



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

**Wednesday, September 11, 2024  
9:30 a.m.**

Welcome to SANDAG. The TransNet Independent Taxpayer Oversight Committee (ITOC) meeting scheduled for Wednesday, September 11, 2024, will be held in person in the SANDAG Board Room. While ITOC members will attend in person, members of the public will have the option of participating either in person or virtually.

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

# Independent Taxpayer Oversight Committee

Wednesday, September 11, 2024

## Comments and Communications

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

Members 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 review and approve the minutes from its July 10, 2024, meeting.

[Meeting Minutes](#)

### +3. TransNet Grant Program Amendment Requests

Recommend

*Goldy Herbon, Lauren Lee, SANDAG*

The ITOC is asked to recommend that the Transportation Committee approve:

1. A retroactive seven-month amendment for the City of Lemon Grove's Connect Main Street Phase I Smart Growth Incentive Program (SGIP) project.
2. A two-year time extension for the City of El Cajon's Main Street-Green Street Gateway SGIP project.
3. A two-year time extension for the City of San Diego's Downtown Mobility Cycle Way Improvement Phase I & II SGIP project.
4. A scope of work amendment for the San Dieguito River Valley Regional Open Space Park Joint Powers Authority's West Bernardo Mountain Habitat Management Area Enhancement & Restoration Environmental Mitigation Program Land Management Grant Program project.

[TransNet Grant Program Amendments](#)

[Att. 1 - City of Lemon Grove Amendment Request](#)

[Att. 2 - San Dieguito RVOSP JPA Amendment Request](#)

### +4. Quarterly TransNet Financial Reports for the Period Ending June 30, 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](#)

[Att. 1 - Discussion Memo as of June 30, 2024](#)

[Att. 2 - TransNet Extension Quarterly Report for FY 2024, 4th Quarter](#)

[Att. 3 - TransNet Ext Estimated Annual Sales Tax Revenue as Compared to Actual Receipts through June 30, 2024](#)

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

[Att. 5 - Local Agency Street and Road Maintenance Analysis as of June 30, 2024](#)  
[Att. 6 - TransNet Grant Program Balances as of June 30, 2024](#)  
[Att. 7 - Local Agency Street and Road Balances as of June 30, 2024, including letters for the cities of Carlsbad, Chula Vista, Coronado, and County of San Diego](#)  
[Att. 7A - City of Carlsbad Letter](#)  
[Att. 7B - City of Chula Vista Letter](#)  
[Att. 7C - City of Coronado Letter](#)  
[Att. 7D - County of San Diego Letter](#)

**+5. Overview of Developments in the Financial Markets, Quarterly Finance Report as of June 30, 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](#)

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

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

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

[Att. 3B - Quarterly Investment Report](#)

[Att. 3C - Quarterly Investment Report](#)

[Att. 3D - Quarterly Investment Report](#)

**+6. TransNet Independent Taxpayer Oversight Committee Member Appointment Process**

Information

*Vanessa Leon, Adrian Paniagua, SANDAG*

This report provides an overview of the solicitation and appointment process.

[TransNet ITOC Member Appointment Process](#)

[Att. 1 - Current Membership on TransNet ITOC](#)

[Att. 2 - Excerpt from the TransNet Extension Ordinance](#)

**+7. 2023 Regional Transportation Improvement Program Amendment No.15**

Information

*Richard Radcliffe, SANDAG*

This report provides an update on the 2023 Regional Transportation Improvement Program, Amendment No.15.

[2023 Regional Transportation Improvement Program Amendment No. 15](#)

[Att. 1 - Table 1 - Summary of Changes Report](#)

[Att. 2 - Table 2 - 2023 RTIP Amendment No. 15 -TransNet Only](#)

**+8. Proposed Final 2025 Regional Transportation Improvement Program: Including the Air Quality Conformity Determination**

Information

*Richard Radcliffe, SANDAG*

This item is provided to the ITOC for information on the proposed final 2025 Regional Transportation Improvement Program, with focus on the TransNet-funded projects.

[Item 8 - Final 2025 Regional Transportation Improvement Program](#)

[Att. 1A - 2025 RTIP Program Summary Report](#)

[Att. 1B - 2025 RTIP Projects by Mode](#)

[Att. 2 - ITOC TransNet Programming Analysis](#)

[Att. 3 - TransNet Eligibility Requirements Analysis](#)

[Att. 4 - Changes to Projects Between Draft and Final 2025 RTIP](#)



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| <p><b>+9. TransNet Ordinance and Major Corridor Correlation Matrix</b><br/> <i>Chelsea Gonzales, SANDAG</i></p> <p>This report provides an updated matrix connecting the capital projects in the TransNet Major Corridor program and TransNet Ordinance Projects in response to the FY 2024 TransNet Triennial Performance Audit.</p> <p><a href="#">TransNet Ordinance and Major Corridor Correlation Matrix</a><br/> <a href="#">Att. 1 - TransNet Ordinance and Major Corridor Correlation Matrix</a><br/> <a href="#">Att. 2 - Completion Status Rubric</a></p> | <p>Information</p> |
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| <p><b>+10. FY 2023-2024 ITOC Goals Update</b><br/> <i>Vanessa Leon, SANDAG</i></p> <p>This report provides an update on progress made by the subcommittees, ITOC, and SANDAG staff to date.</p> <p><a href="#">FY 2023-2024 ITOC Goals Update</a><br/> <a href="#">Att. 1 - ITOC SANDAG Goals for FY 2023-2024 - Progress Tracker</a></p> | <p>Information</p> |
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### Reports

