjacent to the implemented project (compared with residents not adjacent to the project) measured through surveys
- Changes in trust in government among residents in neighborhoods adjacent to the implemented project compared with residents of "control" neighborhoods (e.g., participation in community engagement events, surveys, etc)
- Perceptions of mobility among business owners and customers
- Perception of social cohesion/connectedness/community
- Perceptions of transportation needs: "Are your transportation needs being met?"
- Satisfaction with public places

## Performance Measures

Using the SGIP Performance Metrics, which are available with the other SGIP application materials in [BidNet](#), select five metrics that can be used to measure the project's success in meeting the SGIP goals and objectives. **Please be aware that at the end of the grant term the Applicant must be able to meet all five metrics that it lists below or the Applicant may be required to repay the grant.** The Applicant will report on the progress toward meeting these performance metrics in its quarterly report.

In the table below, list each performance metric selected, and include the baseline measure (what the number is today, before the SGIP program begins).

Metric No.	Performance Metric (from the SGIP Performance Metrics list)	Baseline Measure
1.		
2.		
3.		
4.		
5.		

In the space below, include any additional information regarding the Applicant's selected performance metrics or baseline data.

February 12, 2025

## TransNet Grant Programs: Biannual Status Update and Amendment Request

### Overview

The [TransNet Extension Ordinance and Expenditure Plan](#) provides funding for various competitive regional grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan. Grant programs include the [Environmental Mitigation Program Land Management Grant Program \(EMP LMG\)](#), [Smart Growth Incentive Program \(SGIP\)](#), [Active Transportation Grant Program \(ATGP\)](#), and [Senior Mini-Grant Program \(SMG\)](#). Status reporting on the grant projects is provided biannually to ITOC and quarterly to one or more policy advisory committees (PACs) based on which bodies oversee each grant program.

### Key Considerations

The Discussion Memo (Attachment 1) highlights grant project status changes during the reporting period. A Performance Measures Report (Attachment 2) has been prepared in response to the Fiscal Year (FY) 2024 TransNet Triennial Performance Audit recommendation #19, which states, “Put practice in place to summarize grantee performance data, analyze the success of grant efforts, and report to ITOC.” Attachment 2 is an inaugural Performance Measures Report that provides historic TransNet grant program data and completed and active grant accomplishments through the reporting period. Staff will continue to update the Performance Measures Report and present it to ITOC with subsequent biannual status updates.

The City of Santee requests a three-month extension for their SGIP-funded Santee Specific Plan project. The project delay results from the need for an unforeseen technical document (a Water Supply Assessment) and public agency comments requiring additional administrative activities. The City’s Amendment Request Letter (Attachment 3) contains further details.

### Next Steps

A biannual/quarterly grant status update will be provided to the Transportation and Regional Planning Committee in March 2025. The following biannual report to the ITOC is anticipated for September 2025.

***Susan Huntington, Director of Financial Planning, Budgets, and Grants***

Attachments:     1. Discussion Memo  
                      2. Performance Measures Report  
                      3. Santee SGIP Amendment Request Letter

### Action: **Recommend**

The ITOC is asked to recommend that the Transportation Committee approve a 3-month time extension for the City of Santee’s Specific Plan Smart Growth Incentive Program Project.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

During the reporting period (July 1, 2024, to December 31, 2024), twelve projects were completed and four were placed on the watch list. If the Transportation Committee approves the City of Santee’s three-month time extension request, their Santee Specific Plan project will be completed by May 11, 2025.



## Discussion Memo

SANDAG awards grant funds on a competitive basis that considers the grantees' ability to perform their proposed projects on time. SANDAG intends to hold grantees accountable for completing the project to ensure fairness in the competitive process and to encourage grantees toward implementation for public benefit on project deliverables as soon as possible. All SANDAG competitive grant programs are subject to [SANDAG Board Policy No. 035](#), which provides project milestone and completion deadlines and use-it or lose-it provisions. Projects are placed on a watch list when a grantee has not made timely progress toward milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

This Discussion Memo highlights grant project status changes during the reporting period. A master list of all SANDAG grant program awards can be found on the SANDAG Grants web page.

### Environmental Mitigation Program – Land Management Grant Program (EMP LMG)

Through the EMP LMG, SANDAG provides land managers with grant funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other government agencies. Examples of land management projects include habitat restoration, habitat preservation, and non-native plant species eradication. Since the program's inception in 2008, SANDAG has awarded more than \$18 million to 136 projects throughout the San Diego region, and 128 grant-funded projects have been completed.

#### Completed Projects

- City of San Diego – West Otay Mesa Stinknet Removal
  - The grantee was awarded \$80,000, and the grant began on April 20, 2023.
  - The project controlled stinknet within priority Otay Mesa vernal pool complexes and surrounding habitats to protect sensitive ecosystems and create a buffer from invasive weed species. Two acres of coastal sage and maritime succulent scrub habitat were restored, and fifty acres of invasive stinknet plants were treated or removed.
  - The grantee has completed all project deliverables and has received \$62,882 to date. Additional invoices are pending and will be resolved with the project closeout.
- City of San Diego – Otay Mesa Vernal Pool Restoration
  - The grantee was awarded \$80,000, and the grant began on April 20, 2023.
  - The project protected and enhanced vernal pool ecosystems, Maritime Succulent Scrub, and Western burrowing owl habitat to create a buffer against invasive weed species. Activities included installing fences and gates, site monitoring, and habitat restoration watering maintenance. More than two acres of vernal pools, alkali playa, and Maritime succulent scrub habitat were restored, and 42 acres of invasive grasses were treated or removed.
  - The grantee has completed all project deliverables and has received \$64,884 to date. Additional invoices are pending and will be resolved with the project closeout.
- County of San Diego – Otay Ranch Preserve Enhancement
  - The grantee was awarded \$80,000, and the grant began on March 13, 2023.
  - The project enhances the Quino checkerspot butterfly habitat, a species at risk of loss from the Management Strategy Plan area. The project included seeding and planting within the butterfly habitat, seasonal road closures, signage, and fencing installation that resulted in 0.69 acres of butterfly habitat managed.



- The grantee has completed all project deliverables and has received \$70,962 to date. Additional invoices are pending and will be resolved with the project closeout.
- Earth Discovery Institute – El Monte Preserve Bat Hotel
  - The grantee was awarded \$77,840, and the grant began on March 13, 2023.
  - The project successfully addressed the decline in a locally declining bat species by creating a long-term roost site, developing replicable building plans for future use, and engaging the public in bat conservation efforts through five public engagement events. The Bat Hotel will provide a potential roosting habitat for up to approximately 3,200 bats, providing essential roosting and foraging habitats for vulnerable bat species.
  - The grantee has completed its project deliverables, and the total grant funding the grantee received was \$77,840.
- Nature Collective – Annie's Canyon Trail (ACT) Restoration & Enhancement
  - The grantee was awarded \$80,000, and the grant began on March 2, 2023.
  - The project produced 200 feet of new fencing to discourage off-trail foot traffic, implemented erosion control measures to repair damage caused by off-trail use, controlled two acres of invasive species, restored one acre of native habitat, and installed one new ACT interpretative sign. Additionally, Nature Collective installed 944 plants, introducing 28 species to transform habitats previously lost to invasive species.
  - The grantee has completed all project deliverables, and the total grant funding the Grantee received was \$80,000.
- Otay Water District – San Miguel Habitat Management Area (HMA) Perimeter Fencing
  - The grantee was awarded \$78,593, and the grant began on March 16, 2023.
  - The project reduced illegal trespassing threats in the San Miguel HMA to protect high-priority species in the coastal sage scrub and grassland habitats. Activities included three public outreach events, perimeter fencing restoration, and signage.
  - The grantee has completed all project deliverables, and the grantee has received \$43,870 to date. Additional invoices are pending and will be resolved with the project closeout.
- San Diego Habitat Conservancy – Quarry Creek Preserve Fencing
  - The grantee was awarded \$79,966.86, and the grant began on February 27, 2023.
  - The project installed 721 linear feet of fencing to prevent human trespassing within the preserve, which contains Diegan coastal sage scrub and southern riparian forest habitat. Coordination with partner organizations resulted in 9,500 pounds of trash being removed from the 5.28-acre target area of the preserve, and the project led to additional partners contributing to a fund to help with fencing for other areas of trespass and to pay for ongoing fence maintenance. The fencing installation has resulted in a significant decrease in trespassing and encampments.
  - The grantee has completed all project deliverables, and the total grant funding the Grantee received was \$77,922.99
- Port of San Diego – Endangered Avian Nesting Site Stewardship at D-Street Fill
  - The grantee was awarded \$80,000, and the grant began on March 2, 2023.
  - The project supported 2023 nesting season activities, including removal of invasive vegetation from the site to restore it to sandy habitat; management and monitoring of least terns, Western snowy plovers, and other co-mingled nesting birds; and predator control at the D Street Fill. A total of 44 least tern nests were recorded at the site, and an estimated four fledglings survived to adulthood.
  - The grantee has completed all project deliverables, and the total grant funding the Grantee received was \$76,119.13.

### ***Withdrawn Projects***

- None

### ***Projects on the Watch List & Reasoning***

- None

### **Smart Growth Incentive Program (SGIP)**

The SGIP funds comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. SANDAG has awarded approximately \$59 million to 72 projects throughout the San Diego region, with 64 projects completed.

### ***Completed Projects***

- City of El Cajon – El Cajon Transit Center Connection Improvements
  - The grantee was awarded \$2.5 million, and the grant agreement began in August 2019.
  - The project revitalizes El Cajon's transit district by widening sidewalks, enhancing crosswalks, and installing thematic lighting, low-impact development (LID) basins, site furniture, a roundabout, bulb-outs, signage, and Class I bikeway approaches along Johnson Avenue.
  - Project benefits include reducing traffic flow, increasing safety, and improving connections to nearby transit centers.
  - Construction was completed in October 2024, and punch list items were wrapped up the following month.
  - The grantee has completed all project deliverables, and the total grant funding the Grantee received was \$2.5 million.
- City of National City – Sweetwater Road Protected Bikeway
  - The grantee was awarded \$2.5 million for the project, and the grant began on February 14, 2019.
  - The project directly links the City's bike network to the regional network by constructing 1.2 miles of protected facilities along Sweetwater Road extending the Class 1 bike lane on Plaza Bonita Road to Sweetwater Road.
  - The project includes a road diet, bicycle-friendly intersection improvements, and pedestrian enhancements.
  - The grantee completed all project deliverables, and the project was closed out in August 2024.
- City of National City – Together We Plan National City
  - The grantee was awarded \$294,477 and the project began on August 18, 2022.
  - The planning project deliverables included updates to National City's Land Use, Mobility, Housing, and Safety Elements which are all part of their Focused General Plan Update.
  - The grantee submitted all project deliverables, and the project was completed in August 2024.
- City of San Diego – Downtown San Diego Wayfinding Signage – Cycle Network
  - The City of San Diego's project received a \$220,000 grant award which began in March 2019.
  - The project installed 48 new wayfinding signs that complement the City's recently completed downtown wayfinding system and the new cycle network.
  - The grantee completed all project deliverables and closed out the project in August 2024.

### ***Projects on the Watch List & Reasoning***

- City of El Cajon – Main Street-Green Street Gateway Improvements Project
  - The grantee was awarded \$2.5 million, and the grant began in August 2019.
  - The project was placed on the watchlist in November 2024 after SANDAG filed a Public Works complaint with the Department of Industrial Relations (DIR) on behalf of the City for ongoing contractor payroll issues.
  - An administrative amendment was executed for the project extending the project termination date by two years to allow the labor compliance issues to be resolved.
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I and I
  - The grantee was awarded \$2.5 million, and the project began in March 2019.
  - The project has been on the Watch List since Fiscal Year 2022 due to labor compliance issues.
  - The project is under active investigation by the California Department of Industrial Relations (DIR).
  - While the Project is complete, an administrative amendment extending the grant termination date by two years has been executed to allow the DIR to complete its investigation.
- City of Lemon Grove – Connect Main Street Phase I and II
  - The grantee was awarded \$2.5 million, and the project began in July 2020.
  - The project was placed on the watchlist in November 2024 due to potential labor compliance issues. SANDAG and the City are trying to resolve the issues but may need to file a Public Works complaint with the DIR for ongoing contractor payroll issues.

### **Active Transportation Grant Program**

The ATGP supports local efforts to increase the region's walking, biking, and transit use. The ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase biking and walking. The ATGP is funded with TransNet and Transportation Development Act funds. SANDAG has awarded over \$29 million to 88 ATGP projects throughout the San Diego region, with 87 projects completed.

#### ***Completed Projects***

- None

### ***Projects on the Watch List & Reasoning***

- City of Carlsbad – Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project
  - The Grantee was awarded \$1,054,000, and the grant began on May 9, 2016.
  - This project has been on the watch list since October 2023 because the project has fallen behind in meeting project milestones.
  - The Grantee has requested a two-year time extension and scope of work change (see Item 11).

### **Senior Mini-Grant Program**

The SMG Program is part of the Specialized Transportation Grant Program (STGP). STGP is comprised of two grant programs, one funded by the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) and one funded by TransNet (SMG Program). SMG funds support operating, mobility management, and capital expenses associated with providing transportation services for older adults. SANDAG has awarded over \$24 million in SMGs, with 89 projects completed.

***Completed Projects***

- None

***Projects on the Watch List & Reasoning***

- Facilitating Access to Coordinated Transportation (FACT) - CTSA - Mobility Management
  - The Grantee was awarded \$790,758, and the grant began on June 15, 2024.
  - This project has been on the watch list since October 2024 due to ongoing late reporting and invoicing. The grantee and SANDAG have held numerous meetings to try to improve responsiveness.

# 2025 | TRANSNET GRANT PROGRAM PERFORMANCE MEASURES REPORT

## TransNet Extension Ordinance Revenue

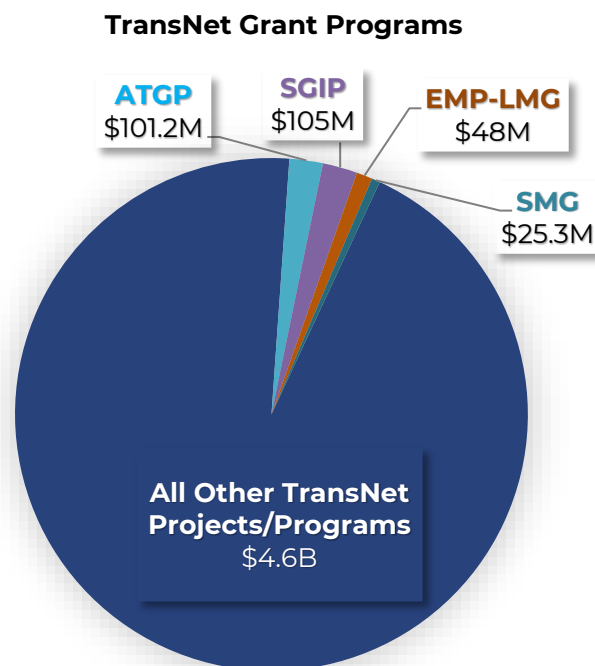
The TransNet Extension Ordinance, the county's half-cent sales tax for transportation improvements, has garnered \$4.8 billion in funds since its inception in 2008. The funds are allocated according to a detailed [expenditure plan](#) that includes specific projects, programs, and grant programs.

TransNet funds numerous transit, highway, freight, bikeway, and walkway projects, in addition to an environmental conservation program, transit fare subsidies, and grants for smart growth, active transportation, and transportation services for older adults.

SANDAG manages four TransNet grant programs as laid out in the TransNet Extension Ordinance including:

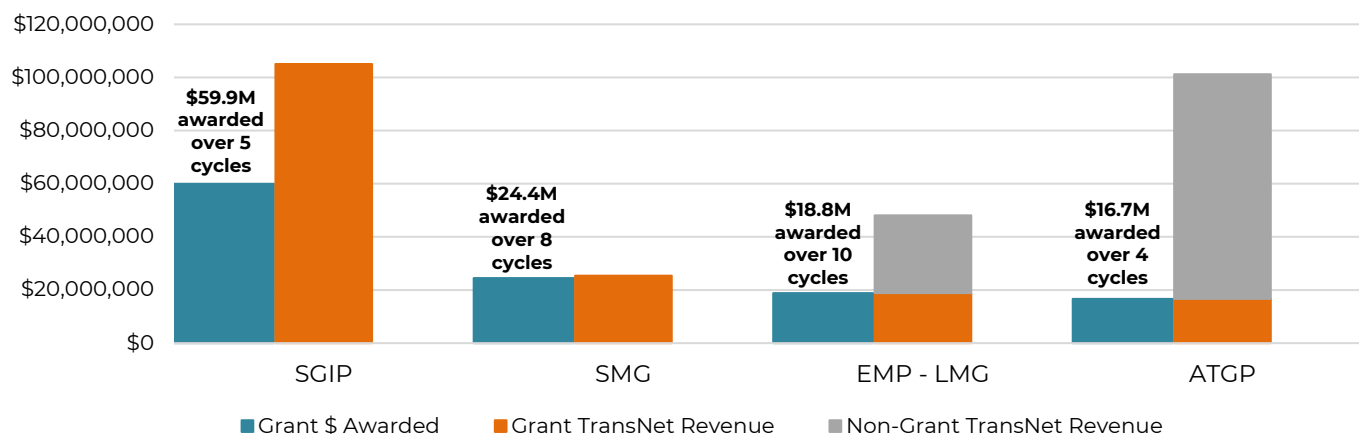
- Active Transportation Grant Program (ATGP)
- Smart Growth Incentive Program (SGIP)
- Environmental Mitigation Program Land Management Grant (EMP LMG) Program
- Senior Mini-Grant (SMG) Program

The chart on the right illustrates TransNet's revenue received to date and the amount each TransNet grant program has received.



## TransNet Grants Awarded

Each TransNet-funded grant program has held numerous grant solicitations called “cycles” to award local projects and services that achieve grant program objectives. Approximately 42% of the TransNet funds received for the grant programs have been awarded. The chart below depicts each grant program's TransNet revenue received, grant funds awarded, and the number of cycles completed for each program.



- Notes:
1. ATGP: The SANDAG Board approved a \$1 million per year set aside for the ATGP. The remaining Non-Grant TransNet Revenue (in grey) is for the Bicycle, Pedestrian, and Neighborhood Safety (BPNS) Program Fund, which supports the SANDAG Bike Plan Early Action Program (EAP).
  2. EMP LMG: The SANDAG Board allocates funding to the EMP LMG through the triennial Regional Management and Monitoring Work Plan. The remaining Non-Grant TransNet Revenue (in grey) is used for mitigation for major highway and transit projects identified in the Regional Plan.

## Smart Growth Incentive Program (SGIP)

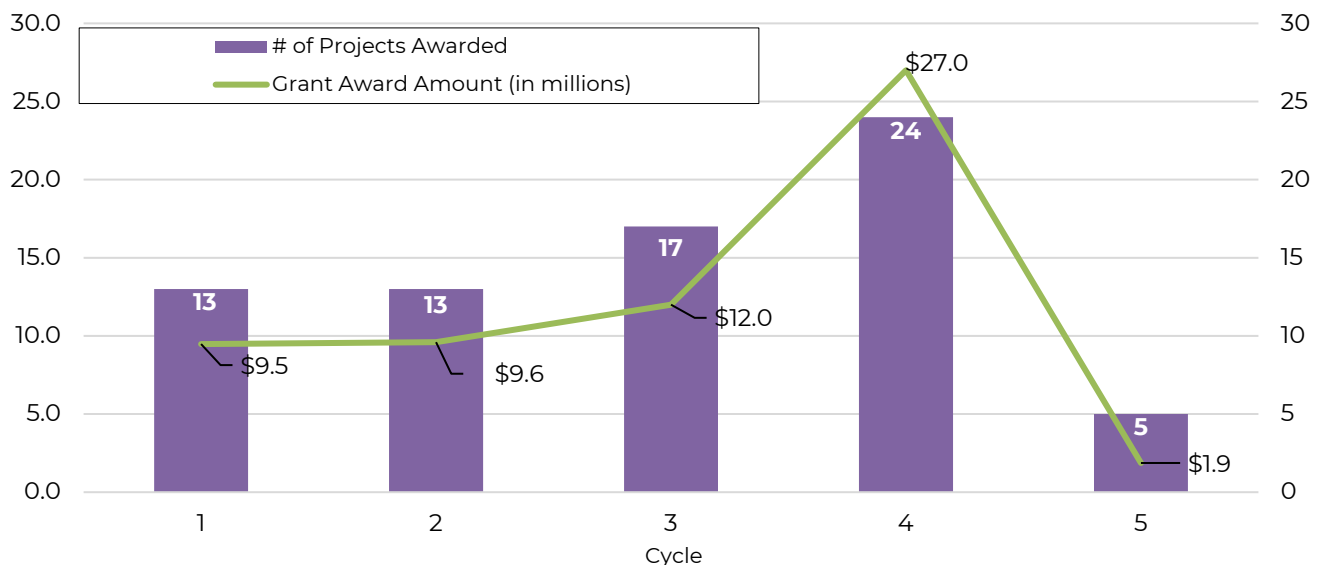


The SGIP was launched in 2009 and has released five cycles of grant funding. The SGIP has awarded more than \$59 million in TransNet funds throughout the region, funding 34 capital and 38 planning projects. SGIP grants are awarded to local jurisdictions to fund transportation-related infrastructure improvements and planning efforts that promote smart growth development and “create more compact, walkable, bikeable, and transit-oriented communities.” Through the program, downtowns and business districts from Oceanside to Chula Vista have undergone major improvements. Many communities have enhanced downtown streetscapes, built biking and walking paths, created plazas, enhanced pedestrian crossings, and made improvements to transit stations.

- **12 ACTIVE SGIP GRANTS** (Approximately \$15.6 million)
- **60 COMPLETED SGIP GRANTS** (Approximately \$46.3 million)

### Smart Growth Incentive Program by Cycle

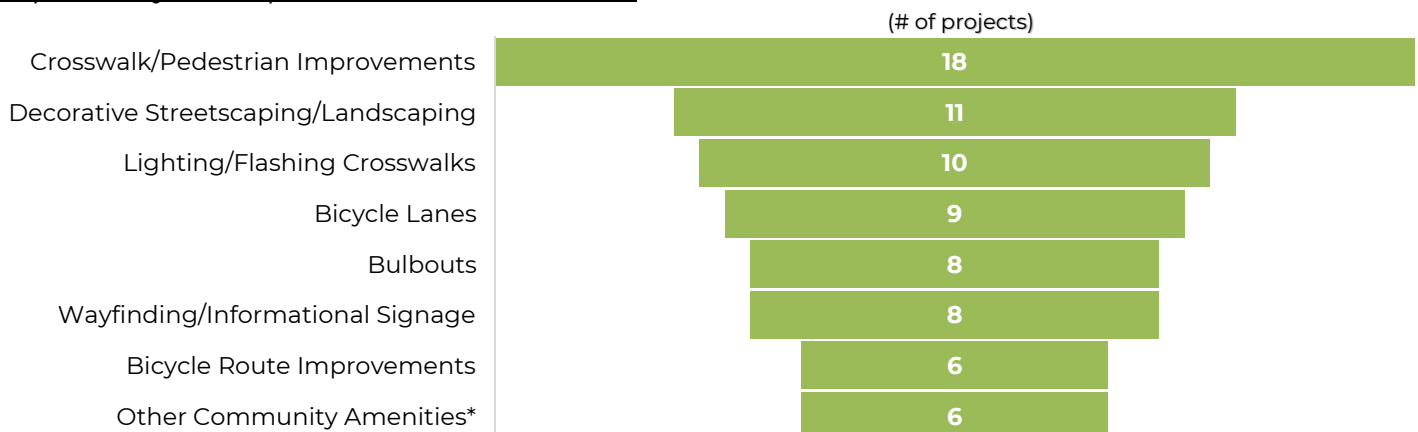
The graph below shows the grant amount awarded and number of projects awarded per cycle.



### Completed SGIP Projects

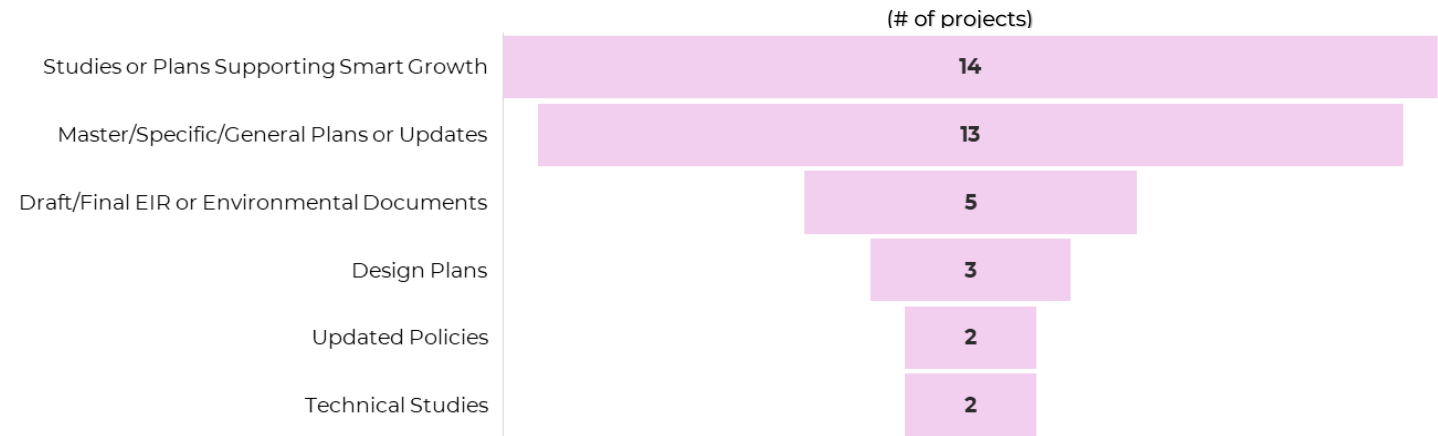
60 SGIP projects have been completed to date. The 30 capital and 30 planning projects were awarded \$48.7 million and 95% of their grant awards were reimbursed. Below are tables for each project type with their respective top performance metrics attained.

#### Capital Projects Top Performance Measures



\*-Other Community Amenities include public restrooms, public art, and a play area.