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| <p><b>11. Appointment of One Subcommittee Member for TransNet Ordinance Amendments</b><br/> <i>Adrian Paniagua, SANDAG</i></p> <p>The ITOC is asked to appoint one voting member to serve on its Subcommittee to Consider TransNet Ordinance Amendments regarding ITOC's governance structure.</p>  | <p>Appoint</p>     |
| <p><b>+12. TransNet Major Corridor and Regional Bikeway Program of Projects: Quarterly Status Report</b><br/> <i>Jennifer Cha, SANDAG</i></p> <p>Staff will present an update on TransNet Major Corridor and Regional Bikeway Program projects.</p> <p><a href="#">Item 12 - TransNet Major Corridor Quarterly Status Report</a><br/> <a href="#">Att. 1 - TransNet Quarterly Status Report: April 2024 - June 2024</a><br/> <a href="#">Supporting Materials</a></p> | <p>Information</p> |
| <p><b>13. Adjournment</b><br/> The next ITOC meeting is scheduled for Wednesday, October 9, 2024, at 9:30 a.m.</p>  |                    |

+ next to an agenda item indicates an attachment

September 11, 2024

## **July 10, 2024, Meeting Minutes**

### [View Meeting Video](#)

Chair Jonathan Frankel (Real Estate/Right-of-Way Acquisition) called the meeting of the TransNet Independent Taxpayer Oversight Committee (ITOC) to order at 9:33 a.m.

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

Public Comments: The Original Dra.

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 June 12, 2024, meeting and the June 21, 2024, ITOC Selection Committee meeting minutes.

#### **3. Final 2024 ITOC Annual Report**

The ITOC was asked to approve the 2024 ITOC Annual Report.

#### **4. 2023 Regional Transportation Improvement Program: Amendment No. 14**

This report provided an update on the Regional Transportation Improvement Program Amendment No. 14.

#### **5. 2025 TransNet Local Street and Road Output and Outcome Report**

This report provided an overview of the planned outputs for the TransNet Biennial period (FY 2025 – FY 2026), and the funds leveraged for upgrades and rehabilitation of local streets and roads.

Public Comments: The Original Dra.

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 Frankel, Lorraine Ahlquist (Biology / Environmental), Sunnie House, Maryam Babaki (Finance/Budgeting), Frank Rivera, and Les Hopper (Licensed Engineer).

No: None.

Abstain: None.

Absent: Contractor/Construction.

## **Reports**

### **6. Annual Selection of ITOC Chair and Vice Chair**

Financial Analyst Vanessa Leon presented the item.

Public Comments: The Original Dra.

Action: Upon a motion by Chair Frankel, and a second by Sunnie House, the ITOC voted appoint Maryam Babaki as Chair and Frank Rivera as Vice Chair for FY 2025.

The motion passed.

Yes: Chair Frankel, Lorraine Ahlquist, Sunnie House, Maryam Babaki, Frank Rivera, and Les Hopper.

No: None.

Abstain: None.

Absent: Contractor/Construction.

### **7. FY 2024 Proposed TransNet Agreed-Upon Procedures**

Senior Accountant Marcus Pasqual and Shannon Ayala, Davis Farr LLP, presented the item.

Public Comments: The Original Dra.

Action: Upon a motion by Lorraine Ahlquist, and a second by Frank Rivera, the ITOC voted to approve the proposed FY 2024 TransNet Agreed-Upon Procedures.

The motion passed.

Yes: Chair Frankel, Lorraine Ahlquist, Sunnie House, Maryam Babaki, Frank Rivera, and Les Hopper.

No: None.

Abstain: None.

Absent: Contractor/Construction.

### **8. Acceptance of the FY 2023 TransNet Fiscal and Compliance Audits**

Marcus Pasqual and Shannon Ayala presented the item.

Public Comments: The Original Dra.

Action: Upon a motion by Chair Frankel, and a second by Lorraine Alquist, the ITOC voted to accept the final FY 2023 TransNet Fiscal and Compliance Audit Reports, as prepared by the independent audit firm, Davis Farr LLP, in accordance with the Agreed-Upon Procedures.

The motion passed.

Yes: Chair Frankel, Lorraine Ahlquist, Sunnie House, Maryam Babaki, Frank Rivera, and Les Hopper.

No: None.

Abstain: None.

Absent: Contractor/Construction.

### **9. TransNet Grant Programs: Biannual Status Update and Smart Growth Incentive Program Amendment Request**

Regional Planner Lauren Lee and Senior Grants Program Analyst Goldy Herbon presented the item.

Public Comments: The Original Dra.

Action: Upon a motion by Lorraine Alquist, and a second by Sunnie House, the ITOC voted to recommend that the Transportation Committee approve a 16-month time extension for the Escondido General Plan Amendments and Environmental Review Smart Growth Incentive Program project.

The motion passed.

Yes: Chair Frankel, Lorraine Ahlquist, Sunnie House, Maryam Babaki, Frank Rivera, and Les Hopper.

No: None.

Abstain: None.

Absent: Contractor/Construction.

#### **10. 2024 ITOC Annual Report: Draft Report**

Vanessa Leon and Senior Financial Programming and Project Control Analysts Zara Sadeghian and Adrian Paniagua presented 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).

Public Comments: The Original Dra.

Action: Discussion.

#### **11. Draft 2025 Regional Transportation Improvement Program: Including the Draft Air Quality Conformity Determination**

Associate Financial Analyst Richard Radcliffe presented the item.

The ITOC was asked to review and provide feedback on the draft 2025 Regional Transportation Improvement Program, focusing its review on the TransNet-funded projects.

Public Comments: The Original Dra.

Action: Discussion.

#### **12. Regional Safety Planning Updates**

Senior Regional Planner Samuel Sanford, Associate Regional Planner Jacqueline Sisk, and Associate Data Scientist Connor Vaughn presented an update on the Regional Vision Zero Action Plan and a new Traffic Safety Dashboard.

Public Comments: The Original Dra, Katheryn Rhodes.

Action: Information.

#### **13. FY 2023 TransNet Local Streets and Roads Program Annual Status Report**

This item provided the annual status report for the FY 2023 TransNet Local Streets and Roads Program.

Public Comments: Katheryn Rhodes, The Original Dra.

Action: Information.

#### **14. Adjournment**

The next ITOC meeting is scheduled for Wednesday, September 11, 2024, at 9:30 a.m.

Chair Frankel adjourned the meeting at 12:13 p.m.

## 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	Vacant	N/A
Finance/Budgeting	Maryam Babaki	Yes
Licensed Civil/Traffic Engineer	Frank Rivera	Yes
Licensed Engineer	Les Hopper	Yes
Real Estate/Right-of-Way Acquisition	Jonathan Frankel, Chair	Yes
<b>Advisory Members</b>		
San Diego County Auditor's Office	Tracy Drager	Yes



September 11, 2024

## TransNet Grant Program Amendment Requests

### Overview

The [TransNet Extension Ordinance and Expenditure Plan](#) provides funding for four regional competitive grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan.

Two of the programs include the Smart Growth Incentive Program (SGIP) and the Environmental Mitigation Program Land Management Grant Program (EMP LMG). The SGIP provides funding for transportation-related infrastructure improvements and planning efforts that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. The EMP LMG Program provides land managers with funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species.

### Key Considerations

#### *City of Lemon Grove Amendment*

On [October 26, 2018 \(Item 9\)](#), the City of Lemon Grove was awarded \$2.5 million in SGIP funding for its Connect Main Street Phase I and II Project, which will construct pedestrian and bicycle facilities on Main Street from Broadway to San Miguel. This project includes improvements that impact the at-grade rail crossings at San Miguel and Central Avenue, which require authorization from the California Public Utilities Commission (CPUC). In June 2022, due to additional coordination and improvement requests made by CPUC that were not part of the original schedule or budget, the city requested a 14-month schedule extension and scope of work change (Amendment 1) to revise the limits of the project to eliminate the need for a CPUC authorization. Amendment 1 was presented to ITOC on [July 13, 2022 \(Item 9\)](#), who recommended a six-month extension be approved. The Board of Directors subsequently approved the scope of work change and a seven-month extension on [October 28, 2022 \(Item 12\)](#), which extended the project termination date to August 20, 2024.

In early August 2024, the city requested a second amendment to extend their expiration date by another seven months to March 20, 2024. The extra time is needed due to long lead times for electrical equipment and an MTS backlog for right-of-entry permits. The project is in active construction and is nearing 80% completion. The amendment will be brought to the Transportation Committee for consideration on September 20, 2024. Attachment 1 contains additional details on the City's request.

### Action Recommend:

The ITOC is asked to recommend that the Transportation Committee approve:

1. A retroactive seven-month amendment for the City of Lemon Grove's Connect Main Street Phase I Smart Growth Incentive Program (SGIP) project.
2. A two-year time extension for the City of El Cajon's Main Street-Green Street Gateway SGIP project.
3. A two-year time extension for the City of San Diego's Downtown Mobility Cycle Way Improvement Phase I & II SGIP project.
4. A scope of work amendment for the San Dieguito River Valley Regional Open Space Park Joint Powers Authority's West Bernardo Mountain Habitat Management Area Enhancement & Restoration Environmental Mitigation Program Land Management Grant Program project.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

If approved by the Transportation Committee, the projects will be complete as noted in the Next Steps section of this report.

### *City of El Cajon Amendment*

The City of El Cajon was also awarded \$2.5 million in SGIP funding on October 26, 2019, for its Main Street-Green Street Gateway project. The project will make improvements along Main Street between Marshall Avenue and El Cajon Boulevard and along Marshall Avenue between Plan Avenue and the El Cajon Transit Center access driveway. The grant agreement has a current expiration date of October 2, 2024, and the work is nearly complete.

This project was placed on a watch list in June 2024 due to potential Labor Code violations by the City's prime contractor. SANDAG has been working with the city to try to resolve the matter with the City's contractor, but the contractor has not been responsive to the city. On July 30, 2024, a third party filed a Public Works Complaint with the California Department of Industrial Relations (DIR). It typically takes approximately two years for the DIR to complete its investigation and close the matter, and SANDAG staff are requesting an administrative amendment to extend the grant agreement for two years to keep the grant open while the DIR completes its investigation. The amendment will be brought to the Transportation Committee for consideration on September 20, 2024.

### *City of San Diego Amendment*

Like the Lemon Grove and El Cajon projects, the City of San Diego was awarded \$2.5 million in SGIP funding on October 26, 2019, for its Downtown Mobility Cycle Way Improvement Phase I & II Project. The project construction was completed in November 2024 and improved bicycle infrastructure in downtown San Diego by resurfacing streets, traffic striping, and constructing 2.67 miles of Class IV Cycle Track, including curb ramps, raised medians, angled parking conversions, and signal modifications for bicycle signals. The project was granted two previous amendments: Amendment 1 allowed for a backdate of the original agreement start date, and Amendment 2 provided a 36-month extension to complete unfinished project work. Amendment 2 was brought to the ITOC on [February 8, 2023 \(Item 10\)](#) and was approved by the Regional Planning Committee on [April 7, 2023 \(Item 7\)](#).

This project was placed on a watch list in December 2021 due to the City's contractor not meeting prevailing wage requirements. The city filed a complaint with the DIR in August 2022 and received a case assignment in November 2022. The investigation is ongoing, and the DIR has not indicated a timeline for resolution. Due to the current project expiring on October 25, 2024, and the ongoing DIR investigation, SANDAG staff are requesting a two-year administrative amendment to allow the grant to remain open while the DIR completes its investigation. The amendment will be brought to the Transportation Committee for consideration on September 20, 2024.