Planning Projects Top Performance Measures



The 60 SGIP projects completed by thirteen jurisdictions have project outputs that are aligned with smart growth principles. The first four SGIP grant cycles (2009-2020) did not include performance measures. Therefore, the data above results from identifying project outcomes via quarterly progress and final project reports. The fifth and subsequent grant cycles contain performance measures, and data will be provided on an annual basis.

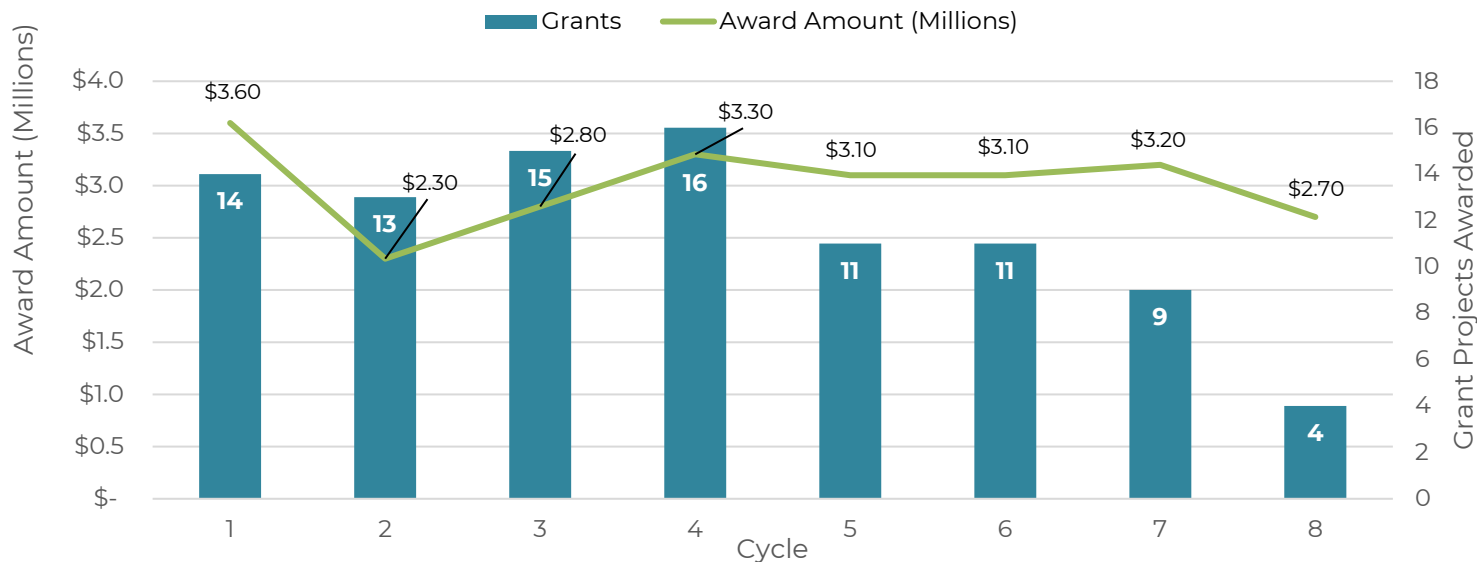
Senior Mini-Grant (SMG) Program



Started in 2008, the SMG Program awards funds to public agencies and nonprofit organizations to provide specialized transportation for people aged 60+ within San Diego County. SMG projects must align with SANDAG’s Coordinated Plan by maintaining existing effective and efficient transportation services and/or providing existing curb-to-curb, door-to-door, and door-through-door service when necessary for non-emergency trips in circumstances where paratransit is insufficient, inappropriate, or unavailable. Below is a graphic that includes historical SMG Program metrics per cycle, including total grant award amounts and the number of projects awarded.

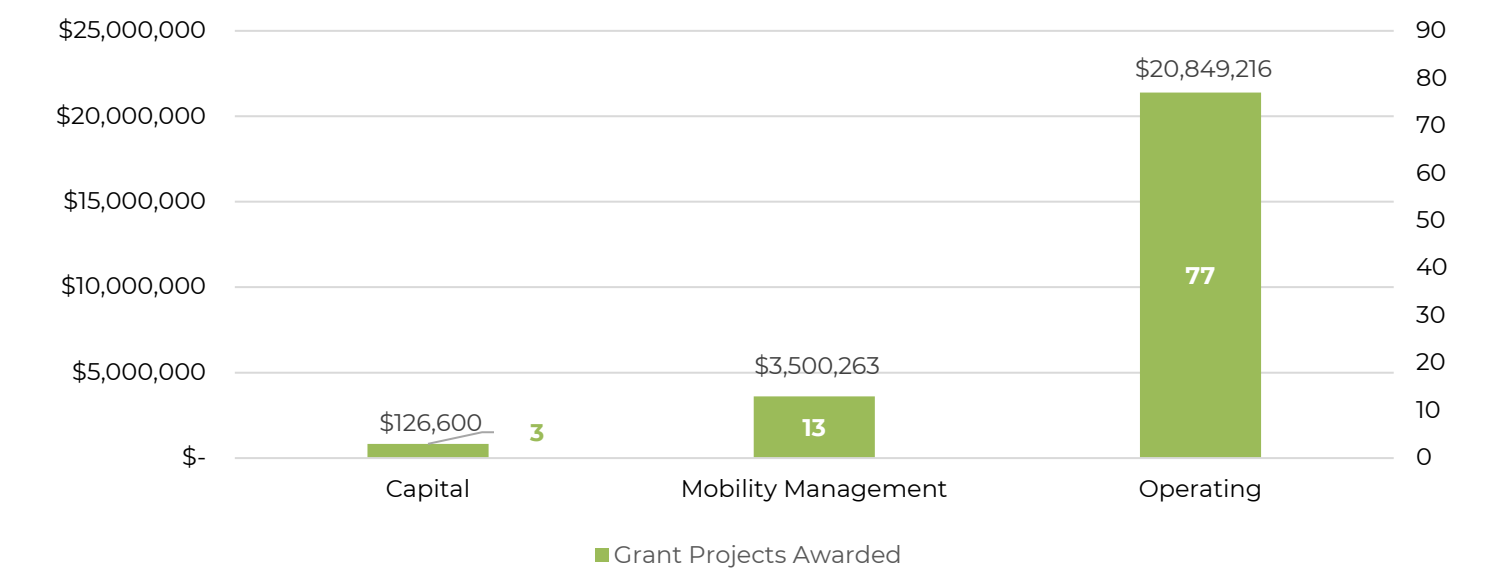
- 4 ACTIVE SMG (Approximately \$2.7 million)
- 89 COMPLETED SMG (Approximately \$21.7 million)

Senior Mini-Grants Program by Cycle



### Senior Mini-Grants Program by Grant Project Type

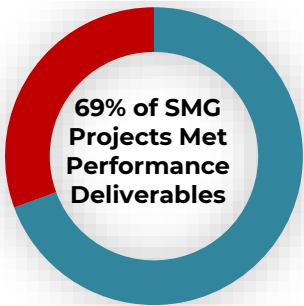
The SMG Program currently funds Mobility Management<sup>1</sup> and Operating<sup>2</sup> projects such as senior shuttles, volunteer driver programs, and travel training programs. Between 2014-2017, SMG used to fund capital projects which allowed accessible vehicle purchases.



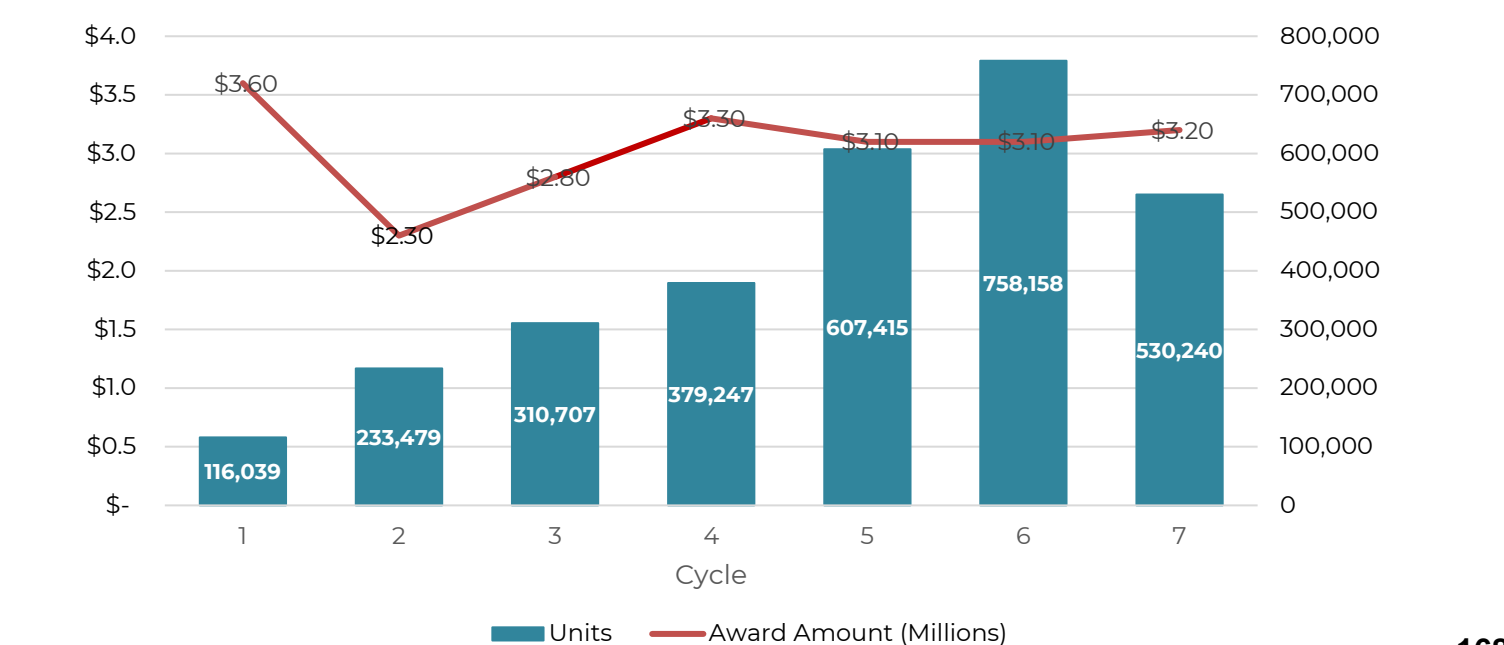
Project Type Definitions:  
 1. Mobility Management – Short-range planning and management activities that improve coordination among public transportation and other transportation service providers.  
 2. Operating - Activities and expenses to operate, maintain, and manage a specialized transportation service for older adults.

### Completed Senior Mini-Grants

For the last 7 of 8 SMG cycles, projects were monitored by a broad unit that included the number of travel referrals, training(s), and/or one-way passenger trips provided. Of the total SMG projects completed, 69% of projects were able to deliver their performance deliverables as outlined in their project scope. In total, SMG projects have delivered almost 3 million units across 7 funding cycles. Under the more recent cycles, grantees who underperform may receive a past performance adjustment that deducts points from future applications for SMG funding. Below is a chart that shows historical units delivered by cycle.

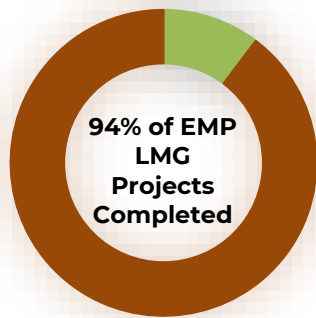


### Senior Mini-Grants Delivered Units by Cycle





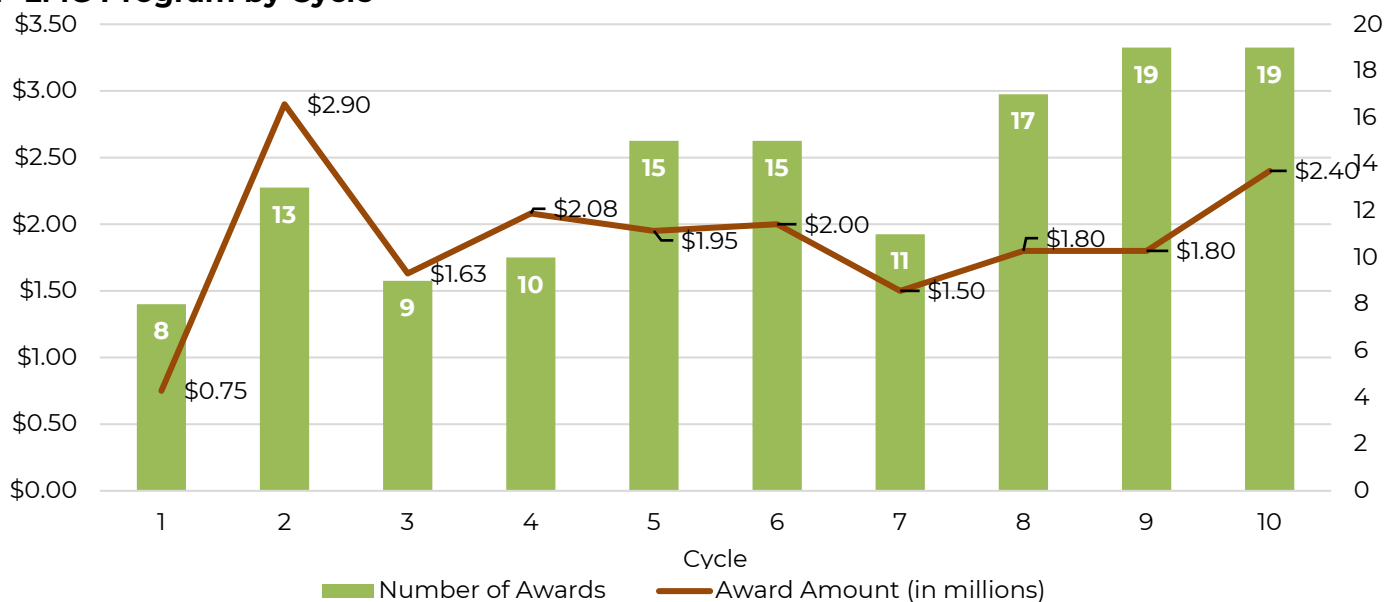
## Environmental Mitigation Program Land Management Grant (EMP LMG) Program



Started in 2006, the EMP LMG Program uses TransNet funds to support SANDAG's Environmental Mitigation Program which implements regional habitat management and monitoring efforts. These efforts help maintain the region's biological integrity by avoiding the future listing of species as endangered. 136 land management grants totaling \$18.8 million have been awarded to land management entities such as private nonprofits, local jurisdictions, and other government agencies in the region.

- 9 ACTIVE EMP LMG** (Approximately \$2.5 million)
- 128 COMPLETED EMP LMG** (Approximately \$16.2 million)

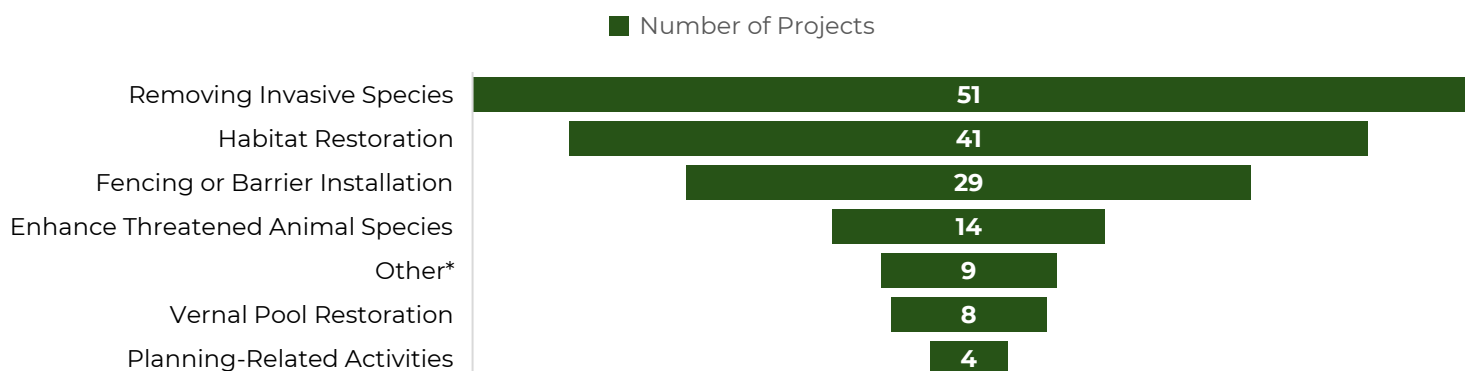
### EMP LMG Program by Cycle



### Completed EMP LMG Projects

EMP LMG projects have been completed by 44 different grantees throughout the region since the program's first cycle. Below are the most frequently achieved performance measures for the completed EMP LMG-funded projects. It is important to note that EMP LMG completed projects include multiple land management activities/performance measures.

### EMP LMG Projects' Top Performance Measures




Notes:

\*Other may include erosion control, volunteer programs, environmental education, site cleanups, seed collection, and seed banking

## Active Transportation Grant Program (ATGP)



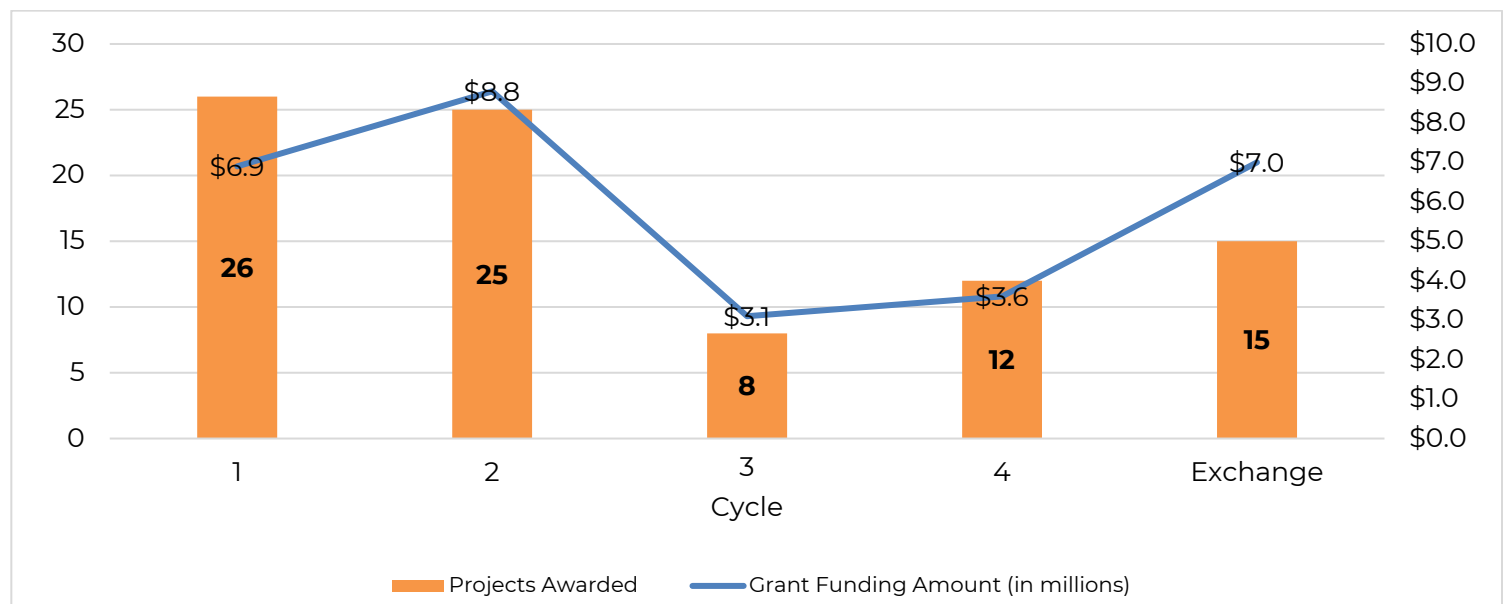
Started in 2003, the Active Transportation Grant Program provides TransNet<sup>1</sup> funds to the region's 18 cities and the County of San Diego for projects that encourage the increased use of active modes of transportation, including biking and walking. ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places. 88 grants totaling \$29.5 million have been provided to jurisdictions to implement ATGP projects.

 **1 ACTIVE ATGP GRANT** (Approximately \$1.1 million)

 **87 COMPLETED ATGP GRANTS** (Approximately \$28.4 million)

Note: In 2008, in support of the Bike Early Action Program, the SANDAG Board approved utilizing a portion of TransNet ATGP funding on SANDAG regional bike projects to implement those projects sooner. In exchange, Transportation Development Act (TDA) funding was used to support the program. 47 of the awarded projects (53%) utilized \$15.9 million in TransNet funding, while the remaining 41 awarded projects (47%) utilized \$15.6 million in TDA funding.

### ATGP Funding Awards by Cycle



Note: The SANDAG Board authorized the exchange of California Active Transportation Program (ATP) funding for TransNet ATGP funding in 2015 and 2016 to reduce the administrative burden on local jurisdictions that received ATP funding. Those projects became ATGP projects and are shown as "Exchange" projects in the table above.

### ATGP Completed Projects

Since the program began, four funding cycles have supported dozens of bike and pedestrian projects that improve travel choices for the region's residents. The ATGP has awarded nearly \$29 million in TransNet and TDA funds throughout the San Diego region. A total of 88 projects have been awarded funding, with approximately 75 percent of the funds spent on Capital grants and the remaining 25 percent was allocated toward Planning and Education grants. The following tables show the three ATGP project types and their corresponding top performance metrics accomplished.

### Capital Projects' Top Performance Measures

A total of 57 Capital projects awarded \$23.9 million have been completed by 8 different grantees.

■ Number of projects



### Planning Projects' Top Performance Measures

A total of 23 Planning projects awarded \$4.3 million have been completed by 13 different grantees.

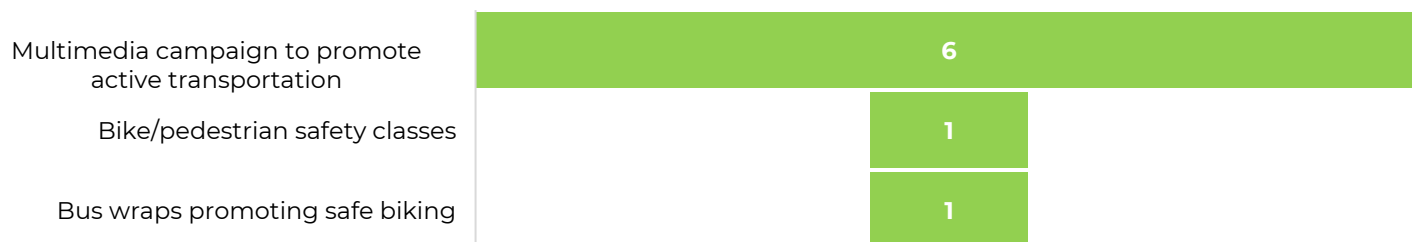
■ Number of projects



### Education Encouragement Awareness Projects' Top Performance Measures

8 Education Encouragement Awareness Projects awarded \$1.1 million have been completed by 6 different grantees.

■ Number of projects



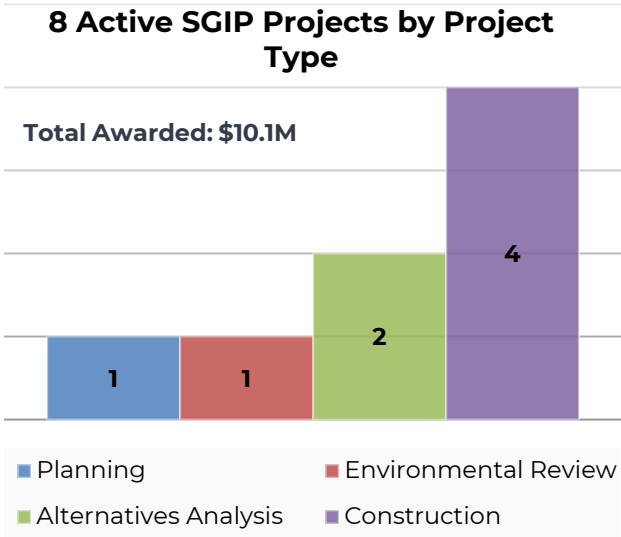
Active Grant Monitoring

Active SGIP Projects

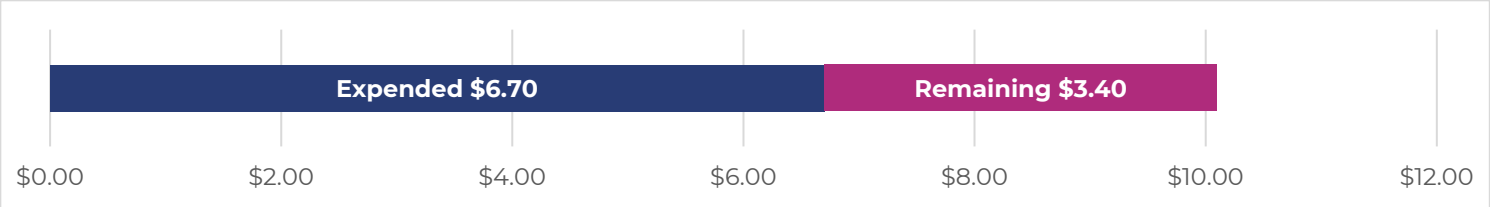
Of the 12 SGIP projects remaining, 8 are active, while 4 were completed during the reporting period and are pending final close-out. The grant award total for all twelve projects is \$15.6 million.

The four completed projects comprise three construction projects and one planning project. The quantifiable metrics of the four completed projects are detailed below:

- Focused General Plan Update, Climate Action Plan Update, Environmental Documentation
- 48 wayfinding signs, including a track map kiosk
- Roundabout, widened sidewalks, thematic lighting, enhanced crosswalks, bulb-outs and low-impact development basins
- 1.2 miles of protected bike lane, 0.4 miles of class I bike lane connecting to the regional bike network, pedestrian enhancement and intersection improvements



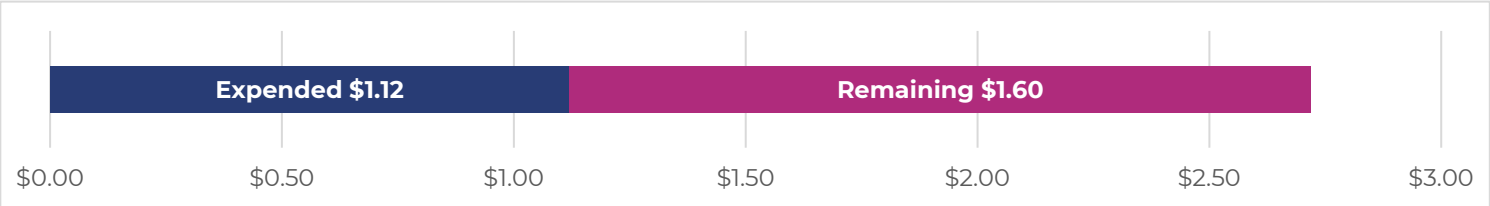
Active SGIP Project Budget Spent and Remaining (in millions)



Active SMG Projects

There are four active SMG projects that have been awarded \$2.7 million. Three grantees: ElderHelp of San Diego (ElderHelp), Traveler’s Aid of San Diego (TASD), and Jewish Family Service of San Diego (JFS) are carrying out Operating Projects that provide transportation service units. The fourth grantee, Facilitating Access to Coordinated Transportation (FACT), is implementing a Mobility Management project that provides travel referrals and brokerage transportation service units. The standard performance measures used to monitor grants are in units and can include the number of one-way passenger trips, travel referrals, or travel training courses which are collected quarterly.

Active SMG Project Budget Spent and Remaining (in millions)



## Major Project Updates

### Operating SMGs

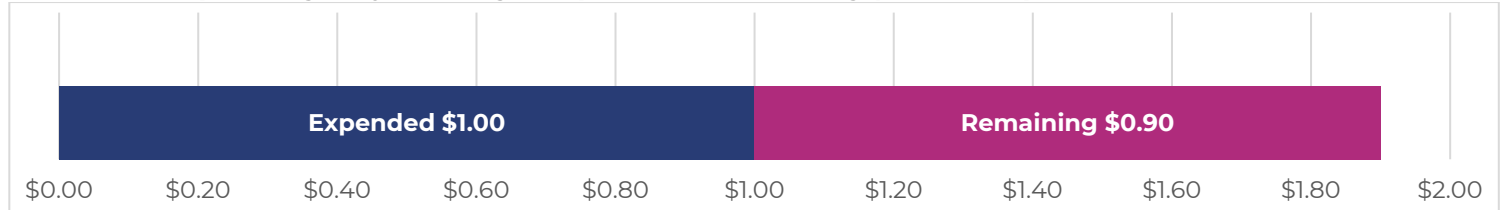
ElderHelp, TASD, and JFS Grants were awarded \$1.96 million and have spent half of their cumulative grant allocation. The percentage of budgets spent per grantee is presented below.

ElderHelp: 61%

TASD: 73%

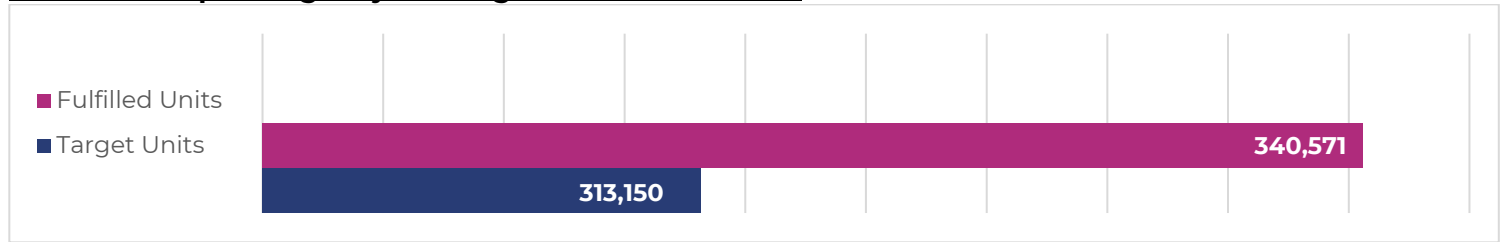
JFS: 41%

### Active SMG Operating Project Budgets Spent and Remaining (in millions)



Despite only spending approximately half of their budget, ElderHelp TASD and JFS are on schedule to exceed their performance measures. The total target units for these active SMG Operations Projects are 313,150. As of December 31, 2024, 340,571 units have been fulfilled.

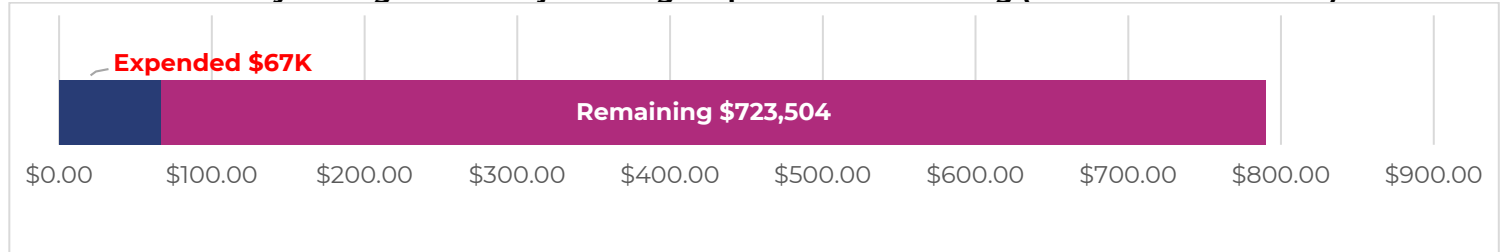
### Active SMG Operating Projects Target Units and Fulfilled



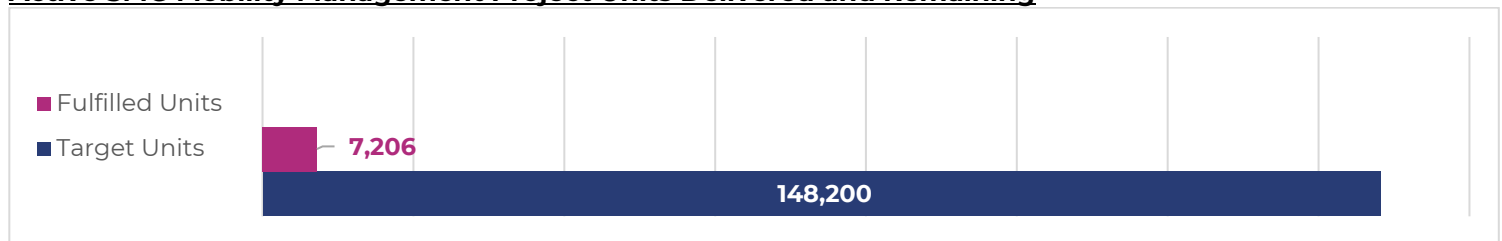
### Mobility Management SMG

The active SMG Mobility Management project is with FACT, who provides travel referrals and brokerage transportation service units. FACT has spent 9% of their budget and has provided 5% of their units.

### Active SMG Mobility Management Project Budget Spent and Remaining (in millions thousands)



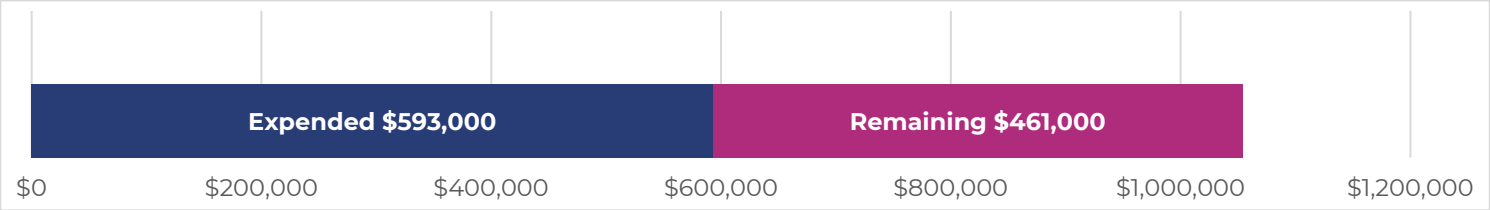
### Active SMG Mobility Management Project Units Delivered and Remaining



Active ATGP Projects

There is one active ATGP project that received a grant award of approximately \$1.1 million. This City of Carlsbad capital project currently includes alternative analysis, design, environmental review/permitting, and construction components. The project is 96% through its schedule while expending 56% of its budget. Project deliverables submitted included 60% design and technical studies (on biological resources, cultural resources, and geotechnical design).

Active ATGP Project Budget Spent and Remaining (in millions)

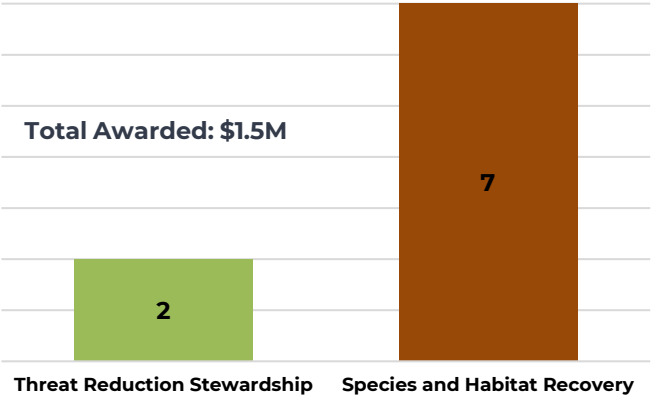


Active EMP LMG Projects

9 EMP LMG projects are active and 8 have been completed this reporting period and are pending closeout. The cumulative grant award for the remaining projects is approximately \$2.1 million. The eight projects that are completed are Threat Reduction Stewardship<sup>1</sup> projects. Project performance measures achieved for the eight completed projects are:

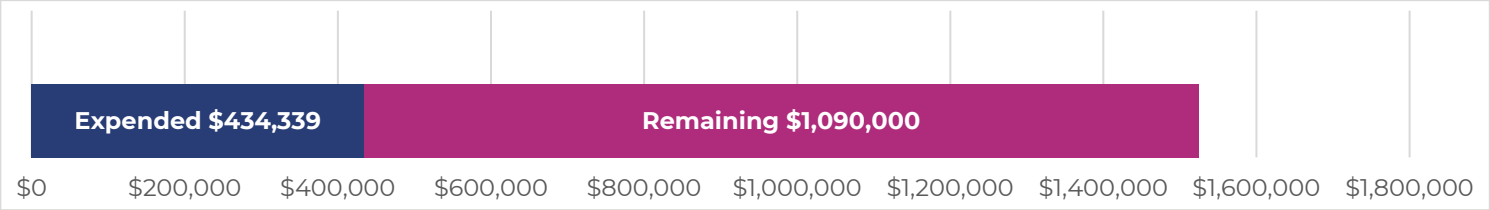
- Habitat restoration of more than 2 acres of vernal pools, alkali playa, and maritime succulent scrub; invasive plant treatment of 42 acres of non-native grasses
- Habitat restoration of an acre of coastal sage scrub; treatment of 50 acres of the invasive plant Stinknet
- Sensitive animal species management of .69 acres for the Quino checkerspot butterfly; 7 feet of fencing installed
- Installation of 7 enhanced site signs and restoration of fencing to protect a habitat management area
- Provided potential roosting and foraging habitat for vulnerable bat species for up to approximately 3,200 bats
- Installation of 200 feet of fencing to discourage traffic, controlled 2 acres of invasive species, restored 1 acre of native habitat, and installed 1 new trail interpretive sign
- Conducted 3 public outreach events, restored perimeter fencing and signage
- Installation of 721 linear feet of fencing to prevent trespassing
- Removal of invasive vegetation to restore a sandy habitat

Active EMP Projects by Project Type



<sup>1</sup>Threat Reduction Steward Project: reduces threats to Management Strategic Plan for Conserved Lands in Western San Diego (MSP) species and their habitats on existing conserved lands. Example stewardship activities include, but are not limited to: control of invasive plant and animal species; erosion control; trail maintenance needed to protect MSP species; signage and directional fencing; enforcement; linkage improvement, and access control.

Active EMP LMG Project Budgets Spent and Remaining



Mayor  
John W. Minto  
City Council  
Ronn Hall  
Laura Koval  
Rob McNelis  
Dustin Trotter

December 12, 2024

Jenny Russo  
Grants Program Manager  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

SUBJECT: Amendment Request for Agreement Number **No. S1021810** Regarding the **Santee Specific Plan** Project

Dear Ms. Russo,

The City of Santee is requesting an amendment to agreement **No. S1021810** for the **Santee Specific Plan ("Project")** for a three-month extension due to unanticipated technical support and collaboration requests. Per Board Policy No. 035 regarding extension requests, the City is providing the following justification responses:

**Previous efforts undertaken to maintain the Project schedule**

On April 14, 2023 the City entered into a contract with a third-party consultant (M.W. Steele Group, Inc.) to complete the Program EIR and prepare the corresponding technical studies for the Project. As highlighted in the quarterly reports for the Project, the Project had been moving forward in accordance with the SGIP grant schedule, with significant progress on Project tasks, including preparation of a Draft Town Center Specific Plan and Draft Program EIR. The Project is nearing completion with approximately 90% of the Project tasks and deliverables completed.

**A detailed explanation on the reason for the delay, and how it was unavoidable**

The delay has been precipitated by a combination of two successive factors that have collectively resulted in the Project being unable to be completed under the current grant schedule.

During the preparation of the Draft Program EIR, it was determined that a Water Supply Assessment (WSA) would be needed as a supporting technical document. The Project

EIR was not scoped or anticipated to need a WSA. As such, an extraordinary appropriation request from the City Council was required in order to cover the costs associated with Padre Dam Municipal Water District (PDMWD) preparing the WSA. Furthermore, the PDMWD Board was required to take formal action in approving the WSA before it was furnished to the City. This resulted in an approximate two-month delay to the Draft Program EIR being made available for public review and comment and limiting flexibility in the grant schedule for additional delays.

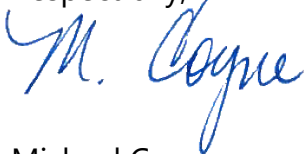
With the public review of the Project's Draft Program EIR, the City received public agency comments from the ALUC that required the City to submit an application for a determination of consistency for the Project with the Gillespie Field Airport Land Use Compatibility Plan. On December 5, 2024 the City submitted an application to ALUC, with the ALUC anticipating to make a formal determination on the application in January 2025. As such, the City will not be able to take final action on certifying the Program EIR and adopting the Town Center Specific Plan until February or March 2025, which is past the current grant deadline of February 11, 2025.

**Demonstrate the ability to succeed in the timeframe proposed**

The City is nearing Project completion with approximately 90% of tasks and deliverables completed. The requested three-month extension of the grant to May 11, 2025 would allow sufficient time for an ALUC determination on the Project and subsequent action by the City Council on the Final Program EIR and Town Center Specific Plan in February or March 2025. A three-month extension would allow for a potential delay to the ALUC determination and/or City Council action on the Project.

Enclosed with this letter is the revised project schedule that would be included in the grant amendment, if approved. Thank you for considering this request. If you should have any questions please do not hesitate to contact me.

Respectfully,



Michael Coyne  
Principal Planner

619-258-4100 ext. 160

[mcoyne@cityofsanteeca.gov](mailto:mcoyne@cityofsanteeca.gov)





# TransNet Grant Programs: Biannual Status Update and Amendment Request

Independent Taxpayer Oversight Committee | Item 10  
Goldy Herbon, Senior Grants Program Analyst  
February 12, 2025

1

## TransNet Grant Programs



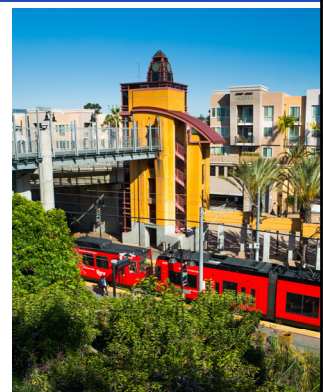
EMP Land Management  
Grant Program



Senior Mini-Grant  
Program



Active Transportation  
Grant Program



Smart Growth Incentive  
Program

SANDAG | 2

2

## Grant Programs Summary



**Active Projects: 22**



**Completed Projects: 12**



**Watch List: 5**



**Amendments: 2**

**SANDAG** | 3

3

## Environmental Mitigation Program – Land Management Grant Program (EMP LMG)



**Active Projects: 9**



**Completed Projects: 8**



**Watch List: 0**



**Withdrawal: 0**

**SANDAG** | 4

4

## Project Showcase

### EMP Land Management Grant Program

- Port of San Diego
- Endangered Avian Nesting Site Stewardship at D-Street Fill



SANDAG | 5

5

## Senior Mini-Grant Program (SMG)



**Active Projects: 4**



**Completed Projects: 0**



**Watch List: 1**

- Facilitating Access to Coordinated Transportation – CTSA Mobility Management



**Amendments: 0**

SANDAG | 6

6

## Project Showcase

### Senior Mini-Grant Program

- Jewish Family Service
- On the Go Transportation Program



SANDAG | 7

7

## Active Transportation Grant Program (ATGP)



**Active Projects: 1**



**Completed Projects: 0**



**Watch List: 1**

- **City of Carlsbad** - Carlsbad Boulevard & Tamarack Avenue Pedestrian Improvement Project



**Amendments: 1**

- Addressed in Item #11 of ITOC

SANDAG | 8

8



## Smart Growth Incentive Program (SGIP)



**Active Projects: 8**



**Completed Projects: 4**



**Watch List: 3**

- **City of El Cajon** – Main Street – Green Street Gateway Improvements Project
- **City of San Diego** – Downtown Mobility Cycle Way Improvement Phase I and I
- **City of Lemon Grove** – Connect Main Street Phase I and II



**Amendments: 1**

- **City of Santee** – Santee Specific Plan

**SANDAG** | 9

9

## Project Showcase

City of El Cajon – Transit Center Community Connection Improvements



**New roundabout,  
sidewalk enhancements**



**Slurry overlay, median,  
new landscaping**



**Widened sidewalks,  
community amenities**



**Thematic lighting**

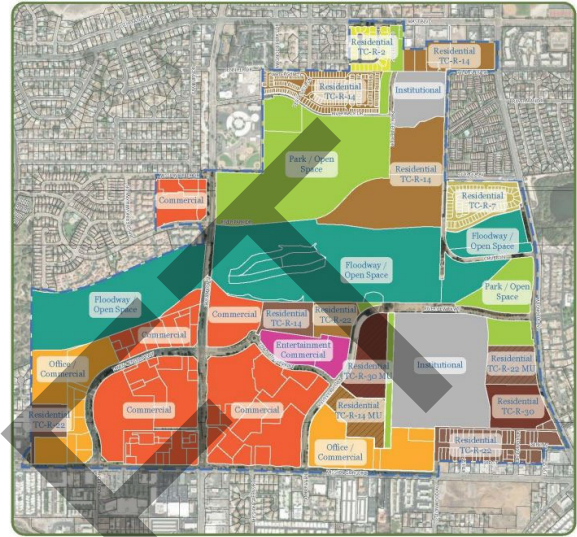
**SANDAG** | 10

10

## City of Santee Amendment Request

### Santee Specific Plan

- 3-month schedule extension to due to unanticipated technical support and collaboration requests



SANDAG | 11

11

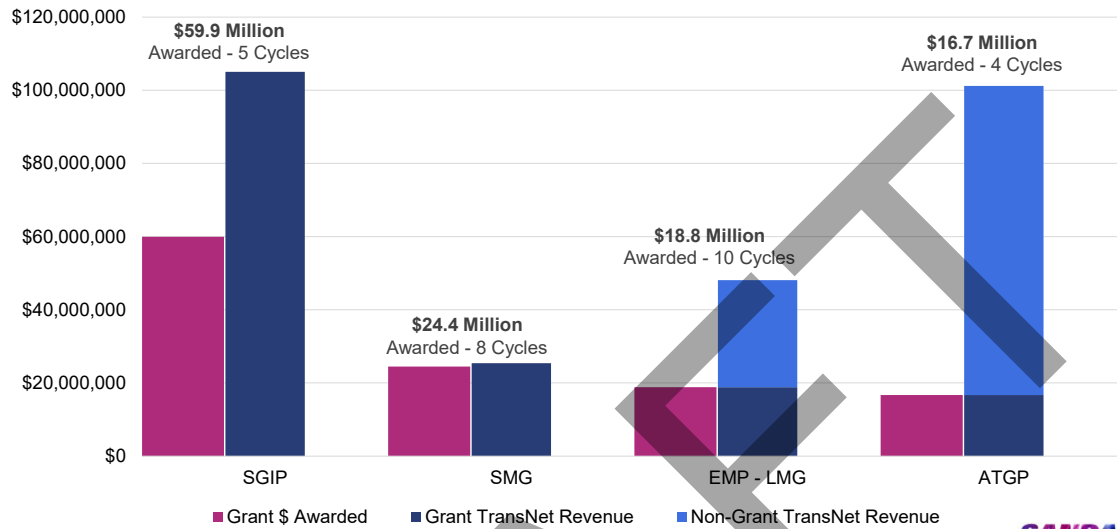
SANDAG

## Performance Measures Report

| 12

12

## TransNet Grants Awarded

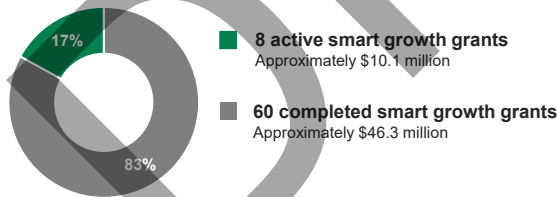


SANDAG | 13

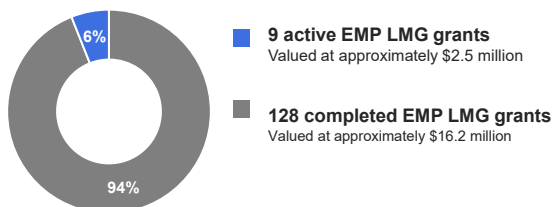
13

## Grantee Performance Data

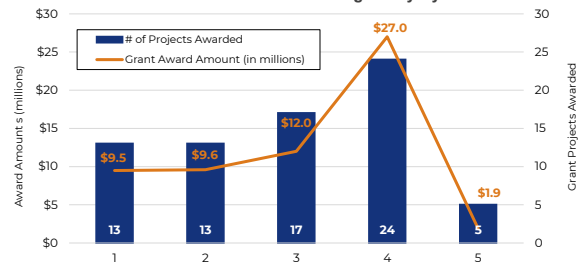
### Smart Growth Incentive Program (SGIP)



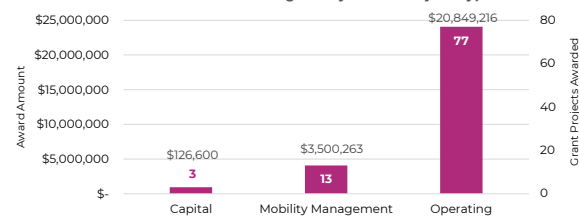
### Environmental Mitigation Program Land Management Grant (EMP LMG)



### Smart Growth Incentive Program by Cycle



### Senior Mini-Grants Program by Grant Project Type

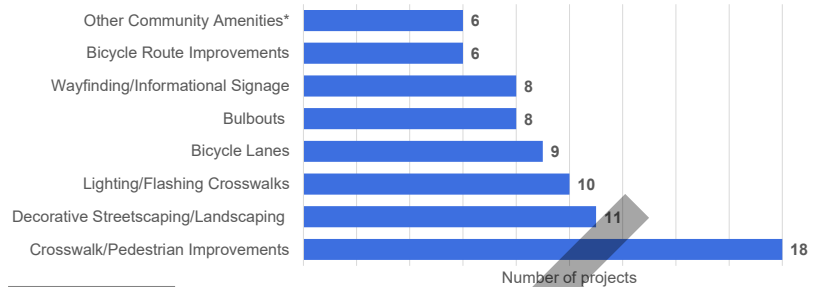


SANDAG | 14

14

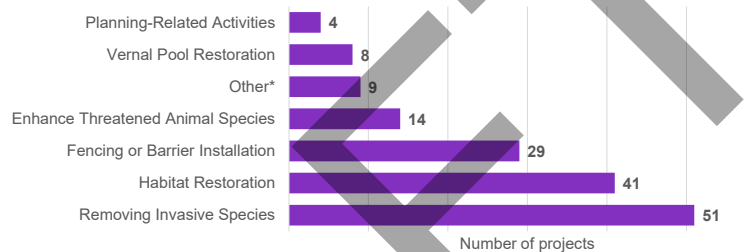
## Success of Grant Efforts

### SGIP Capital Projects Top Performance Metrics



\* Other Community Amenities include public restrooms, public art, and a play area.

### EMP LMG Projects Top Performance Metrics



\* Other may include erosion control, volunteer programs, environmental education, site cleanups, seed collection, and banking

**SANDAG** | 15

15

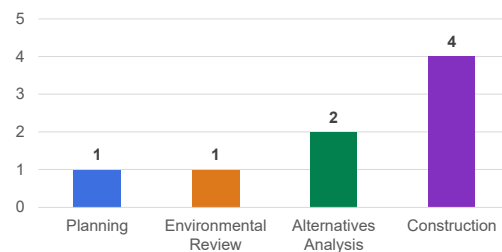
## Reporting to ITOC Moving Forward

### Active Grant Project Monitoring For Biannual Reporting Period

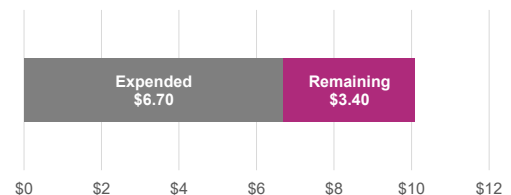
The quantifiable metrics of the four completed projects are detailed below.