### *EMP LMG Amendment*

On [October 28, 2022 \(Item 7\)](#), the Board of Directors awarded the San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA) \$82,714 in EMP LMG funding for its West Bernardo Mountain Habitat Management Area Enhancement and Restoration Project. The project goals are to enhance and restore suitable coastal sage scrub and cactus scrub habitat for Coastal Cactus Wren by creating an additional territory with the installation of 2,775 1-gallon cacti. The current grant expiration date is March 2, 2028. The grantee is requesting a scope of work amendment to change the project site to include a nearby site for a better cactus installation. Details of the request and the location of the original and new project sites are included in Attachment 2. Like the other amendments, this one will also be brought to the Transportation Committee for consideration on September 20, 2024.

## **Next Steps**

If the Transportation Committee approves the amendments:

- The City of Lemon Grove will complete the construction of its Connect Main Street Phase I project by March 20, 2025.
- SANDAG will continue to monitor the progress of the DIR's investigation of the City of El Cajon's Main Street-Green Street Gateway project through October 2, 2026, and the City of San Diego's Downtown Mobility Cycle Way Improvement Phase I & II Project through October 25, 2026.
- The San Dieguito River Valley Regional Open Space Park JPA will complete its West Bernardo Mountain Habitat Management Area Enhancement & Restoration Project by March 2, 2028.

Grants staff would continue to provide quarterly status updates on these and other grant projects to the relevant Policy Advisory Committees and a biannual report to the ITOC.

If the Transportation Committee does not approve the amendments:

- Lemon Grove will not be eligible to receive reimbursement for any project expenses incurred after August 20, 2024. Additionally, the ITOC and Transportation Committee would be asked whether the city could be reimbursed for the work completed to date or whether the entire grant would need to be terminated, and any previously reimbursed funding returned to SANDAG.
- SANDAG will no longer have an active contract with the City of El Cajon or the City of San Diego, and SANDAG will have no contractual relationship with the cities to be able to impose or respond to any remedy imposed by the DIR.
- The San Dieguito River Valley Regional Open Space Park JPA will plant on the site originally proposed. The original site contains dense coastal sage scrub habitat, which benefits the overall preserve; however, it is unsuitable for additional cactus planting and would not significantly benefit the coastal cactus wren.

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

Attachments:   1. City of Lemon Grove Amendment Request  
                      2. San Dieguito River Valley Regional Open Space Park JPA Amendment Request

**CITY OF LEMON GROVE***"Best Climate On Earth"***Office of the City Manager**

August 8, 2024

Goldy Herbon  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

**Dear Ms. Herbon,**

The City of Lemon Grove is requesting an amendment to agreement No. 5005490 for Connect Main Street Phases I and II (Project). The requested seven (7) month extension will allow for completion of construction.

The following address three specific issues from Policy 35 of the grant program requirements:

**Previous efforts undertaken to maintain the project schedule.**

The City, along with the Consultant design team and the Consultant construction management team, have worked closely with the project contractor to try to complete construction within the current project schedule. The City originally requested a 14-month extension as part of Amendment No. 1, but was only given seven (7) additional months. The grant-related schedule constraints were communicated to the Contractor during the initial kickoff meeting. To date, the construction is approximately 55% complete. It is anticipated that by the end of the current grant schedule, the construction will be approximately 80% complete.

**A detailed explanation on the reason for delay, and how it was unavoidable.**

The most significant reason for the delay is a long lead-time related to the electrical equipment that services the lighting and irrigation. Despite efforts to initiate the process as early as possible, the suppliers of the equipment are experiencing a backup that will delay delivery beyond the current grant schedule. Another reason for delay was the MTS right of entry permit such permits typically take about 4 weeks, however an MTS backlog extended the process to 10 weeks for this project.

**Demonstrate the ability to succeed in the timeframe proposed.**

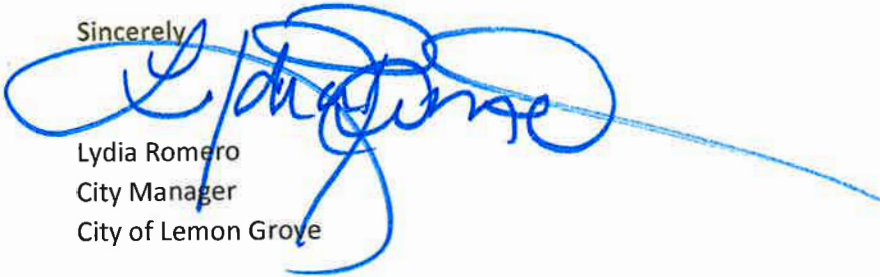
The City is fully committed to completing this critical project, which is the first step towards the ultimate goal for the corridor. Additional grant funding has already been secured to

3232 Main Street Lemon Grove California 91945-1705

619.825.3800 FAX: 619.825.3804 [www.ci.lemon-grove.ca.us](http://www.ci.lemon-grove.ca.us)

implement the improvements, which were originally intended to be funded through this grant, but were removed due to unforeseen costs and delays from the CPUC. Between this grant and the others already secured, the City has the necessary funding to fully design and construct Phases 1-6 of the project, fully connecting the City's two transit stations.

Sincerely,



Lydia Romero  
City Manager  
City of Lemon Grove



Scope of Work, Schedule, and Budget

Scope, Schedule, and Budget Worksheet

Grant Program: Smart Growth Incentive Program - Capital Project

Will the matching funds include TransNet Local Streets and Road (LSI)?

No

Jurisdiction: City of Lemon Grove

Part I: Project Overview

Project Title: Connect Main Street

Project Limit: The project is located along Main Street between Broadway and Burnell Ave.