- Focused General plan Update, Climate Action Plan Update, Environmental Documentation
- 48 wayfinding signs, including a track map kiosk
- Roundabout, widened sidewalks, thematic lighting, enhanced crosswalks, bulb-outs and low-impact development basins
- 1.2 miles of protected bike lane, 0.4 miles of class I bike lane connecting to the regional bike network, pedestrian enhancement and intersection improvements

### 8 Active SGIP Projects by Project Type Total Awarded: \$10.1M



### Active SGIP Project Budget Spent and Remaining (Millions)



**SANDAG** | 16

16

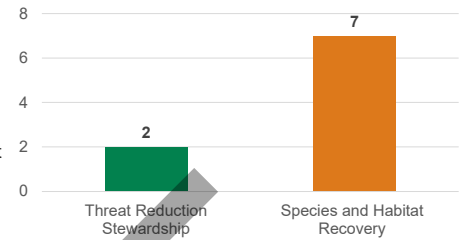


## Reporting to ITOC Moving Forward

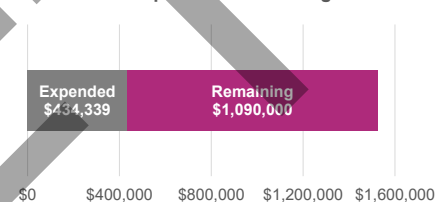
Project performance measures achieved for the eight completed projects are:

- 2 acres of vernal pools, alkali playa, and maritime succulent scrub restoration; invasive plant treatment of 42 acres
- 50 acres of the invasive plant Stinknet treatment
- Management of 69 acres for the Quino checkerspot butterfly; 7 feet of fencing installed
- 7 enhanced site signs and restoration fencing to protect a habitat management area
- Support roosting and foraging habitat for up to 3,200 vulnerable bats
- Controlled 2 acres of invasive species, restored 1 acre of native habitat, and installed 1 new interpretive sign
- Conducted 3 public outreach events
- Installation of 721 linear feet of fencing to prevent trespassing

**9 Active EMP Projects by Project Type**  
Total Awarded: \$1.5M



**Active EMP LMG Project Budget Spent and Remaining**



**SANDAG** | 17

17

## Questions?

### Environmental Mitigation Program – Land Management Grant Program (EMP LMG)

- Kim Smith Phone: (619) 699-6949
- Benjamin Gembler Phone: (619) 849-6767

### Smart Growth Incentive Program (SGIP)

- Goldy Herbon Phone: (619) 699-6990

### Senior Mini-Grant Program (SMG)

- Aly Vazquez Phone: (619) 744-5890

### Active Transportation Grant Program (ATGP)

- Benjamin Gembler Phone: (619) 849-6767

**SANDAG**

18

February 12, 2025

## **TransNet Active Transportation Grant Program Project Amendment**

### **Overview**

SANDAG's Active Transportation Grant Program (ATGP) provides funding for local jurisdictions to plan and build facilities that promote multiple travel choices; increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places; provide bike parking and education; and establish awareness programs that support pedestrian and bike infrastructure. The ATGP is funded by TransNet and has also provided Transportation Development Act funds in prior cycles. Four cycles of the ATGP have been held with over \$28 million in funding awarded to 88 projects throughout the region.

### **Key Considerations**

There is only one remaining open ATGP project, the City of Carlsbad's Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Project), whose scope of work includes design, environmental clearance, and construction. The three-year grant agreement began in 2016, has been granted two 36-month time extensions, and has a current termination date of May 8, 2025.

The City cannot complete the entire scope of the Project by the grant termination date. The City has requested an amendment that includes a 24-month time extension and a scope of work change that would eliminate Project tasks requiring construction and allow the City to complete the Project's design and environmental clearance and have it ready for construction in May 2027. Attachment 1 contains additional details on the Project's history, challenges, and options the ITOC can consider. Attachment 2 contains the City's request letter, and Attachment 3 is the City's requested revised scope of work, schedule, and budget with changes shown in red.

### **Next Steps**

This item will be brought to the Transportation Committee (TC) on March 21, 2025 for consideration. Since this amendment request concerns the original award conditions, the recommendations of ITOC and TC will be brought to the Board of Directors for consideration on March 28, 2025.

***Susan Huntington, Director, Financial Planning, Budgets and Grants***

Attachments:   1. Discussion Memo  
                      2. City of Carlsbad Grant Amendment Request Letter  
                      3. Revised Project Scope of Work, Schedule, and Budget

### **Action: Recommend**

The ITOC is asked to recommend that the Board of Directors approve the City of Carlsbad's request for a two-year time extension and a reduced project scope of work for their Active Transportation Grant Program-funded Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.

### **Fiscal Impact:**

None

### **Schedule/Scope Impact:**

If the scope of work amendment and time extension are approved, construction of the project would be removed from the agreement and the Project's design and environmental clearance would be completed by May 2027. The City would need to find funding to construct the improvements.

## Discussion Memo

### Project History: Award and Prior Amendments

In March 2015, the California Transportation Commission (CTC) released the Cycle 2 Call for Projects for its Active Transportation Program (ATP), a discretionary grant program that provides federal and state funding for active transportation projects throughout California. The funding is distributed through two separate competitive selection processes, beginning with a statewide component that the CTC administers, followed by a regional component that the Metropolitan Planning Organization (MPO) for each region administers on behalf of the CTC. The City of Carlsbad submitted its Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Project) for funding under the ATP and was selected through the regional component. At its October 23, 2015 meeting, the SANDAG Board of Directors approved the exchange of the City's \$1,054,000 in ATP funding for TransNet ATGP funding so that the ATP funds could be allocated to as few projects as possible. This funding exchange allowed the Project to receive TransNet ATGP funding. The grant agreement between SANDAG and the City was signed on May 9, 2016, and included a three-year grant term, consistent with other ATGP-funded capital projects and SANDAG [Board Policy No. 035: Competitive Grant Program Procedures](#).

In January 2019, the City requested a 36-month extension for the Project, citing delays caused by extensive public outreach efforts, revisions to the Project concepts and preferred alternatives, and discussions with the California Department of Parks and Recreation (State Parks) regarding the Project's right of way and long-term maintenance and operations of the Project improvements. The amendment was approved by the Transportation Committee at its [March 15, 2019 meeting](#) (Item 4) following a recommendation from the ITOC at its [February 13, 2019 meeting](#) (Item 3). The amendment extended the grant termination date to May 9, 2022.

In March 2022, the City requested a second 36-month extension for the Project. In their request, the City mentioned they had engaged in numerous discussions with State Parks about the Project's conceptual design and right-of-way concerns over the prior three-year period and had also developed a mechanism to reimburse State Parks for plan checks and inspection services. The City had also evaluated another Project alternative, a roundabout, and hired a consultant to provide engineering and environmental services for the Project so that design could begin. At its [March 9, 2022 meeting](#) (Item 11), the ITOC voted to recommend that the Transportation Committee approve the 36-month amendment request but stated they would find it difficult to grant any future extension request for the Project. The Transportation Committee approved the amendment at its [March 18, 2022 meeting](#) (Item 4), which extended the grant termination date to May 9, 2025. An additional condition was added to the grant agreement that to ensure the Project continues to progress and the TransNet funds are used appropriately, the City would not be eligible to receive reimbursement of Project-related expenses until the next deliverable, 60% design, was received by SANDAG. This milestone was met on November 16, 2023.

Due to these two prior extensions and the original grant agreement period, this is the only open and also the longest-running ATGP project with a duration of nine years.

### Project Challenges and Considerations

The Project has been behind schedule and budget for over a year and has been on the Watchlist for that timeframe, so the ITOC and TC could be aware of the Project delays and challenges. To date, \$529,461.28 has been paid to the City for work performed, which represents a 50% completion rate based on grant dollars spent. However, based on the grant termination date of May 9, 2025, the Project should be approximately 96% complete. The City still needs to complete the Project's design, obtain environmental clearance, and construct the improvements. The City believes it can complete the Project's final design, obtain environmental clearance, and have the Project ready to begin construction in 24 months. This timeframe includes approval by State Parks and the California Coastal Commission.

In July 2023, Carlsbad City Council approved the conceptual design for the Project, including a roundabout. At that meeting, the City Council directed Carlsbad staff to study five months of post-construction performance data on another roundabout project at Carlsbad Avenue and Canon Street, the Terramar Area Complete Streets project, before seeking approval for construction of the ATGP-funded Project. The Terramar project has not yet been constructed and was submitted for funding consideration through the Cycle 7 ATP in June 2024. According to the ATP application, the Terramar project is anticipated to start construction in August 2025 and will be completed in January 2027. The results of the statewide component of the ATP did not include funding for the Terramar project, and the regional results will be available in March 2025. Carlsbad staff estimate that the construction for the ATGP-funded Project would not begin until 2028 and would take several years to complete. Keeping the Project's construction in the scope of work would necessitate an additional 6-8 years to be added to the existing grant termination date. Additionally, the Carlsbad City Council could request staff to pursue a different design for the Project depending on the results of the Terramar project, which could result in additional Project costs and schedule delays.

Due to the extended timeframe and design change from the initial application, the estimated construction cost estimate for the Project has grown from \$1.5 million in 2015 to more than \$10 million. The Project budget does not contain enough funding from either the ATGP award or the City to fund construction. Without additional funding, the Project would need to remain open until the City could provide sufficient funding for construction to be complete and the Project to be closed. SANDAG staff would continue to oversee the Project and require quarterly reports from the City. The City has requested the removal of the construction phase of the Project to allow the Project to be closed out and reduce the administrative burden on the City and SANDAG staff. Removing the construction phase would allow the City to submit the Project for future grant funding through SANDAG and other federal and state discretionary grant programs.

### **Options to Consider**

#### *Option 1: Approve the City's requested 24-month extension and Scope of Work Amendment*

If the 24-month Project schedule extension and the scope of work revisions to remove construction are approved, the amendment will allow adequate time for the City to complete the Project's design and environmental clearance without delivering the construction of the Project. The 24-month extension and reduced scope is a more realistic requirement for the Project since the completion of the Project now hinges on another, unrelated capital project whose timeline and funding sources are unknown at this time and could present other challenges and additional time extension requests for the Project in the future. This option would require the least administrative burden on the City and SANDAG and is recommended by staff since it considers the challenges mentioned previously.

The main concern with this option is that it doesn't hold the City accountable to its original Project application and could set an unintended precedent for other grant programs and applicants that SANDAG does not hold its grantees accountable to the projects they submit for funding consideration. In response to the [FY 2024 TransNet Triennial Performance Audit](#), SANDAG staff now include in each Smart Growth Incentive Program call for projects an evaluation of the project scope of work, schedule, and budget, so that the feasibility of projects can be reviewed and considered in the application review process. Staff believe this change will result in capital project applications being more closely reviewed to reduce the need for grantees to request changes to their project schedule, scope of work, or budget after a project is awarded grant funding.

#### *Option 2: Decline the City's requested 24-month extension and Scope of Work Amendment*

If the 24-month schedule extension and scope of work amendment are not approved, the City would still be required to complete the design, environmental clearance, and construction within the existing grant

term, which City staff have stated they cannot do. This would result in a breach of the ATGP grant agreement terms which requires them to complete the scope of work within the grant term. Section 4.2 of Board Policy No. 035 provides that “Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and revocation of any unexpended funds from the date of the rejection. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.” The current balance of the grant, including funds held in retention, is \$524,538.72. Section 5.1 of the Policy further states that “Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for projects.” SANDAG is considering offering a new cycle of ATGP funding in Fiscal Year 2026, and the next cycle of the ATP would be offered in spring 2026.

*Option 3: Approve the City’s requested 24-month extension and Decline the Scope of Work Amendment*

If the 24-month schedule extension is approved but the scope of work amendment is not approved, the City would still be required to complete the design, environmental clearance, and construction of the Project, but the grant termination date would be extended to May 9, 2027. Considering the constraints of the Terramar project, Project completion in this timeframe is unlikely, and the City would need to request an additional time extension later. This option would also not resolve the concern that sufficient funding to construct the Project is unavailable.



December 9, 2024

Jenny Russo  
Grants Program Manager  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Subject: City of Carlsbad ATGP Project Schedule/Scope/Budget Amendment Request

Dear Ms. Russo:

The City of Carlsbad (city) is requesting an amendment to grant agreement No. 5004838 for a change in scope and a 24-month extension for the Carlsbad Boulevard and Tamarack Avenue Intersection Improvements Project (Project). The requested scope change is to remove the construction phase and its associated costs from the grant agreement. The requested scope change and the 24-month extension will allow for the completion of the engineering and environmental phases of the Project and to close out the grant. The city will utilize its local or other available funding sources including other federal, state, and local grant opportunities to complete the Project.

**Previous efforts undertaken to maintain the project scope of work and schedule:**

The Project includes multimodal transportation improvements such as an intersection traffic control at the intersection of Carlsbad Boulevard and Tamarack Avenue, improved bicycle lanes, enhanced sidewalks and lighting, and ADA improvements. The city's project team has been working diligently to complete critical elements of the Project. This has included right-of-way (ROW) reconciliation with the California Department of Parks and Recreation, or State Parks, as well as review and concurrence on conceptual and 60%-complete designs since portions of the Project are located within State Parks' ROW.

Additionally, the city has provided ongoing coordination with State Parks to implement contractual mechanisms to reimburse State Parks for plan reviews, as well, as for allowing the city to perform construction and maintenance of the proposed Project improvements. The city and State Parks have executed a reimbursement agreement to State Parks for their staff or consultants to review design plan submittals. The Project is currently in final engineering design and environmental review. The city team, along with its consultant are working on 90%-complete plans along with an update to the environmental document for the Project.

**A detailed explanation on the reason for delay and scope of work change, and how it was unavoidable:**

On July 18, 2023, the City Council approved the conceptual design of the Project, which includes a roundabout at the intersection, pedestrian safety improvements and widening the sidewalk on the bridge over the Agua Hedionda Lagoon inlet. The City Council authorized staff to proceed with the next steps of the Project including design and permitting, but to wait until another roundabout along Carlsbad Boulevard at the Cannon Road intersection is completed, and

performance data could be analyzed, before seeking approval for construction of the Project. The roundabout at Carlsbad Boulevard and Cannon Road is within the city's Capital Improvement Program is expected to be completed in 2027/28.

The city considers this as a high-profile project since it is along the coast and would impact many city residents and visitors. A significant challenge for the project is a discrepancy in the ROW within the project's limits of work. This required additional survey efforts and coordination with State Parks. In addition, the city has provided ongoing coordination with State Parks to develop and implement contractual mechanisms needed for plan reviews and maintenance for portions of the improvements on State Parks ROW. This has had significant delays in the previous Project schedule but has been a critical element to work through for the Project to advance design and environmental clearance. State Parks staff have reviewed and provided comments on the Project's 60%-complete design, draft environmental document, and draft long-term operating and maintenance agreement between State Parks and the city. The city and its consultant are currently finalizing 90%-complete design along with an update to the environmental document to address State Parks comments.

**Demonstrate the ability to succeed in the extended timeframe the grantee is requesting and with the revised scope of work:**

On Nov. 12, 2024, Carlsbad City Council approved the submittal of a request to amend SANDAG's grant to change its scope to remove the construction phase from the grant funding and a two-year time extension for the Project. The SANDAG grant for the Project expires on May 8, 2025, and has a current available balance of \$460,808<sup>1</sup>. This amendment request is to request SANDAG to change the termination date and scope of the grant agreement so the remaining applicable grant funds can be used for the Project's final engineering design and environmental studies and permitting. The requested two-year time extension will provide the city with sufficient and needed time to complete the engineering design, environmental studies/documentation, get State Park's final approval, and obtain the necessary permits including the coastal development permit for the Project. Also, the scope change and time extension are in the best interest of the public to allow the grant to be closed out and alleviate the administrative burden on SANDAG and the city.

The roundabout at Cannon Road and Carlsbad Boulevard is in the final design and permitting phase and is expected to be completed in 2027/28. City staff will return to Carlsbad City Council with data about Cannon Road and Carlsbad Boulevard performance within five months of the project's completion, in accordance with the City Council's direction. Based on the Cannon Road roundabout's performance, the City Council would then consider whether to approve the design of the Tamarack Avenue roundabout or request additional design changes.

It is also important to note that the estimated cost to complete the Project when it was initially submitted for grant funding in 2014 was about \$1.8 million. With the changes in the Project design, increased engineering and environmental services and construction costs and inflation, the new estimated cost to construct the project is more than \$10 million. There are not enough grant funds to cover the cost of construction, and the city will utilize other funding sources including other federal, state, and local grant opportunities to be able to fully fund the cost of construction. Additionally, as stated earlier, the Project is contingent on the success of the roundabout at Carlsbad Boulevard and Cannon Road, and the outcome and direction from the City Council will not be known until 2027/28 when that project is complete.


City staff believe that the scope change, including a 24-month extension, serves as the most realistic and attainable mechanism/schedule to complete the project's engineering design, environmental and permitting phase, obtain all necessary approvals, and close out the grant. Ultimately, this project will have a vast improvement to operational enhancements for vehicles, bicycles, pedestrians, and transit riders

---

<sup>1</sup>\$460,808 is the current grant balance assuming all invoices submitted by the city including FY 2024-25 Q1 invoice are paid to the city

Enclosed with this letter is the revised project schedule that would be included in the grant amendment, if approved. Thank you for considering this request. Please contact Hossein Ajideh, Engineering Manager, at 760-579-1062 or [hossein.ajideh@carlsbadca.gov](mailto:hossein.ajideh@carlsbadca.gov) with any questions.

Sincerely,

 Date: 2024.12.09  
17:55:37-08'00'

Hossein Ajideh, PhD, PE, QSD  
Engineering Manager  
Transportation Department, Public Works Branch  
City of Carlsbad  
1635 Faraday Ave.  
Carlsbad, CA 92008  
[www.carlsbadca.gov](http://www.carlsbadca.gov)

442-339-2756 Tel | 760-579-1062 Cell | [hossein.ajideh@carlsbadca.gov](mailto:hossein.ajideh@carlsbadca.gov)

---

<sup>1</sup>\$460,808 is the current grant balance assuming all invoices submitted by the city including FY 2024-25 Q1 invoice are paid to the city



## CAPITAL PROJECTS: SCOPE OF WORK, SCHEDULE, AND BUDGET

## PROGRAM:

ACTIVE TRANSPORTATION GRANT PROGRAM

## PART I: PROJECT OVERVIEW

## PROJECT TITLE:

Carlsbad Blvd and Tamarack Ave Pedestrian Improvement Project

## PROJECT LIMITS:

339 feet north of Tamarack Avenue Intersection on Carlsbad Boulevard and south 1,404 feet across the Agua Hedionda Lagoon bridge along Carlsbad Blvd to connect to the already widened section of the sidewalk. 339 feet east of and 1,404 west of Carlsbad Boulevard on Tamarack Avenue.

## PROJECT SUMMARY:

Provide operational enhancements for vehicles, bicycles, pedestrians and transit riders. Improving this heavily traveled segment of Carlsbad Boulevard promotes walking, biking and transit use. The project will also enhance safety for all users and improve the area's aesthetics. Notable improvements include the reconfiguration of the intersection at Tamarack Avenue and Carlsbad Boulevard, easing traffic flow with the reduction in southbound vehicle lanes to the south of the intersection. Widening the sidewalk south of Tamarack Avenue, including across the bridge. Relocating a bus stop to provide safer access. Other improvements to the pedestrian and bicycle facilities throughout the project area and creating additional free on-street parking.

## PART II: SCOPE OF WORK, SCHEDULE, AND BUDGET

Propose tasks, deliverables, a timeframe, and a budget for implementing the project. The project schedule must be based on "Months from Notice to Proceed." **NTP was issued 5/9/2016.**

TASK NO.	TASK DESCRIPTION	DELIVERABLES	START DATE	REVISED START DATE	COMPLETION DATE	REVISED COMPLETION DATE	TOTAL PROJECT COSTS	REVISED TOTAL PROJECT COSTS
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data (Mobility Analysis)	NTP (April 2022)	70 (March 2022)	4 (July 2022)	74 (July 2022 - completed)	\$ 38,840.00	\$ 38,840.00
2	Mobilization: Field Investigations & Data Collection	Update survey mapping, ROW mapping coordination with State Parks; utility mapping; geotechnical investigation	NTP (April 2022)	79 (December 2022)	4 (July 2022)	86 (July 2023 - completed)	\$ 165,704.30	\$ 165,704.30
3	Alternatives Analysis	Evaluation of 3 design alternative concepts; feasibility, value engineering, roundabout evaluation. Technical memo alternative analysis.	4 (July 2022)	71 (April 2022)	3 (September 2022)	82 (March 2023 - completed)	\$ 106,056.25	\$ 106,056.25
4	Public Outreach	Solicit input on alternative designs. Present to Traffic Mobility Commission and City Council to select the Locally Preferred Alternative.	9 (December 2022)	79 (December 2022)	5 (April 2023)	91 (December 2023 - completed)	\$ 90,293.13	\$ 90,293.13
5	Environmental Clearance & Permitting	Environmental technical studies; CEQA IS/MND certification; resource agency permitting (Coastal Commission)	8 (November 2022)	78 (November 2022)	15 (January 2024)	132 (May 2027)	\$ 109,593.13	\$ 410,337.90
6	Complete Engineering and Final Design	60%, 90%, and 100% PS&E	3 (June 2022)	73 (June 2022)	33 (February 2025)	132 (May 2027)	\$ 474,245.63	\$ 1,775,667.44
7	<del>Award Construction</del>	<del>Bid Documents; Contract</del>	<del>33 (February 2025)</del>		<del>35 (April 2025)</del>		<del>\$ 33,020.00</del>	<del>\$ -</del>
8	<del>Project Construction</del>	<del>Start of Construction</del>	<del>42 (Sept 2025)</del>		<del>36</del>		<del>\$ 1,120,819.00</del>	<del>\$ -</del>
	<del>Contingency 25%</del>						<del>\$ 280,204.75</del>	<del>\$ -</del>
	<del>Construction</del>						<del>\$ 168,122.85</del>	<del>\$ -</del>
TOTAL							\$ 2,586,899.02	\$ 2,586,899.02

**SEASONAL CONSTRAINTS, IF ANY:**

Construction timeline includes a window of time during the summer months (May-September) when no major construction will be occurring.

**PART III: FUNDING SOURCES**

	Original	Amended*
TOTAL PROJECT COST:	\$ 2,586,899.02	\$ 2,586,899.02
TOTAL GRANT AMOUNT REQUESTED FROM SANDAG:	\$ 1,054,000.00	\$ 1,054,000.00
TOTAL MATCH AMOUNT THAT WILL BE CONTRIBUTED:	\$ 1,532,899.02	\$ 1,532,899.02

SANDAG % CONTRIBUTION:	41.00%	40.74%
MATCH % CONTRIBUTION:	59.00%	59.26%

\*Due to a calculation error in the original project budget, the SANDAG and Match contributions were changed to reflect actual percentages.