Project Summary: The project will implement Phase 1 and Phase 2 of the SGIP funded Connect Main Street Plan, construction pedestrian and bicycle facilities from Broadway to Burnell Ave. It will enhance the north/south movement of people walking/biking by implementing a D.G. pedestrian trail, lighting, and landscape features.

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).

Capital projects are also required to include \$5,000 for baseline bicycle and pedestrian data collection. Also identify any seasonal constraints that may require the overall project, or specific tasks, to begin or be completed by a specific date.

Task No.	Task Description	Deliverables	Start Date	Completion Date	Revised Completion Date	Total Project Cost
Enter Task or Subtask Number (tailor as needed)	Enter task descriptions. Please limit tasks to 3 - 6 main tasks. Limit sub-tasks to major milestones.	Enter deliverables associated with each task.	Enter start date as number of months from NTP. Enter whole numbers only.	Enter end date as number of months from NTP. Enter whole numbers only.		Enter cost to complete each task. Sub-tasks should not have an associated cost. The total cost of all tasks should equal the total project cost (grant funds requested + matching funds).
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data	Notice to Proceed (NTP)	3	3	\$ 5,000.00
2	Final Design	See Below:				
2.1	Project Management	Status Reports	3	32	32	\$ 34,000.00
2.2	Contract Designer	Design Contract; 100% Specifications	3	35	35	\$ 325,000.00
3	Complete Project Construction	See Below:				
3.1	Award Construction Contract	Bid Documents; Contract	35	38		\$ 35,000.00
3.2	Construction Management	Notice of Completion	38	49	56	\$ 200,000.00
3.3	Complete Project Construction	Notice of Completion	38	49	56	\$ 1,902,000.00

TOTAL PROJECT COST (grant request funds + matching funds): \$ 2,501,000.00

Seasonal Constraints

As applicable, identify any seasonal constraints that may require the overall project, or specific tasks, to begin or be completed by a specific date:

N/A

Part III: Summary of Funding

Total project cost:  
Total grant amount requested from SANDAG:  
Total match amount that will be contributed:

\$2,501,000.00
\$2,500,000.00
\$ 1,000.00

Scope, Schedule, and Budget Worksheet

Grant Program: Smart Growth Incentive Program - Capital Project

Will the matching funds include TransNet Local Streets and Road (LSI)?

No

Jurisdiction: City of Lemon Grove

Part I: Project Overview

Project Title: Connect Main Street

SANDAG grant % contribution:

0.99960016

Match % contribution:

0.00039984

Will the matching funds include TransNet Local Streets and Road (LSI)?

No

Part IV: Project Budget Expenditures per Year

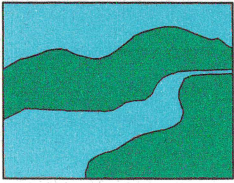
SANDAG staff will reference this information for RTIP programming if this project receives funding.

Category*	Fiscal Year (FY) 2019 (July 1, 2018 - June 30, 2019)		FY 2020 (if applicable) (July 1, 2019 - June 30, 2020)		FY 2021 (if applicable) (July 1, 2020 - June 30, 2021)			FY 2022 (if applicable) (July 1, 2021 - June 30, 2022)	
	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount		Grant Amount	Match Amount
ENV/ENGR			\$ -		\$ 275,000.00			\$ 25,000.00	
ROW									
CONSTRUCTION								\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 275,000.00	\$ -		\$ 25,000.00	\$ -

Category*	FY 2023 (if applicable) (July 1, 2022 - June 30, 2023)		Total Grant Amount	Total Matching Funds	Total Project Cost
	Grant Amount	Match Amount			
ENV/ENGR	\$ 64,000.00		\$ 364,000.00	\$ -	\$ 364,000.00
ROW			\$ -	\$ -	\$ -
CONSTRUCTION	\$ 2,136,000.00	\$ 1,000.00	\$ 2,136,000.00	\$ 1,000.00	\$ 2,137,000.00
Total	\$ 2,200,000.00	\$ 1,000.00	\$ 2,500,000.00	\$ 1,000.00	\$ 2,501,000.00

\*Key

Category	Category Description
ENV/ENGR	Environmental, Engineering, and Planning
ROW	Right-of-Way
CONSTRUCTION	Construction



San Dieguito River Park  
Joint Powers Authority  
18372 Sycamore Creek Road  
Escondido, CA 92025  
(858) 674-2270 Fax (858) 674-2280  
[www.sdrp.org](http://www.sdrp.org)

August 27, 2024

Kim Smith, Senior Regional Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Kim,

The San Dieguito River Park Joint Powers Authority (JPA) is requesting a minor amendment to the Scope of Work (SOW) for the West Bernardo Mountain HMA Enhancement & Restoration Project (SANDAG Contract Number: S1125508). The purpose for this request is to amend the original SOW to respond to conditions that have changed at the project site by adjusting the approach to better address benefits to the coastal cactus wren and other important wildlife in the Preserve. The underlying goal of the project is to provide an additional CACW territory and move the location of the cactus component of the project to better achieve that objective.

Robust coastal sage scrub plant species at the project site are now occupying space originally identified for container cactus installation. We are proposing to move the location of the bulk of the container cactus to an adjacent site within the Bernardo Mountain Preserve. This will result in a better project without affecting the CSS recovery in the original site.

The new cactus planting site is preferred because it is more heavily disturbed and, once planted, will be an expansion of cactus scrub in an area that is lacking in this habitat. The adjacent site is more accessible and a safer location to work for maintenance and could be expanded in the future as part of ongoing habitat management work.

The proposed amendment fulfills the original intent of the EMP project. The *Performance Measures* and *Scope of Work* will be met or expanded, and the project will be delivered on time and on budget.

Please contact Jason Lopez of my staff at [jason@sdrp.org](mailto:jason@sdrp.org) should you have any questions about our request and for next steps. We appreciate your consideration.

Sincerely,

Shawna Anderson  
Executive Director

### Exhibit A - Project Scope of Work

**Brief Project Description:** Enhance and restore suitable coastal sage scrub and cactus scrub habitat for Coastal Cactus Wren (*Campylorhynchus brunneicapillus sandiegensis*). Create an additional territory by installing 2775 1-gallon cacti. Provide immediate benefits including foraging by wrens from the occupied territory adjacent to the site. Effectively eradicated non-native annual weeds from the work area (12.5 acres). Design project to mimic other projects in the area that have resulted in CACW use for foraging and breeding.

Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Invasive Species Control	5 years of comprehensive herbicide treatments and hand pulling of weeds near native plants. <b>Additional weed control where cactus is installed in the "West Site".</b>	<b>95%</b> reduction of invasive plants in the <b>12.5</b> acre boundary
2	Harvest, Grow, Deliver Cactus	Harvest prickly pear cactus from adjacent plants and grow cuttings in a nursery	<b>2775</b> opuntia littoralis delivered to Bernardo Mountain
3	Install Rooted Prickly Pear Cactus	<b>Install 400 prickly pear cactus in the planting sites (.40 acre) within the 12.5-acre invasive species control boundary. Install 2375 in the 2.74-acre "West Site" (2024 project amendment). Water if needed</b>	<b>2775</b> opuntia littoralis installed
4	Maintain and Monitor	Monitor site for invasive species and cactus health	Timely control of invasive plants. · <b>75%</b> survival of installed cactus after year 5. · <b>2,081</b> live cacti.
5	Reporting	Report results to SANDAG and SDMMP	Quarterly reporting on the status of the grant project and a final report

### Exhibit A - Project Scope of Work

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Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Invasive Species Control	5 years of comprehensive herbicide treatments and hand pulling of weeds near native plants.	95% reduction of invasive plants in the 12.5 acre boundary
2	Harvest, Grow, Deliver Cactus	Harvest prickly pear cactus from adjacent plants and grow cuttings in a nursery	2775 opuntia littoralis delivered to Bernardo Mountain
3	Install Rooted Prickly Pear Cactus	Install 2775 prickly pear cactus in the 3.14 acre planting site. Water if needed	2775 opuntia littoralis installed
4	Maintain and Monitor	Monitor site for invasive species and cactus health	Timely control of invasive plants. · 75% survival of installed cactus after year 5. · 2,081 live cacti.
5	Reporting	Report results to SANDAG and SDMMP	Quarterly reporting on the status of the grant project and a final report



# TransNet Environmental Mitigation Program

Land Management Grant Program 10<sup>th</sup> cycle

Species and Habitat Recovery Grant

West Bernardo Mountain HMA

Enhancement & Restoration

SANDAG Contract Number: S1125508

Jason Lopez, San Dieguito River Park JPA

August 7, 2024

## SUBJECT: Recommendation to Adjust Project

### Overview:

The SDRP JPA (San Dieguito River Park) project is progressing as scheduled. Weed control has started and progress was made. The entire site was treated with herbicide before March 15<sup>th</sup>, 2024 and some areas were treated twice. Areas for cactus planting were identified and cactus was delivered and some installed. Techniques to move cactus to planting sites were tested. CSS (coastal sage scrub) species are flourishing, both new seedlings and existing plants. Because of the success of the CSS on the site, SDRP is proposing an adjustment in the project, specifically the location of the cactus installation.

### Site History:

In 2021, when the EMP grant application was written, the site was covered in weeds, and lagging in recovery from the 2007 wildfires. The 2022/2023 and 2023/2024 winters provided normal or above normal rain fall and this combined with herbicide and dethatch work has resulted significant CSS recovery.

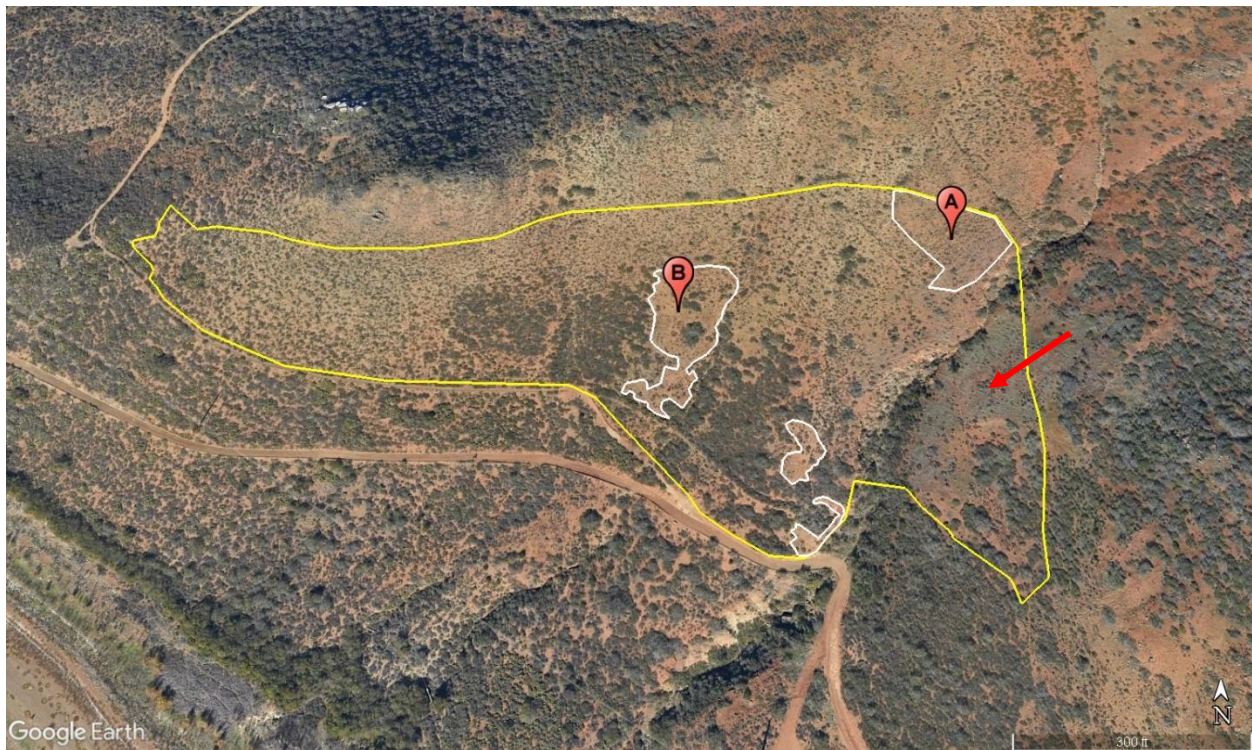
The area originally identified in 2021 for much of the cactus planting was excluded due to regular grazing by resident mule deer. The alternative site ("A" on the map below) was chosen because it contained a thick canopy of invasive weeds, generally south facing, good distance from public use, and when the cactus was mature it would help to provide an additional cactus wren territory. Currently, CSS is regenerating well and many CSS seedlings were observed.