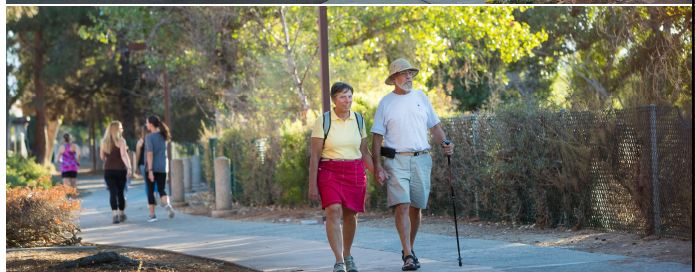
# TransNet Active Transportation Grant Program Project Amendment

Independent Taxpayer Oversight Committee | Item 11  
Benjamin Gemblar, Associate Grants Program Analyst  
February 12, 2025

1

## Active Transportation Grant Program (ATGP)

- Competitive grant program for local jurisdictions funded by TransNet
- Funds planning and construction projects that promote travel choices and increase connectivity to transit, schools, work, and other destinations
- Also funds active transportation education and awareness programs supporting bike/ped infrastructure

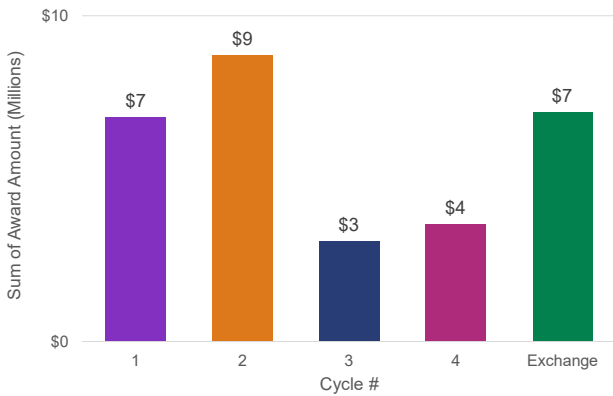


SANDAG | 2

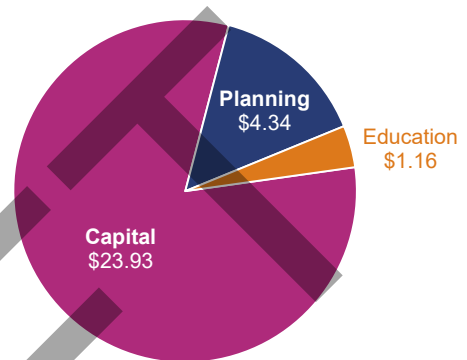
2

## ATGP Awards Cycles 1 - 4

Sum of Award Amount by Cycle #



Sum of Award Amount by Project Type  
(in millions)



SANDAG | 3

3

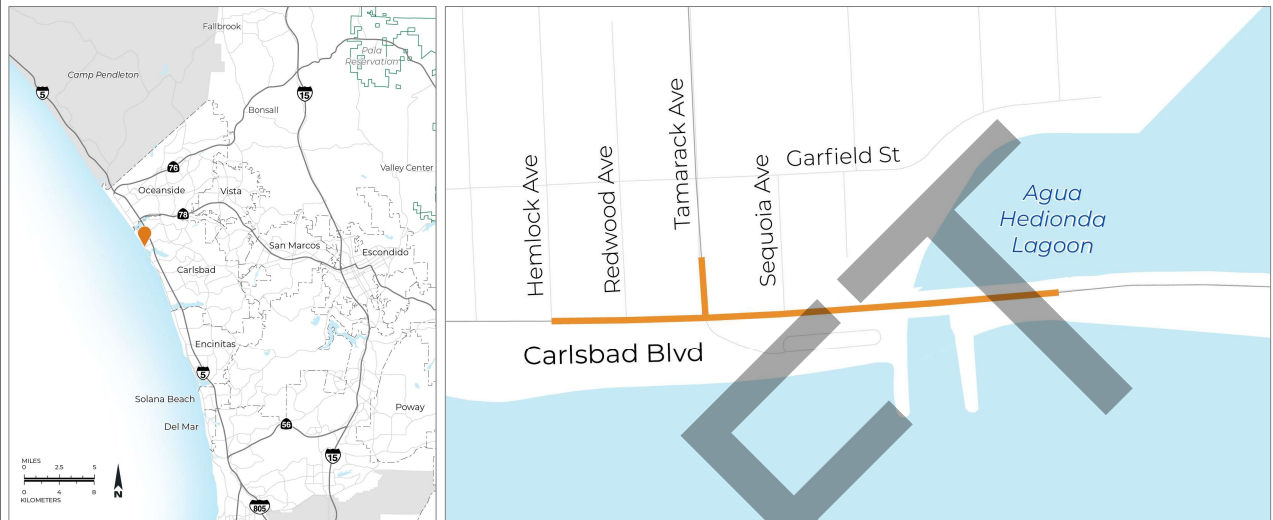
SANDAG

## Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project

| 4

4

## Project Location and Scope



SANDAG | 5

5

## Project Concept (Original)



SANDAG | 6

6



## Project History

2016

**May 9 Grant Agreement Signed**

Three-year grant term

2022

**March 18 Grant Amendment Approved by TC**

Time extension for additional three years

2019

**March 15 Grant Amendment Approved by TC**

Caused by various delays, extended for three years

2023

**July Conceptual Design Approved**

Carlsbad City council directs studying other roundabout before seeking construction approval

**SANDAG** | 7

7

## Project Concept



**SANDAG** | 8

8

## Amendment Request

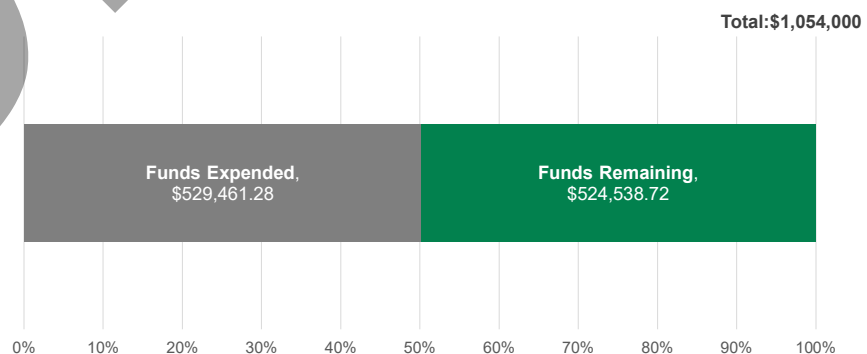
- Revised Project Scope of Work and Budget
  - Remove construction tasks from Scope
  - Redistribute grant funds into environmental clearance/permitting and engineering tasks
- 24-month Time Extension
  - Will allow completion of design and environmental phases
  - Project will be ready for construction, pending further City Council direction

SANDAG | 9

9

## Grant Disbursement

- Grant Award: \$1,054,000
- Amount Paid to Date: \$529,461.28
- Amount Remaining: \$524,538.72



SANDAG | 10

10

## Project Challenges & Considerations

- Carlsbad City Council Direction
  - Approved conceptual design of project (roundabout) in 2023
  - Provided direction to study future Carlsbad & Cannon roundabout (Terramar) before approval to proceed with Tamarack project
  - Terramar project anticipated start in August 2025 with completion in January 2027
- Construction not anticipated to be completed for 6-8 years
  - Several unknown factors make the construction schedule uncertain

SANDAG | 11

11

## Options to Consider

1

Approve extension  
and Scope  
Amendment

2

Decline Extension  
request and Scope  
Amendment

3

Approve extension,  
decline Scope  
Amendment

SANDAG | 12

12



## Stay connected with SANDAG

- Explore our website  
[SANDAG.org/funding/grant-programs/active-transportation](https://SANDAG.org/funding/grant-programs/active-transportation)
- 🔍 Follow us on social media:  
@SANDAGregion @SANDAG
- ✉ Email: [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org)

**SANDAG**

13

13

February 12, 2025

## Proposed TransNet Ordinance Amendments: Selection Process

### Overview

The [FY 2021 TransNet Triennial Performance Audit](#) found that ITOC practices were generally consistent with peer organizations. However, the audit identified opportunities for improvement, specifically regarding the ITOC Membership and Selection Process outlined in the TransNet Extension Ordinance.

### Key Considerations

The ITOC has been working on amendments to the TransNet Extension Ordinance and ITOC Bylaws to address membership and selection processes. After initial recommendations in 2022 and subsequent Board reviews in early 2023, the proposed amendments failed to secure the required two-thirds vote for adoption. Efforts to refine the amendments continued in 2023 and 2024, including the re-establishment of the Ordinance Amendment Subcommittee in September 2024 to address ongoing challenges, such as delays and missed quorums in convening the Selection Committee for the vacant Major Construction seat. In December 2024, the subcommittee met to discuss next steps and propose updates to Section 3 and 4, as detailed in Attachment 1. The focus was on amending the selection process to address procedural challenges and improve efficiency.

Below is a summary of key dates and corresponding agenda items for additional context:

- **ITOC Meeting - July 13, 2022** ([Agenda Item No. 8](#)) - Discussion on amendments
- **ITOC Meeting - January 11, 2023** ([Agenda Item No. 4](#)) - ITOC voted to recommend the approval of amendments to the Board of Directors
- **Board of Directors Meeting - January 13, 2023** ([Agenda Item No. 11](#)) - First reading of ITOC amendments
- **Board of Directors Meeting - January 27, 2023** ([Agenda Item No. 11](#)) - Second reading of ITOC amendments
- **ITOC Meeting - March 8, 2023** ([Agenda Item No. 10](#)) - Discussion on amendments; item deferred to a future meeting
- **ITOC Meeting - September 11, 2024** ([Agenda Item No. 11](#)) - Reestablishment of the Ordinance Amendments Subcommittee

### Action: Discussion/Possible Action

The ITOC is asked to discuss the next steps for the proposed TransNet Extension Ordinance amendment primarily to the selection process for the ITOC.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

Pending the Board of Director's approval, the proposed ordinance amendments would take effect 30 days after final passage and would be incorporated into the TransNet Extension Ordinance.

**Next Steps**

The ITOC Ordinance Amendments Subcommittee proposes revisions to the Selection Committee segment of the TransNet Ordinance by integrating alternate members, intended to improve overall operational efficiency. Following discussion and endorsement by the ITOC, these proposed amendments are anticipated to be submitted for consideration at a forthcoming Board meeting.

***Susan Huntington, Financial Planning, Budgets, and Grants***

Attachment: 1. Draft Updated Proposed Amendments to the SOU Regarding the Implementation of the ITOC for the TransNet Program

**DRAFT**

# STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE TransNet PROGRAM

## Purpose of the ITOC

The Independent Taxpayer Oversight Committee (ITOC) is intended to provide an increased level of accountability for expenditures made under the TransNet Extension, in addition to the independent annual fiscal and compliance audits required under the existing TransNet program. The ITOC should function in an independent, open and transparent manner to ensure that all voter mandates are carried out as required in the Ordinance and Expenditure Plan, and to develop positive, constructive recommendations for improvements and enhancements to the financial integrity and performance of the TransNet program.

## Intent of the ITOC as a Functional Partner to SANDAG

The TransNet Ordinance contains a summary of the ITOC's role and responsibilities consistent with the above Purpose. In this document, additional and supplementary details with regard to the ITOC are delineated. These pertain to the process for selecting members of ITOC, terms and conditions governing membership, responsibilities, funding and administration, and conflict of interest provisions.

It is noteworthy that these details have been developed in a cooperative process between SANDAG and representatives of the San Diego County Taxpayers Association, and with the involvement of other transportation professionals within the region. This document is understood to provide the basis for describing how the ITOC will function once the Ordinance is approved.

In addition to the details outlined in this document the intent that provides the foundation for the desired partnership between ITOC and SANDAG, as viewed by the principal authors, is summarized as follows:

- **Resource**—it is the intent that the ITOC will serve as an independent resource to assist in SANDAG's implementation of TransNet projects and programs. The Committee's membership is designed to provide to SANDAG a group of professionals who, collectively, can offer SANDAG the benefit of their experience to advance the timely and efficient implementation of TransNet projects and programs. The ITOC will work in a public way to ensure all deliberations are conducted in an open manner. Regular reports from the ITOC to the SANDAG Board of Directors (or policy committees) are expected with regard to program and project delivery, and overall performance.
- **Productive**—it is the intent that the ITOC will rely upon data and processes available at SANDAG, studies initiated by the ITOC, and other relevant data generated by reputable sources. It is understood, however, that SANDAG will be continuously striving to improve the reliability of data and to update analytical and modeling processes to be consistent with the state-of-the-art, and that the ITOC will be kept abreast of any such efforts, and invited to participate in development of such updates in a review capacity.
- **Cost-efficient**—it is the intent that the ITOC will not add cost burden to SANDAG's implementation of the TransNet program and projects. Rather, through a cooperative and productive working relationship between ITOC and the SANDAG implementation team, it is the objective that costs will be saved.
- **Flexible**—it is the intent that the ITOC will assist SANDAG to be opportunistic to take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained below are viewed through 2048 based upon a 2004 perspective and are not meant to be unduly restrictive on ITOC's and SANDAG's roles and responsibilities.

## Membership and Selection Process

1. Membership: There shall be **seven** ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one or more of the areas of expertise, then no more than two members from one or more of the remaining areas of expertise may be selected. For each of the areas of expertise listed below, an individual representing one of the region's colleges or universities with a comparable level of academic experience also would be eligible for consideration.
  - A professional in the field of municipal/public finance and/or budgeting with a minimum of ten years in a relevant and senior decision making position in the public or private sector.
  - A licensed architect, civil engineer or traffic engineer with demonstrated experience of ten years or more in the fields of transportation and/or urban design in government or the private sector.
  - A professional with demonstrated experience of ten years or more in real estate, land economics, and/or right-of-way acquisition.
  - A professional with demonstrated experience of ten years or more in the management of large-scale construction projects.
  - A licensed engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten years' experience in a relevant and senior decision making position in the government or private sector.
  - The chief executive officer or person in a similar senior-level decision making position, of a major private sector employer with demonstrated experience in leading a large organization.
  - A professional in biology or environmental science with demonstrated experience of ten years or more with environmental regulations and major project mitigation requirements and/or habitat acquisition and management.
  - Ex-Officio Members: SANDAG Executive Director and the San Diego County Auditor

The criteria established for the voting members of the ITOC are intended to provide the skills and experience needed for the ITOC to carry out its responsibilities and to play a valuable and constructive role in the ongoing improvement and enhancement of the TransNet program.

Applications will be requested from individuals interested in serving on the ITOC through an open, publicly noticed solicitation process.

2. Technical Screening Committee: A technical screening committee will be established to review applications received from interested individuals. This committee will consist of three members selected by the SANDAG Executive Director from high-level professional staff of local, regional, state or federal transportation agencies outside of the San Diego region, or from one of the region's colleges or universities in a transportation-related field, or a combination thereof. The committee will develop a list of candidates determined to be qualified to serve on the ITOC based on the criteria established for the open position(s) on the ITOC. The technical screening committee will recommend two candidates for each open position from the list of qualified candidates for consideration by the Selection Committee. The recommendations shall be made within 30 days of the noticed closing date for applications.

3. Selection Committee: A selection committee shall be established to select the ITOC members from the list of qualified candidates recommended by the technical screening committee. The selection committee shall consist of the following:

- Two members of the County of San Diego Board of Supervisors
- ~~The Mayor~~ A primary representative and one alternate from the City of San Diego from among those members eligible to serve on the SANDAG Board of Directors.
- A ~~mayor~~ primary representative and one alternate from the South County subregion, consisting of the Cities of Chula Vista, Coronado, Imperial Beach, ~~or~~ and National City selected by ~~the mayors of those cities~~ that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- A ~~mayor~~ primary representative and one alternate from the East County subregion, consisting of the Cities of El Cajon, La Mesa, Lemon Grove, ~~or~~ and Santee selected by ~~the mayors of those cities~~ that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- A ~~mayor~~ primary representative and one alternate from the North County Coastal subregion, consisting of ~~from~~ the Cities of Carlsbad, Del Mar, Encinitas, Oceanside, ~~or~~ and Solana Beach selected by ~~the mayors of those cities~~ that subregion to serve on the SANDAG Board of Directors.
- A ~~mayor~~ primary representative and one alternate from the North County Coastal subregion, consisting of ~~from~~ the Cities of Escondido, Poway, San Marcos, ~~or~~ and Vista selected by ~~the mayors of those cities~~ that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- Ex-officio: Chair or Vice Chair or designated alternate ITOC member will serve as the Chair of the Selection Committee (non-voting).

The alternate may only vote in the absence of the primary. The selection of ITOC members shall be made within 30 days of the receipt of recommendations from the technical screening committee. All meetings of the selection committee shall be publicly noticed and conducted in full compliance with the requirements of the Brown Act. Should the selection committee be unable to reach agreement on a candidate from the qualified candidates recommended by the technical screening committee, the selection committee shall request the technical screening committee to recommend two additional qualified candidates for consideration.

4. Terms and Conditions for ITOC members

- ITOC members shall serve a term of four years, except that appointments may be less than four years in order to ensure the terms of the ITOC members are sufficiently staggered.
- ITOC members shall serve no more than eight years unless the member's first term was less than four years, in which case the member may serve an additional two terms after the partial term. In no case, however, shall any member serve more than ten years on the ITOC.

- If and when vacancies in the membership of the ITOC occur, the same selection process as outlined above shall be followed to select a replacement to fill the remainder of the term. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. For a member eligible to serve for an additional four-year term, an application for reappointment to continue as a member of the ITOC must be submitted to the Technical Screening Committee for approval at least 120 days prior to the end of the member's current term. Upon approval of the Technical Screening Committee, the Selection Committee would be informed of such approval which would be considered final unless a member of the Selection Committee calls for convening the Selection Committee to consider the selection. If the Selection Committee does not approve the additional term, the position will be considered vacant at the end of the member's current term and the selection process for a new member will be initiated.
- Term limits for ITOC members should be staggered to prevent turnover of more than two members at any one time. In the event more than two members need to be replaced during the same recruitment period, the Selection Committee shall determine the length of their replacements' first term in order to limit concurrent future turnover.

### **ITOC Responsibilities**

The ITOC shall have the following responsibilities:

1. Conduct an annual fiscal and compliance audit of all TransNet-funded activities using the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of TransNet funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audits will identify expenditures made for each project in the prior fiscal year and will include the accumulated expenses and revenues for ongoing, multi-year projects.
2. Prepare an annual report to the SANDAG Board of Directors presenting the results of the annual audit process. The report should include an assessment of the consistency of the expenditures of TransNet funds with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program for consideration by the SANDAG Board of Directors. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audits and its recommendations with the SANDAG Transportation Committee 60 days prior to their release to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations, and adopt its report for submission directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and accurate as possible in whatever final report it adopts. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.

3. Conduct triennial performance audits of SANDAG and other agencies involved in the implementation of TransNet-funded projects and programs to review project delivery, cost control, schedule adherence and related activities. The review should include consideration of changes to contracting, construction, permitting and related processes that could improve the efficiency and effectiveness of the expenditure of TransNet revenues. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC's performance. A draft of the ITOC's report and recommendations regarding the performance audits shall be made available to the SANDAG Transportation Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and related recommendations and adopt its report for presentation directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and constructive as possible in the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.
4. Provide recommendations to the SANDAG Board of Directors regarding any proposed amendments to the Ordinance and Expenditure Plan.
5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.
6. Participate in the ongoing refinement of SANDAG's transportation system performance measurement process and the project evaluation criteria used in development of the Regional Transportation Plan (RTP) and in prioritizing projects for funding in the Regional Transportation Improvement Program. The focus of this effort will be on TransNet-funded projects. Based on the periodic updates to the RTP, as required by state and federal law, the oversight committee shall develop a report to the SANDAG Transportation Committee, the SANDAG Board of Directors and the public providing recommendations for possible improvements and modifications to the TransNet program.
7. On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG's "State of the Commute" report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the RTP development process.
8. Review and comment on the programming of TransNet revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.
9. Review proposed debt financings to ensure that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.



10. Review the major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis.

In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the TransNet program.

#### **ITOC Funding and Administration**

1. All costs incurred in administering the activities of the ITOC, including related fiscal and performance audit costs, shall be paid annually from the proceeds of the TransNet sales tax. The funds made available to the ITOC shall not exceed \$250,000 annually, as adjusted for inflation annually for the duration of the program. Any funds not utilized in one fiscal year shall remain available for expenditure in subsequent years as part of the annual budget process.
2. The expenditures of the ITOC shall be audited annually as part of the same fiscal audit process used for all other TransNet-funded activities.
3. The process for selecting the initial ITOC members shall be started no later than April 1 of the year following the passage of the Ordinance by the voters. Because the funding for this activity would not be available until Fiscal Year 2008-09, the ITOC activities during the initial transition period will be phased in to the extent possible within the budget constraints of the one percent administrative cap under the current TransNet Ordinance. Given the forty-year duration of the TransNet tax extension, the ITOC shall continue as long as funds from the current authorization remain available.
4. An annual ITOC operating budget shall be prepared and submitted to the SANDAG Board of Directors for its approval 90 days prior to the beginning of each fiscal year.
5. All ITOC meetings shall be public meetings conducted in full compliance with the Brown Act. The ITOC will meet on a regular basis, at least quarterly, to carry out its roles and responsibilities.
6. SANDAG Directors and staff will fully cooperate with and provide necessary support to the ITOC to ensure that it successfully carries out its duties and obligations, but should limit involvement to the provision of information required by the ITOC to ensure the independence of the ITOC as it carries out its review of the TransNet program and develops its recommendations for improvements.
7. ITOC members and their designated auditors shall have full and timely access to all public documents, records and data with respect to all TransNet funds and expenditures.
8. All consultants hired by the ITOC shall be selected on an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by SANDAG's procedures for procurement. The scope of work of all such consultant work shall be adopted by the ITOC prior to any such solicitation.
9. SANDAG shall provide meeting space, supplies and incidental materials adequate for the ITOC to carry out its responsibilities and conduct its affairs. Such administrative support shall not be charged against the funds set aside for the administration of the ITOC provided under No. 1 above.

**Conflict of Interest**

The ITOC shall be subject to SANDAG's conflict of interest policies. ITOC members shall have no legal action pending against SANDAG and are prohibited from acting in any commercial activity directly or indirectly involving SANDAG, such as being a consultant to SANDAG or to any party with pending legal actions against SANDAG during their tenure on the ITOC. ITOC members shall not have direct commercial interest or employment with any public or private entity, which receives TransNet sales tax funds authorized by this Ordinance.

February 12, 2024

## 2025 ITOC Annual Report: Initial Input

### Overview

In accordance with the TransNet Extension Ordinance, one of the responsibilities of the ITOC is to prepare an annual report to the Board of Directors and the public, presenting the results of its annual fiscal and compliance audits and its triennial performance audits. The most recent annual report ([2024 ITOC Annual Report](#)) was presented to the Board in [July 2024](#).

### Key Considerations

Enhancement of communication practices has been one of ITOC's goals. Attachment 1 includes the 2024 ITOC Annual Report as reference.

SANDAG staff is seeking feedback from the ITOC on the content and updates to the 2025 ITOC Annual Report. The ITOC Annual Report generally contains the following items:

- Letter from the Chair
- ITOC and SANDAG Goals
- Triennial Performance Audits Recommendation Status
- Fiscal and Compliance Audit
- Funding and Project Highlights
- Key Initiatives
- Grants and Local TransNet Funding
- Public Participation

### Next Steps

Pending ITOC feedback, staff will begin to prepare a draft 2025 annual report for consideration by the ITOC.

Staff will present a draft of the 2025 ITOC Annual Report for review and feedback in spring 2025. The final draft is expected to be considered at the June 2025 ITOC meeting. Following this, ITOC Chair Maryam Babaki will present the final report to the Board at its June 2025 meeting.

***Susan Huntington, Director, Financial Planning, Budgets and Grants***

Attachment: 1. 2024 ITOC Annual Report

### Action: Discussion

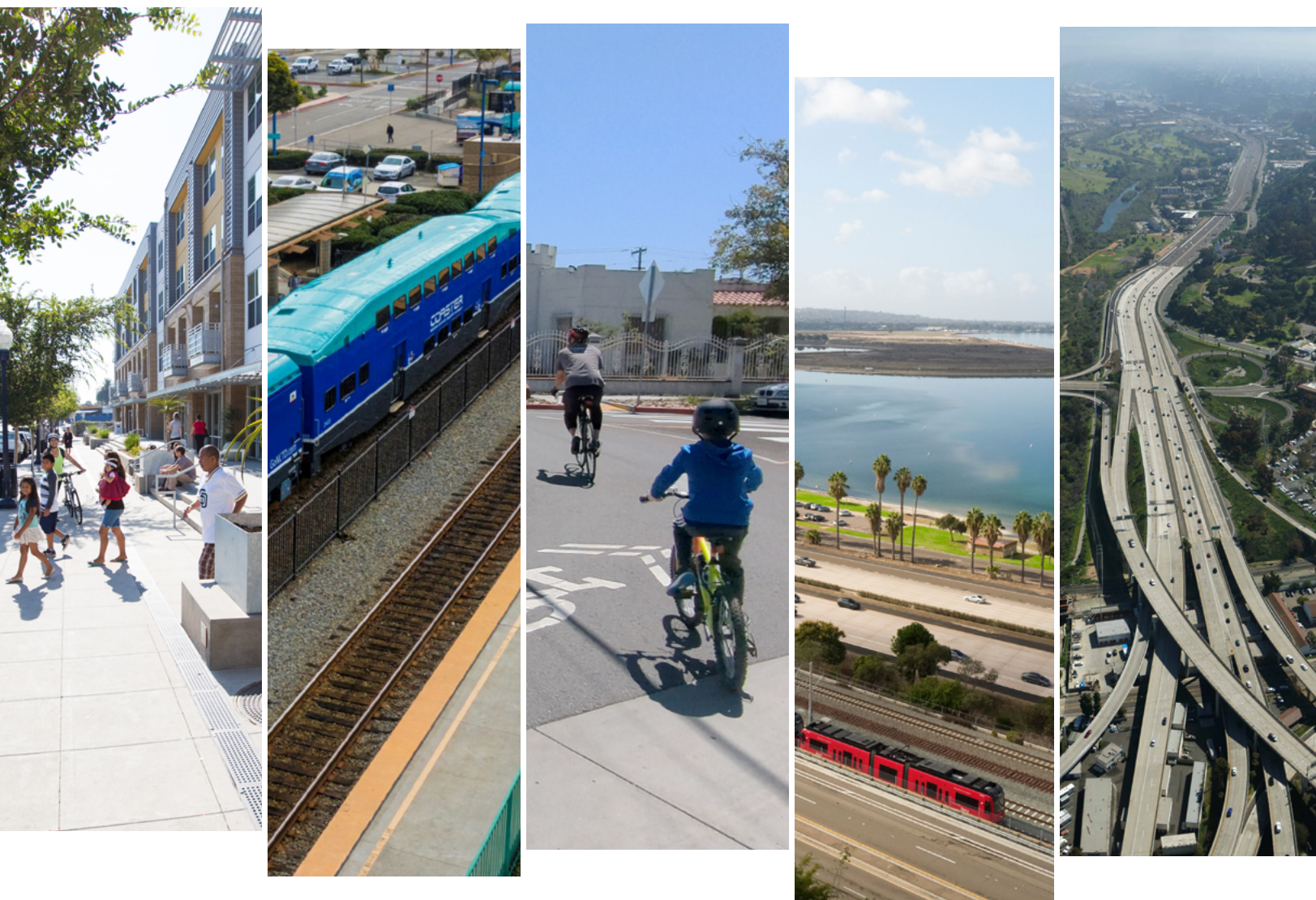
The ITOC is asked to discuss the proposed format and content for the 2025 ITOC Annual Report.

### Fiscal Impact:

Efforts to develop the ITOC Annual Report are funded through Overall Work Program Elements Nos. 1500100 and 1500200 in the FY 2025 Program Budget and will be supported by the services of a copywriting and editing services firm.

### Schedule/Scope Impact:

Consistent with TransNet Extension Ordinance provisions, upon completion by the ITOC, the annual report is presented to the Board of Directors and the public.



# ITOC

Independent Taxpayer Oversight Committee

## 2024 Annual Report

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí  
 免費語言協助 | 免費語言協助 | مساعدة ترجمة مجانية | کمک زبان رایگان | 無料の言語支援

Бесплатная языковая помощь | Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite  
 ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah

Безкоштовна мовна допомога

[sandag.org/LanguageAssistance](https://sandag.org/LanguageAssistance) | 619.699.1900

[SANDAG.org/TransNet](https://SANDAG.org/TransNet)



Contents

Letter from the Chair ..... 1

New ITOC Goals for FY 2024..... 2

FY 2024 TransNet Triennial  
Performance Audit ..... 3–4

Triennial Performance Audits  
Progress (FY 2021 and FY 2018).....5–6

Fiscal and Compliance  
Audit Results..... 7

Funding Highlights ..... 8

Project and Program  
Highlights .....9–12

How to Get Involved .....13

ITOC Members\*

**JONATHAN FRANKEL**  
Chair, Real Estate/Land Economics  
Term ends May 2024

**VACANT**  
Vice Chair, Construction Project  
Management  
Term ends May 2025

**LORRAINE AHLQUIST**  
Biology/Environmental Science  
Term ends May 2027

**MARYAM BABAKI**  
Municipal/Public Finance  
Term ends May 2027

**LES HOPPER**  
Engineer/Transportation  
Term ends May 2024

**SUNNIE HOUSE**  
CEO, Private Sector  
Term ends May 2025

**FRANCISCO RIVERA**  
Civil/Traffic Engineer  
Term ends May 2026

**TRACY DRAGER**  
San Diego County Auditor  
(non-voting member)

*\*According to the ITOC Bylaws, members of the ITOC are required to attend at least 50% of the regular ITOC meetings, not including special meetings or subcommittee meetings, in one calendar year. All ITOC members have met the established standard for attendance for calendar year 2023. In addition, all members participate in subcommittee established to focus on ITOC activities such as triennial performance audits, annual fiscal and compliance audits, and state of the commute reports, among others.*



Letter from the Chair

This past year (2023), as the TransNet program celebrated its 35th anniversary, the Independent Taxpayer Oversight Committee (ITOC) continued its mission to ensure accountability and transparency. Since 1988, the TransNet program, the San Diego region’s half-cent sales tax for transportation improvements, has generated \$4.4 billion. The San Diego Association of Governments (SANDAG) has leveraged this money to raise billions more in federal, state, and local tax dollars to bring numerous projects to fruition – enhancing daily life for millions of residents throughout the San Diego region. TransNet funds have been used to support transit, highway, freight, bikeway, and walkway programs, an environmental conservation program, transit fare subsidies, and grants for smart growth, active transportation, and transportation services for seniors and persons with disabilities in the San Diego region.