Site "B" is also regenerating well and in addition to more comprehensive herbicide work, this area was dethatched. There appears to be more herbaceous cover than the non-dethatched sites. Site B and the other smaller white polygons on the map were to be planted as part of the original plan.

In 2024/2025 there are opportunities for cactus to be installed for habitat diversity and to enhance and expand adjacent cactus scrub habitat. Although, the planting of cactus in large quantities may now be more impactful then beneficial because of the success of CSS species. Site A is very steep. The act of

transporting cactus to the planting site caused an impact to the soil and seedlings enroute to the planting site. When cactus was installed, there was impact to the soils and seedlings at the planting site.

In addition, the cactus planted now could be overtaken by CSS species which has been observed in adjacent restoration projects. Although the habitat would be enhanced by adding some cactus, the goal of establishing enough cactus scrub habitat on the sites identified in the original grant for a suitable cactus wren territory is unlikely. An adjustment to the project design including moving the planting area to an adjacent site is proposed as described below.



West Bernardo Mountain HMA Enhancement & Restoration site boundary is in yellow. This is also the boundary for invasive plant species control. The white polygons are the planting sites. The red arrow shows the original planting site that was excluded due to consistent mule deer activity.

#### SDRP proposes the following:

1. To meet the goal of establishing an additional cactus wren territory, SDRP proposes to move the bulk of the cactus planting to an adjacent site located approximately .40 miles away. (See Map Below). The new planting site is in the same general area as the original site within the San Dieguito River Park's Bernardo Mountain Preserve.
2. No changes in the invasive species control component to the project are recommended as the invasive annual weed control will continue to accelerate the CSS recovery in the original site. Additional invasive species control would be applied at the new site inside the area to be planted.

3. At the original site, install cactus where existing cactus scrub is located nearby, specifically in the south restoration sites and the bottom of site B.
4. Plant cactus in the new “West Site” for the purpose of helping to create an additional cactus wren territory.