The ITOC was created to act as the steward of tax dollars raised by TransNet. This Annual Report is part of our responsibility to report to the public how well the program is doing.

A key measure of TransNet’s progress is an independent audit, conducted every three years. This Triennial Performance Audit (TPA) typically results in recommendations for improvement of the overall performance of the program to ensure that all voter mandates are carried out as required by the TransNet Extension Ordinance. The latest is the 2024 TPA, and its recommendations are featured in this Annual Report.

Chief among them are recommendations related to improving transparency and accountability with respect to tracking and reporting on projects identified in the TransNet Extension and Ordinance Plan. The 2024 TPA spent a significant amount of effort examining how SANDAG tracks and manages progress on projects, and reports that progress. SANDAG is a forward-looking organization focused on the future; its 2025 Regional Plan, now in development, embodies an updated vision for the next 30 years. But being accountable for past commitments, and transparent about them, is critical. That’s where the 2024 TPA says SANDAG can do a better job.

As SANDAG strives to improve its reporting on past commitments, it is important for the public to understand that as SANDAG secures additional financing for public infrastructure projects, it must follow the requirements of the government agencies that are providing that funding. This means that projects envisioned by the TransNet program more than three decades ago won’t always look the same as they were originally envisioned. The section on the 2024 TPA, which begins on page 3, discusses this.

As you read this Annual Report, you will also find our annual reports of fiscal and compliance audit results, as well as our annual presentation of TransNet funding highlights. Finally, you will find a review of specific projects, grant programs, and other accomplishments funded in part with TransNet dollars.

We at the ITOC will always be here to ensure that public tax dollars are being spent wisely, and that SANDAG is fully accountable and transparent on how those dollars are spent.

Best Regards,  
Jonathan Frankel, ITOC Chair

## ITOC Goals for FY 2024

The ITOC and SANDAG are pursuing goals to improve communication, transparency, and accountability for the general public and TransNet's many other stakeholders. Below is a review of four goals adopted by the ITOC and progress to date on each of them. To track more recent updates, please go online at [SANDAG.org/itoc](https://www.sandag.org/itoc).

### ITOC Goals for FY 2024

**#1**

Invite transit agencies, municipalities, and other recipients of TransNet funds to attend and highlight their TransNet program successes and/or challenges in delivering TransNet-funded projects at ITOC meetings. The goal is for at least one presentation per quarter in FY 2024.

#### Progress

The cities of National City, Encinitas, and San Diego, as well as SANDAG staff, have made presentations to the ITOC on local transportation projects funded with TransNet proceeds. Other agencies, including Caltrans, have also been invited to present to the ITOC.

**#2**

Enhance effectiveness and impact of ITOC in achieving its mission to ensure voter mandates are carried out and develop recommendations for improvements to the financial integrity and performance of the program.

#### Progress

The ITOC Subcommittee to Consider TransNet Ordinance Amendments continued to discuss potential revisions to amendment language related to ITOC membership and the selection process. Draft amendments are expected to be presented to the SANDAG Board of Directors in Fall 2024.

### SANDAG Goals for ITOC

**#1**

Consider how the TransNet program is supporting the 2021 Regional Plan priorities and policies.

#### Progress

A Subcommittee of the Mobility Working Group was formed in FY 2023 to discuss amendments to the TransNet Extension Ordinance. During FY 2024, the Subcommittee continued meeting to discuss amendments to several other topics, including Dig Smart, Smart Growth Incentive Program, and Accommodation of Bicyclists and Pedestrians. Other topics will be discussed in the future, continuing the effort to better align the TransNet program with the Regional Plan. SANDAG staff also presented an update to the ITOC on the status of TransNet Ordinance amendments.

**#2**

Work closely with ITOC to develop and implement streamlining measures to enhance communication practices that continue increasing transparency and accountability, and simplify information provided to make it more digestible for ITOC members and the public.

#### Progress

SANDAG staff has been working with the ITOC to improve communication practices and efficiency of the ITOC and its subcommittee meetings. As a result, the number of ITOC subcommittees was reduced, and reporting in meetings was made more streamlined and time-efficient. The meetings and meeting records are now more accessible and digestible for the public. This is an ongoing process, and the streamlining efforts will be continuously maintained.

# FY 2024 TransNet Triennial Performance Audit

In accordance with the TransNet Extension Ordinance, one of the responsibilities of the ITOC is to conduct performance audits of SANDAG and other agencies involved in the implementation of TransNet-funded projects and programs. These audits, conducted every three years, review project delivery, cost control, schedule adherence, and related activities. The sixth Triennial Performance Audit (TPA) was conducted in Fiscal Year (FY) 2024 by the ITOC with assistance from an independent auditor, in accordance with the requirements of the TransNet Extension Ordinance. Below is an edited Executive Summary from the FY 2024 TransNet TPA. To view the full performance audit, please visit **FY 2024 TransNet Triennial Performance Audit**.

## Executive Summary

As part of its responsibility under the TransNet Ordinance, the ITOC contracted with Sjoberg Evashenk Consulting, Inc. to conduct the FY 2024 TransNet TPA. This audit examined activities of SANDAG and other agencies to implement the TransNet Extension Ordinance (TransNet)-funded projects and programs between July 1, 2020 and June 30, 2023. The audit focused on the progress of major corridor projects relative to TransNet Ordinance plans, legislation impacting future major corridor project delivery, funding for TransNet projects, Smart Growth grants funded by TransNet, and the status of implementing prior audit recommendations.

SANDAG reported completing approximately one-third of the major corridor projects outlined in the TransNet Ordinance. However, the agency has not clearly stated whether these projects fully align with the commitments of the Ordinance, particularly concerning their location and scope. The FY 2018 TPA also identified this issue, specifically that SANDAG does not comprehensively track the degree to which completed projects align with Ordinance commitments at a granular level. SANDAG needs to more clearly show how projects meet commitments outlined in the Ordinance, and when they don't, clearly explain why different project options were delivered.

Transportation needs as well as local, state, and federal legislation can change over time. These shifts influence the legal environment of planning agencies and Metropolitan Planning Organizations (MPOs), such as SANDAG. This explains why SANDAG is currently focusing on multimodal solutions to reduce GHG emissions.

This new focus is reflected in SANDAG's 2021 Regional Plan, resulting in some TransNet Ordinance projects no longer being consistent with the Plan. SANDAG provided the Auditor with a high-level overview of the boundaries and scope of Ordinance projects not included in the Regional Plan. However, SANDAG has not yet amended the Ordinance to

align it with the latest Regional Plan. The agency also has not sufficiently described how remaining TransNet projects will be impacted if they are inconsistent with SANDAG's latest Regional Plan.

The agency faces the additional challenge of insufficient funding to cover the cost of planned TransNet major corridor projects, and the planned increased frequencies at new transit facilities. This will lead to a funding gap over the next few years. SANDAG is working to bolster revenues and link project needs to available funding, but it does not yet have a formal plan to address the shortfall. This could impact the delivery of projects.

The auditor also found that SANDAG is not acting strongly enough to implement prior audit recommendations. More than 40 percent remain outstanding. SANDAG has reported that staff turnover, changing responsibilities, and interruptions due to the COVID-19 pandemic have all contributed to delays in implementing past audit recommendations. The agency remains committed to working with the ITOC and Board to address audit recommendations, despite operating in a constrained funding environment with limited staff resources.

## SANDAG Response

SANDAG is committed to implementing processes that improve the TransNet program's overall performance and ensure all voter mandates are carried out as required by the TransNet Extension Ordinance (Ordinance).

SANDAG agrees with the audit recommendations and is committed to working with the ITOC, Board, and partner agencies to address the issues and continue implementing best practices for the TransNet Program. Our priority is to remain accountable, transparent, and efficient.

As a result, SANDAG has refocused resources to monitor and report on the status of the TransNet program and to respond to current and prior audit recommendations. Specifically, SANDAG will provide a full-time position to lead the work effort and provide regular updates to the ITOC and Board in response to audit recommendations.

To view the full SANDAG Response, please visit pages 83-95 of the **FY 24 TransNet Triennial Performance Audit report**.



# Fiscal Year 2024 Key Audit Results



I-805 South HOV/Carpool Lanes



Bayshore Bikeway



I-15 Direct Access Ramp



Smart Growth Incentive Program-Grossmont

## Major Corridors

- SANDAG reported progress with delivery of major corridor projects, but information was unclear to validate specific project scopes and progress against Ordinance commitments.
- Reported progress could not be confirmed due to inconsistent project status data.

## Local Street and Road, Bike, Transit

- Local Street and Road funding reported many improvements.
- Bike projects were completed and ridership was up, although there are still many miles left to deliver.
- New transit capital projects are not yet operating at planned frequency which impacts growing ridership.

## Funding

- TransNet Ordinance program shows a funding shortfall, although revenue and expense estimates are generally reliable.
- SANDAG's investment of TransNet funds for CMCP's to be eligible for state funding opportunities prove worthwhile.
- Though shortfalls for remaining major corridor projects were recently reduced, SANDAG does not have formal plans to address the gap.
- No established or vetted methodology exists to reprioritize projects against limited funding to be more transparent with rationale used in decision making.

## Smart Growth Grants

- Smart Growth grant activities generally aligned with program goals, although SANDAG should strengthen monitoring.
- Grant activities aligned with stated purpose in grant agreements, although capital grant applications did not require clear objectives.
- Grant purposes aligned with program goals, but performance outcomes were not measured.
- SANDAG needs to strengthen Smart Growth grant monitoring.

## Prior TransNet Audit Recommendations

- SANDAG has not taken strong enough actions to implement prior audit recommendations and may not understand intent behind prior audit recommendations.
- More than 40% of prior audit recommendations remain outstanding.
- SANDAG cited struggles to implement audit recommendations due to staff turnover and reorganized responsibilities.
- No indication of Executive Management direction prioritizing or setting timelines for implementing audit recommendations.
- SANDAG's TransNet Ordinance amendment process to address outstanding recommendations is slow and has not yet occurred.



# TransNet Triennial Performance Audits Progress

## (FY 2021 and FY 2018)

The ITOC provides an increased level of accountability for expenditures made under the TransNet Extension Ordinance. In addition to conducting independent annual fiscal and compliance audits, the ITOC also conducts TPAs of SANDAG and partner agencies involved in the implementation of TransNet-funded projects and programs to provide recommendations for improvement. The previous TPAs were conducted in FY 2018 and FY 2021.

### FY 2021 Implementation Status

Over the last year, SANDAG has implemented several audit recommendations. These include:

- Continuing efforts to formalize and implement a mature system of QA/QC policies and procedures.
- Identifying a regional safety planning coordinator to synchronize safety efforts of the region.
- Considering ways to encourage emergency planning and response entities to include SANDAG in discussions and local plans related to emergency capacity.
- Providing extra scrutiny on less certain Regional Bikeway Program assumed funding from less certain sources during updates to the Plan of Finance.

● Implemented   ● In progress   ○ Upcoming

#### Major Corridor Capital Construction

With only 16 years into the 40-Year TransNet program, SANDAG completed many projects. However, delivery of remaining future projects depends on the 2021 Regional Transportation Plan adoption.

- Identify whether the remaining TransNet Extension Ordinance projects will be part of the 2021 Regional Transportation Plan. (Summer 2024)
- Develop crosswalks to compare planned major corridor projects outlined in the TransNet Extension Ordinance with current improvement implementation status. (Summer 2024)

#### Finance

Through a renewed focus on improving revenue forecasts and expenditure models over the past few years, SANDAG identified a funding shortfall for the TransNet Extension Ordinance Major Corridor Program that needs to be addressed.

- Develop a formal process to address identified issues during annual Plan of Finance updates. (Spring 2025)
- Develop a risk-based approach for QA/QC testing to strengthen documentation of employed QA/QC activities and their results. (Fall 2024)
- Enhance organization of Peer Review Process supporting documents to better link plans, actions taken, and how issues were addressed. (Fall 2024)
- Describe to the Board the QA/QC sampling methodology, limitations of the data, and associated cost-benefits or risks of the approach. (Fall 2024)
- Continue efforts to formalize and implement a mature system of QA/QC policies and procedures. (Spring 2024)

#### Compliance, Transparency and Accountability

SANDAG demonstrated commitment to compliance with TransNet Extension Ordinance provisions, and focused efforts toward continued improvement but could further incorporate certain leading practices to better demonstrate its accountability to taxpayers.

- Report on actual progress and accomplishments on project scope, cost, schedule, and outcomes periodically and on a regular basis. (Summer 2024)
- Demonstrate compliance with the TransNet Extension Ordinance by identifying, tracking, and reporting on various requirements and provisions. (Summer 2024)
- Implement shorter-term performance reporting while waiting on Transportation Performance Management Framework. (Summer 2024)
- Create summarized graphics to indicate TransNet Extension Ordinance status based on data in the quarterly reports. (Summer 2024)

#### AB 805 Impacts

Assembly Bill 805 affected the composition of the SANDAG Board and its voting structure. The weighted voting changes, however, did not significantly impact the delivery of TransNet Extension Ordinance programs and projects.

No recommendations for this chapter.

## Safety

*With safety as a stated TransNet Extension Ordinance goal, SANDAG conducted regional safety planning efforts, and bicycle and pedestrian safety improved in San Diego County over the past few years.*

- Consider identifying a regional safety planning coordinator to synchronize safety efforts of the region. (Summer 2023)
- ◐ Prepare a regional safety plan to address regional trends, road conditions, and driving behaviors. (Fall 2024)
- Consider ways to encourage emergency planning and response entities to include SANDAG in discussions and local plans related to emergency capacity. (Summer 2023)

## Bike Early Action Program

*The Bike Early Action Program (EAP) experienced significant delays that will likely impact its 2024 completion target and may require changes to future Regional Bikeway Program projects.*

- ◐ Estimate the quantifiable impact of permit delays on the overall Regional Bikeway Program. (Ongoing)
- ◐ Work with the Board to rectify critical Bike EAP project permit issues. (Ongoing)
- Revise quarterly status reports to compare progress against initial Bike EAP plans for costs, schedules, and miles expected. (Ongoing)
- Develop a crosswalk that compares planned Bike EAP projects outlined in the Regional Bikeway Program with project segment status. (Ongoing)
- ◐ Modify TransNet Dashboard data or Board reports to compare actual project data with baseline budgets and schedule. (Winter 2025)
- ◐ Track and analyze more granular project milestones within Bike EAP project phases. (Ongoing)
- Provide extra scrutiny on less certain Regional Bikeway Program funding during updates to the Plan of Finance. (Fall 2023)
- Ensure that the TransNet Dashboard Bike Early Action Program schedule and budget fields include explanatory notes on why particular data may not be applicable to a project stage. (Summer 2022)

## ITOC

*With recent trends in transportation planning broadening the spectrum of topics and related challenges beyond freeway expansion or adding transit routes, additional member expertise areas could further strengthen ITOC's efforts in advising SANDAG and providing taxpayer oversight of the TransNet Extension Ordinance.*

- Incorporate conflict-of-interest policy clarifications from ITOC new member onboarding resources into recruitment materials. (Winter 2022)
- N/A Modify the TransNet Extension Ordinance language to be consistent with the service limits for all members. (ITOC and Board decided not to move forward with this recommendation)
- ◐ Consider expanding the ITOC qualifications to include knowledge of emerging topics SANDAG represents before the committee. (Fall 2024)
- ◐ Explore options and feasibility of moving ITOC candidate screening and selection process outside of the SANDAG Board to maximize transparency and minimize any bias. (Fall 2024)

## FY 2018 TPA Progress on Critical Audit Recommendation

Certain critical audit recommendations from the **FY 2018 TransNet TPA** are also in progress, as follows:

### Performance Framework

*Key elements of a performance framework were not established at the start of the Ordinance to measure output and performance against the goals of TransNet. Even though certain performance data was available through a variety of sources, it was not consistently summarized and reported regionally at the SANDAG level.*

- ◐ Establish a comprehensive performance framework by: Setting targets to measure TransNet performance against TransNet Extension Ordinance goals, in line with federally mandated deadlines or at a faster pace. At a minimum, some narrative could accompany performance reporting to help others understand whether data and results were favorable or unfavorable. (Spring 2025)
- ◐ Establish a comprehensive performance framework by: Capturing performance outcome data related to safety metrics, pavement condition, and bridge condition for highways, local roadways, and bicycle and pedestrian modes. (Spring 2024)

# Fiscal and Compliance Audit Results

Requirement	Audit Results
As required by SANDAG Board Policy No. 031, <b>each recipient agency is required to account for TransNet activities in a separate fund</b> , or if an alternative approach is used, it must be approved by SANDAG.	<b>Revenues for each recipient agency were recorded, and expenditures reported by all recipient agencies were allowable in accordance with the TransNet Ordinance</b> , TransNet Extension Ordinance, and SANDAG Board Policy No. 031.
In accordance with Section 8 of the TransNet Extension Ordinance, each recipient agency receiving revenues pursuant to Section 4(D) shall annually <b>maintain, at a minimum, the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years (FY) completed prior to the operative date of the TransNet Extension Ordinance.</b>	<b>All local street and road recipient agencies met their Maintenance of Effort (MOE) requirement</b> for the year ended June 30, 2023, ensuring that TransNet revenues were used to augment and not supplant local revenues.
In accordance with the 30% Rule, a recipient agency that maintains a <b>balance of more than 30 percent of its annual apportionment (after debt service payments) must use the remaining balance to fund projects.</b> SANDAG will defer payment until the recipient agency's Director of Finance, or equivalent, submits a certification that the unused balance has fallen below the 30 percent threshold, and will remain below the threshold until such time that a new threshold is determined.	<b>All reporting agencies were in compliance</b> with Board Policy No. 031, Rule #17, Section IV, requiring TransNet recipient agencies to maintain a fund balance that does not exceed 30 percent of its annual apportionment.
As specified in Section 2(C)(1) of the TransNet Extension Ordinance, at least <b>70% of the revenues provided for local street and road purposes should be used for congestion relief</b> , and the cities <b>may not spend more than 30% for Maintenance purposes.</b>	SANDAG appropriately allocated TransNet revenues – at least 70 percent for congestion relief purposes and up to 30 percent for maintenance purposes – in accordance with the Ordinance. <b>All recipient agencies were in compliance</b> with this requirement.
In accordance with Section 9(A) of the TransNet Extension Ordinance and Expenditure Plan, each local agency in the San Diego region shall <b>contribute a minimum of \$2,000</b> , subject to an annual adjustment based upon an index, in exactions from the private sector, <b>for each newly constructed residential housing unit in that jurisdiction to the RTCIP.</b> However, each jurisdiction may use their own fee schedule, as long as the fees are at a minimum the adjusted amount as approved by the SANDAG Board of Directors annually. The RTCIP revenue is to be used to construct improvements to the Regional Arterial System.	Revenues collected by each jurisdiction under the Regional Transportation Congestion Improvement Program were <b>compliant with the TransNet Extension Ordinance</b> and Board Policy No. 31, <b>except for the cities of Coronado, Del Mar, El Cajon, and La Mesa, and the County of San Diego.</b> <b>CORRECTIVE ACTION:</b> <b>The cities of Coronado, Del Mar, El Cajon, and La Mesa, and the County of San Diego are in the process of collecting the shortfall.</b>
In accordance with the TransNet Extension Ordinance, each jurisdiction shall have up to but <b>no more than seven fiscal years to expend Funding Program revenues</b> on the Regional Arterial Systems projects (RTCIP funding), unless a planned need for such fees can be demonstrated and a justification for the delay can be provided that is acceptable to the ITOC. <b>Funds not committed or expended within ten years of collection shall be refunded</b> to the current record owner of the development project on a prorated basis.	RTCIP funding collected during FY 2016 was committed or expended within seven years of collection for each city and the County of San Diego, <b>except for the city of Solana Beach in the amount of \$754.</b> <b>CORRECTIVE ACTION:</b> <b>The city of Solana Beach approved Resolution 2023-122 to commit to spending the \$754 of RTCIP funds in FY 2024 and 2025 and to revise the city's Capital Improvement Program budget to greater utilize RTCIP funding.</b>
In accordance with the TransNet Extension Ordinance, in order for transit operators to maintain eligibility for receipt of funds, the operator must <b>limit the increase in its total operating cost per revenue vehicle hour for bus or revenue vehicle mile for rail services</b> from one fiscal year to the next, to no more than the increase in the Consumer Price Index (CPI) for San Diego County over the same period.	<b>Both the Metropolitan Transit System (MTS) and North County Transit District (NCTD) did not meet their operator eligibility requirements for rail and bus services.</b> <b>CORRECTIVE ACTION:</b> In accordance with Ordinance provisions, the <b>SANDAG Board, acting as the San Diego County Regional Transportation Commission, approved a 3-year average calculation and certain cost exclusions in calculating the requirements for MTS and NCTD</b> , bringing both transit operators in compliance for the bus and rail services. MTS and NCTD will strive to meet the eligibility requirement next year.

# TransNet Funding Highlights

## Dollars, Compared with Other Sources

The 2023 Regional Transportation Improvement Program (RTIP) is a multi-billion-dollar program of projects planned by SANDAG and jurisdictions throughout the county between FY 2023 and FY 2027. The RTIP relies on several sources of funding, which include TransNet funds and contributions from the federal government, the State of California, and other local sources. The ITOC reviews projects proposed for funding with TransNet funds as part of its review of the RTIP. Local sales tax dollars raised by TransNet represent a relatively stable source of funding. However, when compared with the total number of dollars contributed by federal, state, and other funding sources, TransNet represents about 21 percent of about \$7.7 billion projected between FY 2023 and FY 2027.

## Focuses Resources on Improving Major Corridors and Local Street Improvements

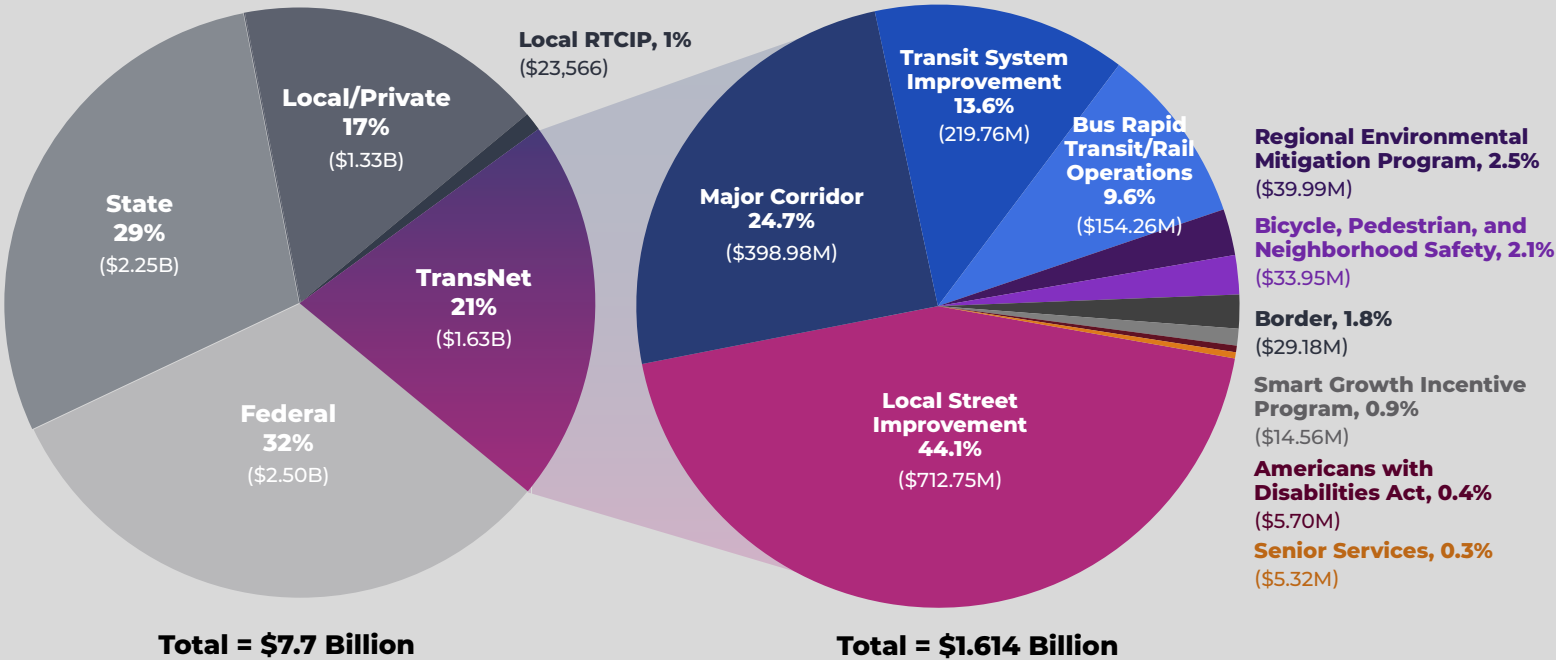
TransNet funding between FY 2023 and FY 2027 is expected to improve the quality of life for people in the region as the program focuses funding on major corridors where many people travel to and from work, and local streets and roads where people live, shop, and go to school. Between FY 2023 and FY 2027, nearly \$400 million is earmarked for improving major corridors in the region such as I-5, I-15, and SR 78, while more than \$712 million is planned for local street improvements. Meanwhile, more than \$219 million is planned for improving the regional transit system; more than \$154 million will go to operating Bus Rapid Transit and rail service; and \$33.95 million is budgeted for bicycle, pedestrian, and neighborhood safety improvements. More than \$39 million is earmarked for the region’s environmental mitigation program.



Rapid 215 on Park Boulevard

## TransNet and Other Funding

FY 2023–FY 2027



Source: 2023 Regional Transportation Improvement Program



# TransNet Projects and Transportation Program Highlights

SANDAG allocates millions of dollars annually to make the region's streets safer, give people more travel choices, better connect places throughout the region, and protect the environment. TransNet funding\* plays an important role in moving projects and initiatives forward, which brings the Regional Plan to life. Local jurisdictions, nonprofit organizations, community groups, and transportation partners also receive funding through the TransNet half-cent sales tax and competitive grant programs. These programs help keep SANDAG's efforts grounded in what's important to the region's communities. Ongoing revenues from the TransNet Extension Ordinance fuel the transformation of the region's transportation system.

## MAJOR PROJECTS



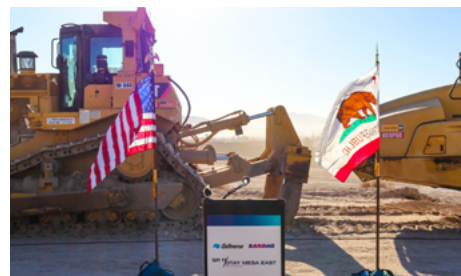
### Airport Transit Connection

The Airport Transit Connection will provide a reliable, direct, and convenient transit link to the San Diego International Airport for people across the region. This transportation improvement will help to reduce the increased traffic that's projected with the expansion of the airport, provide a practical travel option for residents and visitors, and contribute to the regional economy. SANDAG has shared project concepts with the Board and partner agencies, and it has secured funding for the environmental phase.



### LOSSAN

The LOSSAN Corridor (Los Angeles-San Diego-San Luis Obispo) is one of the busiest intercity rail corridors in the nation, and a critical link for goods movement and the military between the San Diego region and the rest of the country. Short- and long-term projects to stabilize and relocate the railroad tracks from the Del Mar bluffs are underway. SANDAG is also advancing bridge replacement projects for the San Dieguito Bridge and the Batiquitos Lagoon Bridge.



### Otay Mesa East Port of Entry

The future port of entry that SANDAG is building with partners at Caltrans will reduce wait times, strengthen border security and safety, increase economic efficiencies, and foster innovative technology solutions, all while reducing emissions and ensuring that the Cali-Baja region has the infrastructure it needs to continue its dynamic growth. Work on site preparations and critical agreements with federal and Mexican partners continue moving the project forward.



### Blue Line Improvements

To speed up trip times and increase access for transit riders, SANDAG is studying various improvements to the Blue Line Trolley, including community-oriented development around two stops. SANDAG is also exploring options for additional rapid transit services between South County and Downtown San Diego. Upgrades to the San Ysidro Transit Center's stop on the Blue Line will improve safety and the rider experience. Near-term solutions, such as more Rapid buses, will be provided while long-term solutions are implemented.



### Purple Line

The Purple Line will be a high-speed, high-capacity transit line connecting San Ysidro to Sorrento Mesa through National City, City Heights, and Kearny Mesa. It will link some of the most populated areas of the San Diego region with major destinations for jobs, health care, education, and more. SANDAG is currently examining optimal approaches for constructing this transit line through comprehensive studies that assess various train models, route options, and other enhancements.

*\*Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*



## TransNet Major Corridors

Many projects are moving forward in the environmental clearance phase, advancing them one step closer to construction. Roadway projects include improvements to SR 67 and SR 52, and final environmental clearance and design/engineering for the I-15/SR 78 Connectors and the SR 78/I-5 Express Lanes Connectors. SANDAG will also begin the design of the high-occupancy vehicle (HOV) lanes on I-5 extending to Oceanside. Transit projects include Blue Line railway signal improvements, Palomar Street rail grade separation, double-tracking projects, and six new Rapid bus projects.



## Regional Bike Network

The San Diego region has nearly 1,800 miles of existing bikeways and several more projects in the works. Providing this transportation option ensures that biking and walking are safe and convenient, and it also alleviates traffic. Currently, SANDAG is constructing three bikeways: Border to Bayshore, Bayshore Bikeway Barrio Logan, and the Pershing Bikeway. In 2024, SANDAG expects to break ground on Imperial Ave, Eastern Hillcrest, and the Inland Rail Trail Phase 3.



## Toll Operations

In January 2024, the Board of Directors approved an action plan to resolve ongoing tolling system deficiencies for the I-15 Express Lanes and the SR 125 Toll Road. The transition to a new tolling back-office system will include regular vendor and internal assessments, a quality assurance and quality control plan, and operational and customer service improvements. Internal policies will also include regular and proactive reporting to the SANDAG Board, as well as transparent communication with the public.

## REGIONAL INITIATIVES



### Data, Research, and Analytics

SANDAG creates and maintains a tremendous amount of data, and it takes advantage of emerging datasets to better understand the needs of the region. The agency translates data into actionable information such as transportation models, economic forecasts, project cost-benefit analyses, web applications, and maps. Public safety data and independent evaluations offer insights into quality-of-life issues that cross jurisdictional boundaries, and the Open Data Portal (ODP) makes the data publicly and readily available.



### People, Processes, and Technology

SANDAG continues to invest in new technologies, our employees, and agency process improvements to ensure that we are efficient, effective, and ultimately a world-class agency. The agency is streamlining its processes and putting into practice what it has learned from its audits. By bringing on the proper skill sets and training our staff, SANDAG continues to be an innovative and data-driven agency.



### Safety and Vision Zero

The goal of the Regional Vision Zero Resolution is to work toward eliminating all traffic fatalities and severe injuries while making mobility options more safe, healthy, and equitable. Vision Zero rejects the idea that traffic crashes are inevitable, and it recommends proven roadway safety strategies to accommodate a variety of travel modes, promote safer speeds, and increase education around responsible travel behavior. SANDAG has launched a Traffic Safety Dashboard to gather essential data in one convenient place, and it has formed the Safety Technical Advisory Group to help shape transportation safety solutions.

*\*Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*





## Transit Equity and the Youth Opportunity Pass

After more than a decade of advocacy by social justice community organizations, SANDAG launched its Transit Equity program in spring 2022. The Youth Opportunity Pass (YOP) pilot program, which provides free, unlimited transit rides for young people ages 18 and under, has provided more than 11 million rides countywide since its launch. Working with its community partners, the SANDAG program also includes education for youth and families about public transit options in their neighborhoods and an evaluation of its impact.



## Reconnecting Communities

Working with our partners at Caltrans, the City of San Diego, National City, and community-based organizations, SANDAG is reconnecting parts of the region that have been historically cut off from opportunity by past transportation infrastructure decisions. Projects funded by a state grant to advance transportation equity will create green spaces, public plazas, and transit-oriented development that will repurpose land for community benefit and create buffers from pollution.

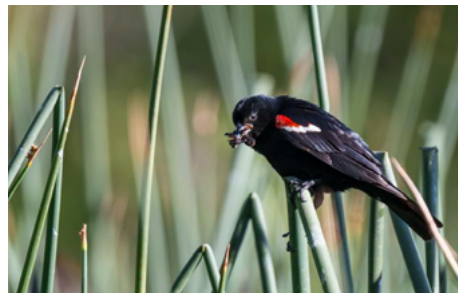
## GRANTS AND LOCAL TRANSNET FUNDING

SANDAG's Grants Division within the Financial Planning, Budgets, and Grants Department centralizes and enhances the agency's efforts toward pursuing discretionary grant funding. Since 2020, SANDAG has secured more than \$1.5 billion in federal and state funding for agency projects and programs.



### Local Streets and Roads

Since 1988, more than \$1 billion in TransNet funding has been provided to the cities and the county to help with street improvement projects. Benefits of these funds include new major roads, repaved and widened streets, pothole repairs, local bikeway and walkway improvements, median and landscaping projects, bridge repairs, drainage improvements, traffic calming and signal adjustments, and other major congestion relief and rehabilitation projects. Individual jurisdictions spend these funds according to their priorities and needs.



### TransNet Environmental Mitigation Program

SANDAG has awarded approximately \$18.8 million in TransNet Environmental Mitigation Program Land Management grants over a total of ten cycles. This competitive program awards projects to land managers to protect threatened, rare, and endangered species and their habitats while promoting regional habitat conservation planning. The Board awarded funding for 19 projects for the tenth cycle.



### TransNet Active Transportation & Smart Growth Incentive Programs

SANDAG provides jurisdictions with funds to create more walkable, bike-friendly, and transit-oriented communities. Since 2009, \$59 million in TransNet Smart Growth Incentive Program funding and more than \$29 million in Active Transportation funding contributed to projects throughout the region. These projects revitalize downtown areas and create economic growth opportunities by enhancing streetscapes, improving walking and biking facilities, beautifying public spaces, and increasing connectivity.

*\*Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*



## Specialized Transportation Programs

The Specialized Transportation Grant Program (STGP) expands mobility options for older adults and individuals with disabilities. STGP consists of two programs: The Senior Mini-Grant Program and Section 5310. These two programs have awarded more than \$68 million to private nonprofits and local governments. Additionally, the SANDAG Access for All Grant Program (AFA) funds projects and programs that expand on-demand wheelchair-accessible vehicle services. Using fees collected by the California Public Utilities Commission, AFA has awarded more than \$2.5 million.

### Program Highlight

ElderHelp is a non-profit organization that receives Senior Mini-Grant funding. During FY 2024, they operated Seniors A Go Go, a volunteer driver program providing door through door, door to door, and curb to curb transportation options for seniors aged 60 and older. The program ensures that seniors arrive safely to and from their appointments and errands.



## Housing Acceleration Program

The Housing Acceleration Program (HAP) uses state Regional Early Action Planning (REAP) funds to help local jurisdictions produce more housing and better integrate it into their communities. The HAP develops and adopts policies, processes, and infrastructure improvements that help jurisdictions evaluate their needs, accelerate housing production, implement strategy, and compete for funding. Since 2021, the HAP has awarded over \$14 million for projects throughout the region.

---

See also the **2023 SANDAG Annual Report**.

*\*Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*





## How to Get Involved

According to the FY 2021 TransNet TPA, 35 percent of the 48 major corridor capital construction projects were completed and 23 percent were in progress as of June 30, 2020—a significant accomplishment 13 years into the 40-year program. Completed projects include the modernization of the Blue and Orange Trolley lines; construction of the I-15 Express Lanes; the widening of SR 76; I-15, Mid-City, and South Bay Rapid Transit projects; and others. For specific information on the status of projects under the TransNet program, readers can go to the following sources online:

- **FY 2021 TransNet TPA**  
Appendix C details the status of major corridor projects.
- The status of all TransNet Major Corridor projects can be found on the TransNet Dashboard at [transnetdashboard.sandag.org](https://transnetdashboard.sandag.org).



### **SANDAG.org/TransNet**

Contains key documents related to the TransNet Extension Ordinance.



### **Meetings**

ITOC meets regularly, usually the second Wednesday of the month at 9:30 a.m. at SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101. A list of past and upcoming agendas for all ITOC meetings can be found at [sandag.org/meetings-and-events/transnet-independent-taxpayer-oversight](https://sandag.org/meetings-and-events/transnet-independent-taxpayer-oversight)



### **Questions?**

The ITOC encourages your feedback on this report and other TransNet-related matters. Inquiries can be directed to [itoc@sandag.org](mailto:itoc@sandag.org). Individuals interested in serving on the committee, as vacancies occur, are encouraged to email [itoc@sandag.org](mailto:itoc@sandag.org) to be placed on the vacancy notification list.

February 12, 2025

## Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues

### Overview

Each year, SANDAG provides funding estimates for Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds for the upcoming fiscal year as well as a projection for the next four fiscal years to allow the transit and local agencies to plan for capital projects and determine operating subsidies. An overview of these funding sources is provided in Attachment 1.

### Key Considerations

#### *Proposed FY 2025 TransNet and TDA Revised Estimates*

For the FY 2025, anticipated revenues are expected to be less than those approved by the [Board of Directors in February 2024](#). Based on actual revenues received in FY 2024 being lower than expected and the first six months of FY 2025 continuing a negative trend, an adjustment to both the TransNet and TDA estimates is recommended.

In February 2024, the Board approved a forecast that projected \$429.7 million for FY 2024 and \$434 million for FY 2025 for TransNet. Actual collections for FY 2024 totaled \$426.7 million (\$3 million or 0.7% below the previous year's total). Year-to-date, FY 2025 TransNet revenue is tracking roughly 2% below FY 2024. At this rate, it is unlikely that revenue can grow enough to close the gap and meet the FY 2025 projection.

TDA revenues generally follow a similar trajectory to TransNet revenues, but at a slower rate. In February 2024, the Board approved a forecast that projected \$205.7 million for FY 2025. Actual FY 2024 collections were \$201.7 million (0.44% below previous year's total), therefore the new updated TDA forecast is updated to reflect an estimate of \$201.7 million, which is a flat growth for FY 2025 over FY 2024.

Tables 1 and 2 provide a summary of the Board approved revenues, proposed revised revenues, and the difference for TDA and TransNet funding estimates for FY 2025.

### Action: Discussion

Staff will present an overview of the following:

1. The Revised FY 2025 Transportation Development Act (TDA) and TransNet Estimates with a reduction of \$3.9 million in TDA funding and a reduction of \$13.9 million of TransNet funding; and
2. The FY 2026 to FY 2030 estimates and apportionments for TDA, Federal Transit Administration, and TransNet funds.

### Fiscal Impact:

SANDAG estimates that approximately \$795 million will be available in Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds in FY 2026.

### Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2026 to FY 2030 TDA, FTA, and TransNet estimates to inform the FY 2026 budget development process. The transit operators also would use the FY 2025 TDA and TransNet revised estimates to inform any amendments to its Capital Improvement Program budgets and amend its FY 2025 TDA claims.

**Table 1: Transportation Development Act Updated Revenues for FY 2025 (\$000s)**

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
<b>TDA Program Revenues</b>	<b>FY 2025</b>	<b>FY 2025</b>	
Estimated Sales Tax Receipts	<b>\$205,737</b>	<b>\$201,781</b>	<b>(\$3,956)</b>
<b>TDA Program Allocations</b>			
Less SANDAG Administration (PUC 99233.1)	\$564	\$553	(\$11)
Less 3% Planning Funds (PUC 99233.2)	\$6,154	\$6,035	(\$119)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	\$3,979	\$3,902	(\$77)
Less 5%Community Transit Service (PUC 99233.7)	\$9,749	\$9,562	(\$187)
<b>Total Off the Top Allocations</b>	<b>\$20,446</b>	<b>\$20,052</b>	<b>(\$394)</b>
MTS Claim	\$135,306	\$132,699	(\$2,607)
NCTD Claim	\$55,656	\$54,586	(\$1,070)
SANDAG Claim	\$10,550	\$10,352	(\$198)
CTSA Claim	\$194	\$191	(\$3)
<b>Total TDA Claims<sup>1</sup></b>	<b>\$201,706</b>	<b>\$197,828</b>	<b>(\$3,878)</b>

**Table 2: TransNet Updated Revenues for FY 2025 (\$000s)**

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
<b>TransNet Program Revenues</b>	<b>FY 2025</b>	<b>FY 2025</b>	
Estimated Sales Tax Receipts	<b>\$434,040</b>	<b>\$420,080</b>	<b>(\$13,960)</b>
<b>TransNet Program Allocations</b>			
Administrative Allocations	\$8,681	\$8,402	(\$279)
Independent Taxpayer Oversight Committee	\$515	\$515	\$0
Bike, Pedestrian & Neighborhood Safety	\$8,681	\$8,402	(\$279)
<b>Total off-the-top Programs</b>	<b>\$17,877</b>	<b>\$17,318</b>	<b>(\$559)</b>
<b>Net Available for Subprograms</b>	<b><u>\$416,163</u></b>	<b><u>\$402,762</u></b>	<b><u>(\$13,401)</u></b>
<b>Program Allocations</b>			
Major Corridors Program	\$176,453	\$170,771	(\$5,682)
New BRT/Rail Operations	\$33,709	\$32,624	(\$1,085)
Transit System Improvements	\$68,667	\$66,456	(\$2,211)
Local System Improvement	\$137,334	\$132,911	(\$4,423)
<b>Total Program Allocations</b>	<b><u>\$416,163</u></b>	<b><u>\$402,762</u></b>	<b><u>(\$13,401)</u></b>

<sup>1</sup> A portion of claims includes the Off the Top Allocations.

### ***FY 2026-2030 TransNet, TDA, and FTA Estimates***

For FY 2026, the TransNet estimate is approximately \$421.5 million and reflects an estimated growth rate of approximately 0.3% over anticipated revenues for FY 2025 of \$420.1 million. Of this total, the FY 2026 TransNet Transit System Improvements, which includes funding for transit operations and capital improvements, Americans with Disabilities, and competitive grant program funding for senior transportation services, estimate is approximately \$66.7 million.

The TDA estimate for FY 2026 is approximately \$194.5 million and reflects similar growth as confirmed by the County of San Diego.

The FTA fund estimate for FY 2026 (Federal Fiscal Year (FFY) 2025) is approximately \$172.7 million. Estimates for FY 2026 (FFY 2025) reflect a 2 percent increase over FY 2025 (FFY 2024) actual apportionments based on the federal transportation bill passed in the Bipartisan Infrastructure Law as enacted in the Infrastructure Investment and Jobs Act (IIJA).

### ***Forecast Methodology***

The forecast methodology used to develop the TransNet and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2026 through FY 2030 are shown in Attachment 3.

### ***Peer Review Process***

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 19, 2024, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in January 2025.

The ITOC will review the TransNet program revenue estimates at its meeting on February 12, 2025.

### ***Next Steps***

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2026 budget development process and any proposed FY 2025 amendments to Capital Improvement Program budgets and/or TDA claims.

### ***Susan Huntington, Director Financial Planning, Budgets, and Grants***

- Attachments:
1. Funding Programs Overview
  2. Forecast Methodology for TDA and TransNet FY 2025 Update and Forecasts for FY 2026 - FY 2030
  3. Revised FY 2025 Estimates and Estimates and Apportionments for FY 2026 - FY 2030

## Funding Programs

### Transportation Development Act

The Transportation Development Act (TDA) program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects like bicycle and pedestrian projects. The TDA comes from a quarter of a percent of state sales tax assessed in the region. The San Diego Association of Governments (SANDAG), as the Regional Transportation Planning Agency, is responsible for apportionment of TDA funds each year in conformance with state statute. The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

Pursuant to state statute, the County of San Diego Auditor and Controller office has the responsibility for providing the TDA apportionment for the upcoming fiscal year. The County Auditor develops the apportionment in consultation with SANDAG staff and with the transit operators, based on actual sales tax receipts and projections. The annual apportionment determines the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionment by March 1, necessitating action by the Board of Directors in February each year.

The legislative priorities established by state law include certain categories for which TDA funds are taken "off the top." These include the allocation to SANDAG for various planning, programming, and administrative-related expenses, funding of bike and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with any prior year carryover funds, is available to be claimed by the North County Transit District (NCTD) and Metropolitan Transit System (MTS). The balance of current-year funds is allocated based upon the population of the service area served by the two transit agencies.

Pursuant to provisions of Senate Bill 1703 (Peace, 2002) and as agreed to by MTS, NCTD, and SANDAG, regional transit capital projects are implemented by SANDAG with funding transferred from both MTS and NCTD. The transit agencies may choose to transfer a portion of their TDA share for purposes of matching federal formula funds for the capital projects to be implemented by SANDAG on behalf of MTS or NCTD. Transfers of federal funds and/or TDA as the match are based on the draft five-year transit Capital Improvement Program (CIP). The final list of projects and associated funding will be included with the transit CIP scheduled for Transportation Committee and Board action in March or April of each year. An additional apportionment to SANDAG covers those indirect administrative functions not directly funded by projects. The calculation for the cost of these administrative functions was memorialized in Addenda Nos. 3 and 4 to the Memorandum of Understanding between SANDAG, MTS, and NCTD.



## TransNet

The TransNet Extension, a 40-year half-cent sales tax transportation funding measure approved by the voters in 2004, became effective in FY 2009. TransNet provides funding for major transportation projects in the region. After deducting costs associated with administrative expenses; the operation of the TransNet Independent Taxpayer Oversight Committee (ITOC); and the Bicycle, Pedestrian, and Neighborhood Safety program; the TransNet program is divided into Major Corridor (42.4%), New Bus Rapid Transit/Rail Operations (8.1%), Local System Improvements (33%), and Transit System Improvements (16.5%).

Within the Transit System Improvements, services provided pursuant to the Americans with Disabilities Act of 1990 (ADA) and subsidies for seniors have specific earmarks (2.5% and 3.25%, respectively). The remaining revenues can be used by the transit agencies for operating or miscellaneous capital purposes. Similar to TDA, the transit share between NCTD and MTS is allocated based upon the respective population of the two transit agencies' service areas.

The ITOC reviews the TransNet estimates for the entire program at its meeting in February each year. Significant comments from the ITOC are shared with the Transportation Committee and Board.

## Federal Transit Administration Formula Programs

**Section 5307:** FTA 49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more, such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed-guideway revenue vehicle miles, and fixed-guideway route miles, as well as population and population density. Eligible activities under this program include planning, engineering design, and an evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; and capital investments in new and existing fixed-guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

The Infrastructure Investment and Jobs Act (IIJA) includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend 1% for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

**Section 5337:** This State of Good Repair (SGR) program provides funding to transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate and replace capital assets as well as projects that implement transit asset management plans. The Infrastructure Investment and Jobs Act clarifies that high-intensity motorbus tier funds can only be used for vehicle SGR costs and not for roadway SGR repair costs.

**Section 5339:** The Infrastructure Investment and Jobs Act provides both formula and discretionary funding for this section, and there is also a sub-program that provides competitive grants for bus and bus facility projects that support low- and zero-emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

As stated above, the Section 5307 program is based on a number of factors, including data from the vanpool program. Over the years, the Regional Vanpool program has contributed substantially to the overall funding that comes to the region. In recognition of its contribution, the transit agencies have agreed to update the funding level to fully fund the Regional Vanpool program from the total apportionment based on prior year actual expenditure. After deducting for the cost of the Regional Vanpool program, Section 5307 funds are allocated 70% for MTS and 30% for NCTD. The same 70/30 formula was used to allocate the Sections 5337 and 5339 between MTS and NCTD. SANDAG does not directly receive funds from either Section 5337 or Section 5339.

## Forecast Methodology for Transportation Development Act and TransNet FY 2025 Update and Forecasts for FY 2026 - FY 2030

In December of each year, SANDAG revises its forecast for sales tax revenue from the Transportation Development Act (TDA) and TransNet. The revisions reflect the latest data on sales tax collections and evolving economic conditions. This year, SANDAG is updating its expectations for the current fiscal year (FY 2025) and its short-term forecast for FY 2026 through FY 2030. Key aspects of the revisions are:

- Projected FY 2025 TransNet revenue has a negative adjustment. The revised figure is \$420.1 million, which is \$13.9 million lower than what was approved by the SANDAG Board in March 2024. Over the next five years (FY 2026 to FY 2030), total TransNet revenue projections are lower by 3.7%, falling to \$2.21 billion.
- TDA generally follows a similar trajectory. For FY2025 to FY2027, TDA revenue is projected to be flat before returning to modest, positive growth.

It is worth noting that sales tax revenue growth improves over the long run, offsetting the near-term loss. Annual revenue growth for TransNet is expected to average 3.3% from FY 2031 to FY 2048 which is higher than forecasted last year for the same period (just under 3%).

This memo discusses the updates to the draft TDA and TransNet revenue forecasts. It outlines the key factors that have changed since December 2023, when SANDAG produced its forecasts.

### **Forecast Overview**

Table 1 (below) shows actual and projected TransNet Extension Ordinance revenues, starting in FY 2009, the first year of collections. TransNet revenue for FY 2025 is expected to have negative growth. From FY 2026 forward, the trend is expected to reverse. Annual growth gains momentum, returning to levels observed prior to COVID and the introduction of tax collection for online sales (ie, Wayfair decision in 2019). Given economic uncertainty and a desire to exercise caution with revenue projections, this updated forecast is intended to be conservative.

Once TransNet revenue is forecasted, SANDAG then projects TDA revenue. SANDAG assumes TDA revenue follows general sales tax revenue projections but at a 0.5% lower rate. The Agency recognizes that the relationship between TransNet and TDA revenue is changing. TDA collections have not softened as much, which is reflected in this update.

### **FY25 Revisions**

SANDAG lowered its expectations for FY 2025 TransNet revenue. The negative revision for FY 2025 is necessitated by FY 2024 collections being lower than expected and the first six months of FY 2025 continuing a negative trend. Table 2 compares monthly TransNet revenue for FY 2023, FY 2024, and FY 2025.

In February 2024, the Board approved a forecast that projected \$429.7 million for FY 2024 and \$434 million for FY 2025. Actual collections for FY 2024 totaled \$426.7 million (\$3 million or 0.7% below the previous year's total). Year-to-date, FY 2025 TransNet revenue is tracking roughly 2% *below* FY 2024. At this rate, it is unlikely that revenue can grow enough to close the gap and meet the FY 2025 projection.



**Table 1. Growth in TransNet Extension Ordinance Sales Tax Receipts**

<b>Fiscal Year</b>	<b>Amount</b>	<b>Percent Change</b>
2009 (Actual)	\$222.0M	-9.2%
2010 (Actual)	\$204.2M	-8.0%
2011 (Actual)	\$221.3M	8.4%
2012 (Actual)	\$236.9M	7.1%
2013 (Actual)	\$247.2M	4.3%
2014 (Actual)	\$260.1M	5.2%
2015 (Actual)	\$268.8M	3.4%
2016 (Actual)	\$275.5M	2.5%
2017 (Actual)	\$284.5M	3.3%
2018 (Actual)	\$301.5M	6.0%
2019 (Actual)	\$305.3M	1.3%
2020 (Actual)	\$305.9M	0.2%
2021 (Actual)	\$334.0M	9.2%
2022 (Actual)	\$405.9M	21.5%
2023 (Actual)	\$429.7M	5.9%
2024 (Actual)	\$426.7M	-0.7%
2025 (Forecast)	\$420.1M	-1.6%
2026 (Forecast)	\$421.5M	0.3%
2027 (Forecast)	\$427.5M	1.4%
2028 (Forecast)	\$438.5M	2.6%
2029 (Forecast)	\$452.9M	3.3%
2030 (Forecast)	\$468.5M	3.4%

**Table 2. Actual Monthly TransNet Revenue**

	FY 2023	FY 2024	FY 2025	Y-O-Y	YTD
Jul	\$44,478,683	\$43,691,260	\$42,756,562	-2.14%	
Aug	\$28,995,480	\$27,925,686	\$29,154,928	4.40%	0.41%
Sep	\$36,853,062	\$36,672,942	\$36,669,208	-0.01%	0.27%
Oct	\$38,474,980	\$38,088,738	\$34,614,090	-9.12%	-2.18%
Nov	\$34,497,001	\$33,489,426	\$33,063,017	-1.27%	-2.01%
Dec	\$36,657,141	\$35,801,646	\$35,389,735	-1.15%	-1.86%
Jan	\$33,813,540	\$33,972,638	\$31,821,636	-6.33%	-2.47%
Feb	\$40,825,224	\$39,509,271			
Mar	\$34,695,328	\$35,786,454			
Apr	\$31,439,603	\$33,305,657			
May	\$33,999,974	\$33,419,427			
Jun	\$35,005,164	\$35,029,838			
<b>Total</b>	<b>\$429,735,180</b>	<b>\$426,692,983</b>			
<b>Board Approved Forecast:</b>		<b>\$429,735,850</b>	<b>\$434,040,498</b>		

Sales tax revenue is reported for five broad categories: general retail, food products, transportation, construction, and business-to-business services and equipment. Several factors contributed to softer performance in sale tax revenue, despite a relatively healthy economy.

- General retail, which includes big box stores generally accounts for 28% to 30% of total TransNet revenue. Revenue from this category has been depressed as big box stores have lowered prices to remain competitive.
- Disinflation in gas prices and automobiles. While beneficial to consumers, the disinflation placed downward pressure on tax revenue from these sources. In the first five months of FY 2025, gasoline prices in San Diego have averaged nearly 13% lower than the previous year. New and used vehicle prices fell 3% in FY 2024 and have fallen another 3% in the first five months of FY 2025.
- Food products, which largely encompass restaurants (dine-in and take-out) and food delivery services, have also been facing headwinds as households are eating at home more. The cost of eating out has accelerated while the cost of food at home (e.g., food purchased at grocery stores) is growing in line with headline inflation. In the first five months of FY 2025, the prices for food away from home climbed 11% compared to the same time last year; prices for food at home during the same period rose only 2%. The price increases for eating out have not been offset by the drop in demand.
- Stalled commercial and residential real estate markets depressed sales and revenue that would have flowed from investments that accompany real estate transactions. The San Diego region continues to see low inventory in the residential real estate market and negative absorption in the commercial and industrial real estate markets.

## **Short-Term Forecast Update**

SANDAG's forecast is generated using the most recent historical collections and then projecting future revenue as the product of nominal retail sales per capita growth and population growth.<sup>1</sup> The forecast methodology underwent SANDAG's peer review process (PRP) in 2022, confirming per capita nominal sales growth rate as the primary predictor of retail sales—and ultimately, TransNet and Transportation Development Act (TDA) revenues—are likely to behave.<sup>2</sup>

### ***Actual TransNet Revenue Collections Updates***

The starting point in the TransNet forecast revision is replacing forecasted values with the most recently reported actual revenue collections. As noted earlier, comparing actual to projected values for FY 2024 and FY 2025 (July 2024 through January 2025) suggests potentially negative, TransNet revenue growth. FY2024 actual collections did not meet expectations, and year-to-date values for FY 2025 point to a slight downturn in nominal spending that had not been forecasted. Discussed in the next section, this downward trend is also visible in the conservative forecast by Avenu Insights and Analytics.

### ***Actual TDA Revenue Collections Updates***

Year-to-date, TDA collections in FY2025 (July 2024 through January 2025) are up 1.3%, which is promising. However, this gain is largely due to a strong performance in December rather than consistent month-over-month growth. SANDAG predicts FY2025 collections to finish on par with FY2024 actual collections (\$201.78 million).

### ***Updates to the Short-Term Outlook for Retail Sales***

SANDAG economists adjusted the annual growth rates of the TransNet revenue forecasted by the model. The adjustments reflect a guiding principle of being conservative to minimize the risk of budget shortfalls.

These adjustments result in retail sales expected to experience slow growth over the short-term and stronger growth returning over the long-term. The variable growth reflects:

- (1) retail sales finally normalizing after COVID (as observed in sales tax data over the past 17 months;
- (2) consumer response to ongoing price volatility as inflation moves at different paces and directions across the basket of taxable and nontaxable goods impacting households and businesses; and
- (3) long-term expectations of prices stabilizing and ongoing, generally healthy economic conditions.

As noted earlier, sales tax revenue has been weaker than projected for FY 2024 and year-to-date for FY 2025. This comes after several years of record-high TransNet sales tax revenue. For example, revenue in FY 2023 was \$429.7 million, marking a healthy gain of 5.9% and was the third consecutive year of higher-than-normal growth. TDA collections also showed solid growth, increasing 4.4% to \$202.7 million in FY 2023.

---

<sup>1</sup> The nominal retail sales forecast is the consensus (arithmetic mean) of three independent nationally recognized forecasts of growth in per-capita nominal retail sales (IHS Markit, Moody's Analytics, and Oxford Economics). The San Diego regional population growth is the SANDAG Series 15 forecast (2022-2060).

<sup>2</sup> TDA is assumed to follow TransNet growth, but at 0.5% slower pace.

The TransNet revenue forecast approved by the Board in February 2024 had anticipated some easing in growth. It did not, however, anticipate sales tax revenue to weaken and produce slightly negative growth. Correcting for FY 2024 and integrating the latest data for FY 2025, results in FY 2026 revenue projected to be \$421.5 million. By FY 2027, prices are expected to level off and economic conditions are projected to be robust (underpinned by a stable job market and steady wage growth). These two dynamics lead to TransNet revenue projections returning to healthy year-over-year growth and converging on a long-term growth average of slightly above 3% by FY 2029.

### **Peer Review Process**

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 19, 2024, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in January 2025.

The ITOC will review the TransNet program revenue estimates at its meeting on February 12, 2025.

**Transportation Development Act**  
**FY 2025 Apportionment and Estimates from FY 2026 - FY 2030**

*Estimated amounts are in \$000s*

Column1	FY 2025 Apportionment	FY 2026 Apportionment	FY 2027 Estimate	FY 2028 Estimate2	FY 2029 Estimate	FY 2030 Estimate
Total Apportionment <sup>1,2</sup>	<b>\$201,781,552</b>	<b>\$194,505,554</b>	<b>\$196,276</b>	<b>\$200,358</b>	<b>\$205,908</b>	<b>\$211,982</b>
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) <sup>3</sup>	(552,939)	(743,001)	(540)	(551)	(566)	(793)
Less 3% Planning Funds (PUC 99233.2)	(6,035,358)	(5,811,377)	(5,871)	(5,993)	(6,159)	(6,334)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,902,865)	(3,758,024)	(3,796)	(3,875)	(3,983)	(4,096)
Less 5%Community Transit Service (PUC 99233.7)	(9,562,019)	(9,207,158)	(9,301)	(9,494)	(9,757)	(10,035)
<b>Subtotal</b>	<b>\$181,678,370</b>	<b>\$174,935,995</b>	<b>\$176,717</b>	<b>\$180,393</b>	<b>\$185,390</b>	<b>\$190,670</b>
Total Available for MTS	128,929,509	124,354,944	125,621	128,234	131,786	135,540
Less Regional Planning/Capital Projects <sup>4</sup>	(284,392)	(296,580)	(297)	(297)	(297)	(297)
Less Transferred Functions <sup>5</sup>	(2,596,349)	(2,504,227)	(2,530)	(2,582)	(2,654)	(2,729)
Total Community Transit Service	6,650,048	6,414,097	6,479	6,614	6,797	6,991
<b>Total Available to Claim</b>	<b>\$132,698,817</b>	<b>\$127,968,233</b>	<b>\$129,274</b>	<b>\$131,969</b>	<b>\$135,633</b>	<b>\$139,505</b>
Total Available for NCTD	52,748,861	50,581,052	51,096	52,159	53,604	55,130
Less Regional Planning/Capital Projects <sup>4</sup>						
Less Transferred Functions <sup>5</sup>	(883,543)	(847,233)	(856)	(874)	(898)	(923)
Total Community Transit Service	2,720,731	2,608,917	2,635	2,690	2,765	2,844
<b>Total Available to Claim</b>	<b>\$54,586,049</b>	<b>\$52,342,736</b>	<b>\$52,876</b>	<b>\$53,975</b>	<b>\$55,471</b>	<b>\$57,051</b>
Total Available for SANDAG						
Regional Planning/Capital Projects	284,392	296,580	297	297	297	297
Transferred Functions	3,479,892	3,351,460	3,386	3,456	3,552	3,652
SANDAG Expenses <sup>3</sup>	552,939	743,001	540	551	566	793
3% Planning Funds	6,035,358	5,811,377	5,871	5,993	6,159	6,334
Prior Year Carryover	0	0				
<b>Total Available to Claim</b>	<b>\$10,352,581</b>	<b>\$10,202,418</b>	<b>\$10,093</b>	<b>\$10,297</b>	<b>\$10,573</b>	<b>\$11,076</b>
Total Community Transit Service (CTSA)	<b>\$191,240</b>	<b>\$184,143</b>	<b>\$186</b>	<b>\$190</b>	<b>\$195</b>	<b>\$201</b>
Prior Year Carryover	\$0	\$0				
<b>Total Available to Claim</b>	<b>\$191,240</b>	<b>\$184,143</b>	<b>\$186</b>	<b>\$190</b>	<b>\$195</b>	<b>\$201</b>

\*Totals may not add up due to rounding

<sup>1</sup> The County Auditor provided the apportionment for FY 2025. The projected estimates for FY 2026 to FY 2030 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

<sup>2</sup> Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2023 - approximately 71% for MTS and 29% for NCTD.

<sup>3</sup> The SANDAG Administration cost rises in FY 2026 and FY 2028 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

<sup>4</sup> Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2026 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2026 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

<sup>5</sup> Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

**TransNet Program**  
**Revsied FY 2025 and Estimates from FY 2026 to FY 2030 (in \$000s)**

TransNet Program Revenues	FY 2025	FY 2026			FY 2027			FY 2028			FY 2029			FY 2030		
		105%		95%	105%		95%	105%		95%	105%		95%	105%		95%
Estimated Sales Tax Receipts	\$420,079	\$442,583	\$421,508	\$400,432	\$448,823	\$427,451	\$406,078	\$460,403	\$438,479	\$416,555	\$475,458	\$452,817	\$430,176	\$491,861	\$468,439	\$445,017
TransNet Program Allocations																
Administrative Allocations <sup>1</sup>	\$8,402	\$8,430			\$8,549			\$8,770			\$9,056			\$9,369		
Independent Taxpayer Oversight Committee <sup>2</sup>	\$515	\$528			\$539			\$550			\$562			\$574		
Bike, Pedestrian & Neighborhood Safety <sup>3</sup>	\$8,402	\$8,430			\$8,549			\$8,770			\$9,056			\$9,369		
Total off-the-top Programs	\$17,318	\$17,388			\$17,637			\$18,089			\$18,675			\$19,312		
Net Available for Subprograms*	\$402,762	\$404,119			\$409,814			\$420,390			\$434,143			\$449,128		
Program Allocations																
Major Corridors Program <sup>4</sup>	\$170,771	\$171,347			\$173,761			\$178,245			\$184,076			\$190,430		
New BRT/Rail Operations <sup>5</sup>	\$32,624	\$32,734			\$33,195			\$34,052			\$35,166			\$36,379		
Transit System Improvements <sup>6</sup>	\$66,456	\$66,680			\$67,619			\$69,364			\$71,634			\$74,106		
Local System Improvement <sup>7</sup>	\$132,911	\$133,359			\$135,239			\$138,729			\$143,267			\$148,212		
Total Program Allocations*	\$402,762	\$404,119			\$409,814			\$420,390			\$434,143			\$449,128		

\*Totals may not add up due to rounding

NOTES:

The TransNet Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

<sup>1</sup> Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

<sup>2</sup> The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

<sup>3</sup> Total of 2% shall be allocated for bicycle facilities.

<sup>4</sup> 42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

<sup>5</sup> 8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

<sup>6</sup> 16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

<sup>7</sup> 33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

### TransNet Revenue Forecast - Transit System Improvement Program

Revised FY 2025 and Estimates for FY 2026 to FY 2030 (in \$000s)

	FY 2025	FY 2026 (Proposed)	FY 2027 (Estimate)		FY 2028 (Estimate)		FY 2029 (Estimate)		FY 2030 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes <sup>1,2</sup> :	\$66,456	\$66,680	\$67,619	\$64,238	\$69,364	\$65,896	\$71,634	\$68,052	\$74,106	\$70,401
Less 2.5% for ADA-related Services	(\$1,661)	(\$1,667)	(\$1,690)	(\$1,606)	(\$1,734)	(\$1,647)	(\$1,791)	(\$1,701)	(\$1,853)	(\$1,760)
Less 3.25% for Senior Services	(\$2,160)	(\$2,167)	(\$2,198)	(\$2,088)	(\$2,254)	(\$2,142)	(\$2,328)	(\$2,212)	(\$2,408)	(\$2,288)
<b>Subtotal</b>	<b>\$62,634</b>	<b>\$62,846</b>	<b>\$63,731</b>	<b>\$60,545</b>	<b>\$65,376</b>	<b>\$62,107</b>	<b>\$67,515</b>	<b>\$64,139</b>	<b>\$69,845</b>	<b>\$66,353</b>
<b>MTS Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting Capital)	\$44,449	\$44,599	\$45,227	\$42,966	\$46,395	\$44,075	\$47,912	\$45,516	\$0	\$0
ADA Services	\$1,179	\$1,183	\$1,200	\$1,140	\$1,231	\$1,169	\$1,271	\$1,207	\$1,315	\$1,249
<b>NCTD Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting Capital)	\$18,185	\$18,247	\$18,504	\$17,579	\$18,981	\$18,032	\$19,603	\$18,622	\$69,845	\$66,353
ADA Services	\$482	\$484	\$491	\$466	\$503	\$478	\$520	\$494	\$538	\$511
<b>Regional Discretionary Programs<sup>3</sup>:</b>										
Competitive Grant Program for Senior Transportation Services	\$2,160	\$2,167	\$2,198	\$2,088	\$2,254	\$2,142	\$2,328	\$2,212	\$2,408	\$2,288

\*Totals may not add up due to rounding

<sup>1</sup> The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

<sup>2</sup> Distribution between the 2 agencies for FY 2025 through 2030 are based on Jan. 2023 population.

<sup>3</sup> The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

## SUMMARY OF FY 2026 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA <sup>1</sup>	TransNet Transit System Improvements	Federal Transit Administration (FTA) 2024 <sup>1</sup>	Total
<b>Total Estimated</b>	\$ 194,506	\$ 66,680	\$ 172,736	\$ 433,921
<b>County Administration Fee</b>	\$ (50)			\$ (50)
<b>Amounts Distributed</b>	\$ 194,456	\$ 66,680	\$ 172,736	\$ 433,871
<b>Metropolitan Transit System</b>	\$ 127,968	\$ 45,782	\$ 115,707	\$ 289,457
<b>North County Transit District</b>	\$ 52,343	\$ 18,731	\$ 50,107	\$ 121,180
<b>SANDAG</b>	\$ 10,202		\$ 6,922	\$ 17,125
<b>Community Transit Services (CTSA)</b>	\$ 184			\$ 184
<b>Discretionary Programs<sup>2</sup></b>	\$ 3,758	\$ 2,167		\$ 5,925

<sup>1</sup> Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers

<sup>2</sup> Reflects TDA funds for bike/ped projects and TransNet TSI funds for competitive grants

\*Totals may not add up due to rounding.



**Federal Transit Administration Formula Programs  
FY 2026 Apportionment and Estimates from FY 2027 - FY 2030**

	FY 2026			FY 2027 (\$000s)			FY 2028 (\$000s)			FY 2029 (\$000s)			FY 2030 (\$000s)		
	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning
<b>Section 5307 Urbanized Area Formula Funds</b>															
MTS	\$65,182,446	\$0	(\$1,186,321)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)
NCTD	\$27,935,334	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A
SANDAG (Vanpool Program) <sup>2</sup>	\$5,735,797	N/A	\$1,186,321	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186
SANDAG (Capital Projects) <sup>3</sup>	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$98,853,577</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,854</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,854</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,854</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,854</b>	<b>\$0</b>	<b>\$0</b>
<b>Section 5337 State of Good Repair/ High Intensity</b>															
MTS	\$47,439,247	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A
NCTD	\$20,340,722	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A
<b>Total</b>	<b>\$67,779,969</b>	<b>\$0</b>	<b>N/A</b>	<b>\$67,780</b>	<b>\$0</b>	<b>N/A</b>	<b>\$67,780</b>	<b>\$0</b>	<b>N/A</b>	<b>\$67,780</b>	<b>\$0</b>	<b>N/A</b>	<b>\$67,780</b>	<b>\$0</b>	<b>N/A</b>
<b>Section 5339 Bus/Bus Facilities</b>															
MTS	\$4,271,639	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A
NCTD	\$1,830,702	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A
<b>Total</b>	<b>\$6,102,341</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,102</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,102</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,102</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,102</b>	<b>\$0</b>	<b>N/A</b>

<sup>1</sup> A federal transportation bill was passed in the Bipartisan Infrastructure Law (as enacted in the Infrastructure Investment and Jobs Act (IIJA)). The Federal Register (FR) provides the FTA apportionment based on the IIJA, which increases funding each year through FY 2026. Estimates will remain flat for the outyears (FY 2027 - FY 2030), pending new legislation.

<sup>2</sup> SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies.

<sup>3</sup> Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2026 MTS/NCTD Capital budget. The specific projects and funding recommendation would be presented to the Transportation Committee/Board of Directors as part of the FY 2026 Transit Capital Improvement Program at their respective meetings in March/April.

**Note:**

SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).



## Sale Tax Revenue Updates

Revised FY 2025 and FY 2026-2029 Revenue Estimates

Independent Taxpayer Oversight Committee | Item 14  
Michelle Smith, Manager of Financial Programming and Project Controls  
Naomi Young, Principal Economist  
February 12, 2025

1

## Updated Economic Outlook

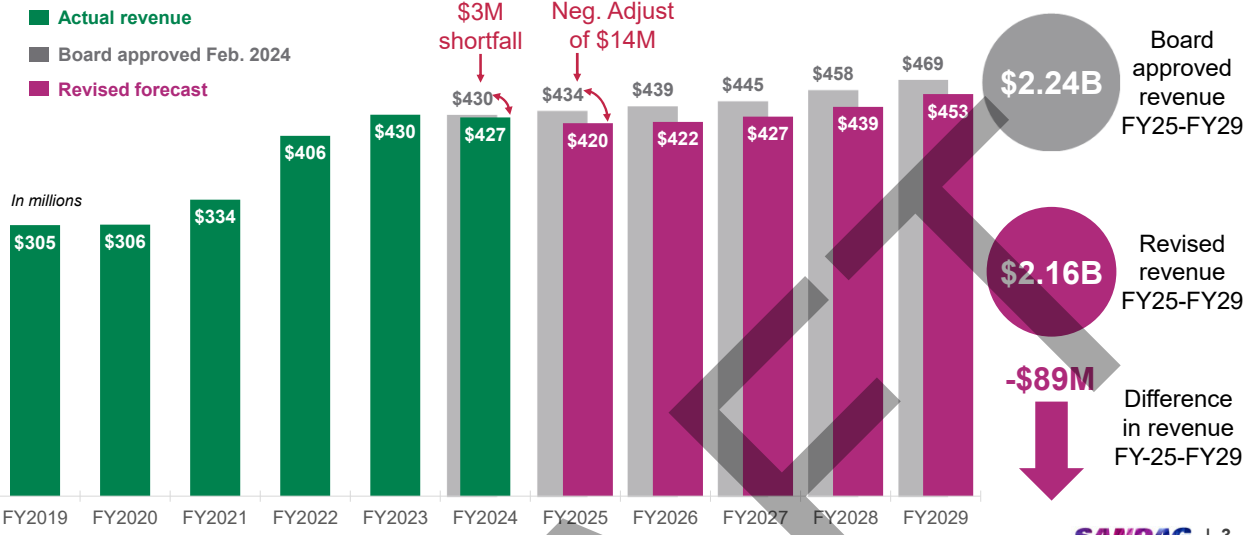
- Economic backdrop
  - Healthy economy: stable labor market -jobs and wages & moderating inflation
- Conditions in the current and near-term environment
  - Economic growth in San Diego, trailing the nation -1.4% vs 2.9%
  - Two years of negative growth for TransNet revenue
  - Consumer spending continues to favor nontaxable items
  - Uneven inflation
- Long-term expectations for sales tax revenue
  - Stronger growth
  - Increased uncertainty and variability in revenue

SANDAG | 2

2

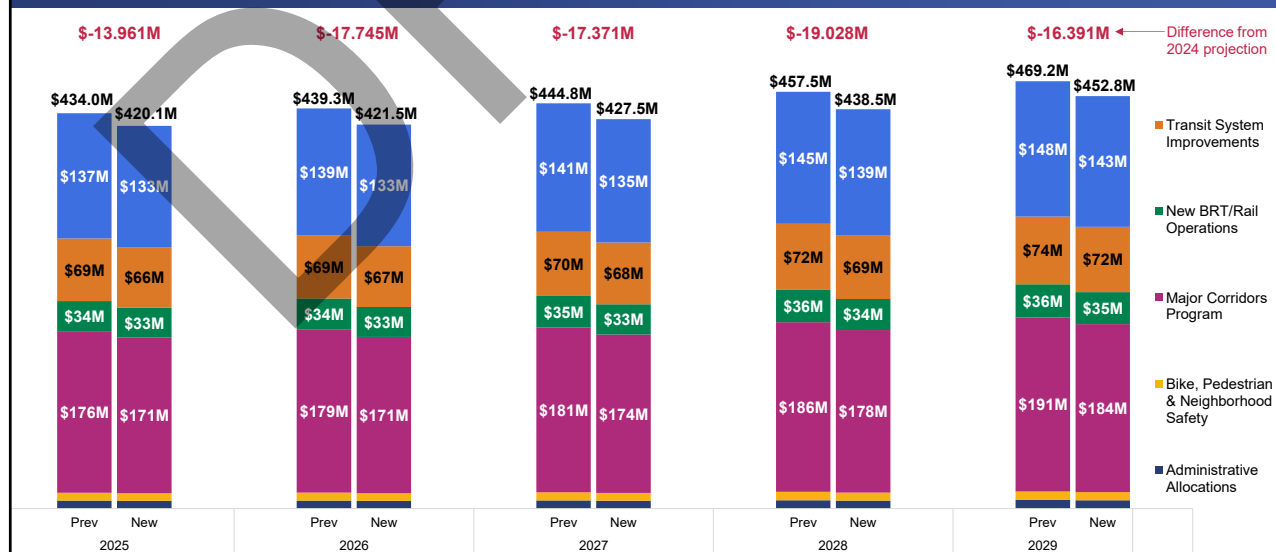
## TransNet Revenue

### Lowered revenue expectations



3

## Overall TransNet Revenues FY 2025-2029



4

## TDA Updated Revenues for FY 2025

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
<b>TDA Program Revenues</b>	<b>FY 2025</b>	<b>FY 2025</b>	
Estimated Sales Tax Receipts	\$205,737	\$201,781	-\$3,956
<b>TDA Program Allocations</b>			
Less SANDAG Administration -PUC 99233.1	\$564	\$553	-\$11
Less 3% Planning Funds -PUC 99233.2	\$6,154	\$6,035	-\$119
Less 2% Bicycle/Pedestrian Funds -PUC 99233.3	\$3,979	\$3,902	-\$77
Less 5%Community Transit Service -PUC 99233.7	\$9,749	\$9,562	-\$187
<b>Total Off the Top Allocations</b>	<b>\$20,446</b>	<b>\$20,052</b>	<b>-\$394</b>
MTS Claim	\$135,306	\$132,699	-\$2,607
NCTD Claim	\$55,656	\$54,586	-\$1,070
SANDAG Claim	\$10,550	\$10,352	-\$198
CTSA Claim	\$194	\$191	-\$3
<b>Total Claims</b>	<b>\$201,706</b>	<b>\$197,828</b>	<b>-\$3,878</b>

**SANDAG** | 5

5

## TransNet Updated Revenues for FY 2025

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
<b>TransNet Program Revenues</b>	<b>FY 2025</b>	<b>FY 2025</b>	
Estimated Sales Tax Receipts	\$434,040	\$420,080	-\$13,960
<b>TransNet Program Allocations</b>			
Administrative Allocations	\$8,681	\$8,402	-\$279
Independent Taxpayer Oversight Committee	\$515	\$515	\$0
Bike, Pedestrian & Neighborhood Safety	\$8,681	\$8,402	-\$279
Total off-the-top Programs	\$17,877	\$17,318	-\$559
<b>Net Available for Subprograms</b>	<b>\$416,163</b>	<b>\$402,762</b>	<b>-\$13,401</b>
<b>Program Allocations</b>			
Major Corridors Program	\$176,453	\$170,771	-\$5,682
New BRT/Rail Operations	\$33,709	\$32,624	-\$1,085
Transit System Improvements	\$68,667	\$66,456	-\$2,211
Local System Improvement	\$137,334	\$132,911	-\$4,423
<b>Total Program Allocations</b>	<b>\$416,163</b>	<b>\$402,762</b>	<b>-\$13,401</b>

**SANDAG** | 6

6

## Next Steps

February 7, 2025  
**Transportation  
Committee**

February 12, 2025  
**Independent  
Taxpayer  
Oversight  
Committee**

February 14, 2025  
**Request for  
Approval by the  
Board of  
Directors**

February/March  
Send updates to  
Local Agencies and  
Transit Agencies for  
Budget Inclusion

**SANDAG** | 7

7

## Stay connected with SANDAG

Explore our website  
<https://www.sandag.org/funding/transnet>

Follow us on social media:  
[@SANDAGregion](#) [@SANDAG](#)

Email: [pio@sandag.org](mailto:pio@sandag.org)

**SANDAG**

8

8