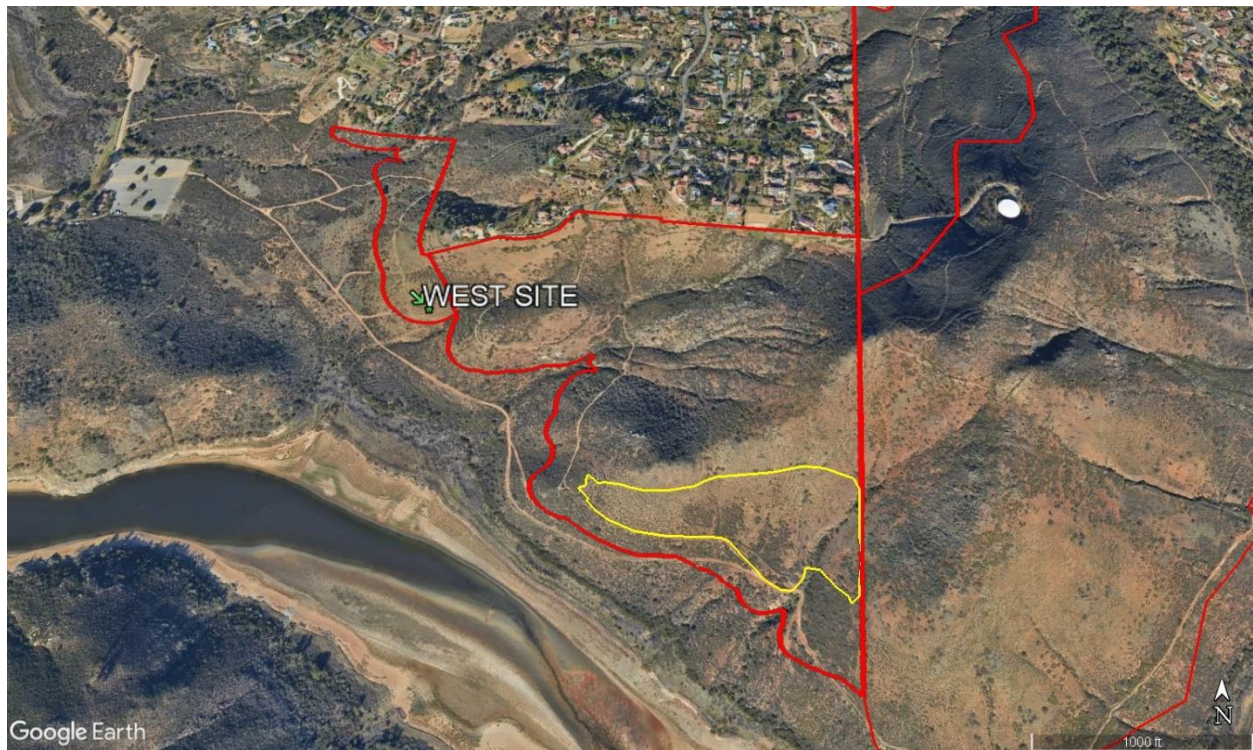
## West Site

The new planting site is in the same general area as the original site within the San Dieguito River Park’s Bernardo Mountain Preserve on land controlled by SDRP (See Map Below, APN 272-111-1300) This parcel is also known as the “Lake Hodges Boat Dock Preserve”. Both properties are in the County of San Diego. The SDRP’s 11-acre habitat preserve adjoins the West Bernardo Mountain Habitat Management Area where the original restoration site is located. Both properties are managed by SDRP JPA as one preserve with a focus on protecting habitat for Coastal California Gnatcatcher and Coastal Cactus Wren. Management activities on and adjacent to the proposed restoration site include habitat restoration (periodic), ranger patrols for trespassing, and communications with neighbors. The Bernardo Mountain Lake View Trail passes through the preserve, but the other areas of the preserve are off limits. The trail will be used for access for the restoration activities. The City of San Diego manages much of the adjacent open space land, not managed by SDRP JPA, and they have similar goals for habitat preservation.

The West Site was chosen for the following reasons:

1. Proximity to the original site.
2. Fulfills the original intent of the EAP project.
3. South facing aspect.
4. Heavy disturbance at the planting site.
5. Existing cactus in the area indicating previous cactus scrub.
6. More accessible.
7. More likely to be maintained and expanded as part of general and ongoing SDRP habitat management work.
8. Safety for staff, volunteers, and paid crews. Site A is very steep and in the proximity of 2 large bee hives.
9. New site will still help to provide an additional CACW territory and meet the goals of the original project proposal
10. There is an additional benefit being near “hill 506” which is a place just to the west that once had CACW and currently does not have cactus scrub habitat.





Red lines demonstrate the SDRP Bernardo Mountain Preserve and lands controlled by SDRP. The Yellow polygon is the original restoration site. “West Site” is the location of the proposed cactus planting site (see below for closeup).



WEST SITE – Yellow polygon represents the area where cactus would be installed. The denser planting area would be on the south side of site where the “west site” label is located on the image.



September 11, 2024

## Quarterly TransNet Financial Reports for the Period Ending June 30, 2024 and Other Financial Data

### Overview

This report provides quarterly TransNet financial information in accordance with requests from the Independent Taxpayer Oversight Committee (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 \$426.69 million for the last 12 months ending June 30, 2024, is 4.08 times. For every \$1 of debt service, SANDAG received \$4.08 of sales tax revenue, providing ample coverage. The debt-to-revenue ratio includes the FY 2024 debt service of the 2010, 2016, 2019, 2020, 2021 and 2023 bonds.
- Cumulative fiscal year sales tax revenues through June 30, 2024, came in 0.71% lower than last year.
- All cities and the county are within the allowable 30% limitations for Maintenance spending.
- The City of Carlsbad (48%), Chula Vista (70.9%), Coronado (65.5%), and County of San Diego (63.6%) are under the 75% spending threshold. They have provided letters providing an explanation on attachment 7.

#### Fiscal Impact:

Sales tax revenues of \$426.69 million through the fourth quarter of FY 2024 were lower when compared to \$429.74 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 2024, 4th Quarter
  3. TransNet Extension Estimated Annual Sales Tax Revenue as Compared to Actual Receipts through June 30, 2024
  4. ITOC Operating Budget Analysis
  5. Local Agency Street and Road Maintenance Analysis as of June 30, 2024
  6. TransNet Grant Program Balances as of June 30, 2024
  7. Local Agency Street and Road Balances as of June 30, 2024, including letters for the cities of Carlsbad, Chula Vista, Coronado, and County of San Diego

## 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 2024 Program Budget, along with the actual (unaudited) expenses to date for the twelve months ending June 2024, and the projected budgets for FY 2025 through FY 2026.
- 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 June 30, 2024, balance of programmed funds remaining in the Regional Transportation Improvement Program available for payment in FY 2024, estimated balance of funds that have not been programmed, and the cumulative percentage of funds anticipated to be spent through the end of FY 2024 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 2024      QUARTER: 4												
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	\$2,035,098	\$8,533,860	\$59,919,205	\$222,243	\$60,141,448	\$(2,349,852)	\$(8,599,852)	\$(59,713,001)	\$0	\$0	\$0	\$(59,713,001)
ITOC	\$124,901	\$499,605	\$4,763,103	\$75,360	\$4,838,463	\$(42,284)	\$(533,308)	\$(4,490,372)	\$0	\$0	\$0	\$(4,490,372)
Bicycle/Pedestrian/Neighborhood Safety	\$2,035,098	\$8,533,860	\$94,591,425	\$4,379,986	\$98,971,411	\$(4,384,134)	\$(9,113,596)	\$(191,076,724)	\$(1,395,315)	\$(5,365,553)	\$(26,043,438)	\$(217,120,162)
Major Corridor Capital Projects	\$37,072,733	\$155,467,751	\$1,736,713,051	\$(187,166,952)	\$1,549,546,099	\$(4,813,391)	\$(33,871,781)	\$(2,980,813,965)	\$(41,948,333)	\$(88,833,610)	\$(1,327,938,508)	\$(4,308,752,473)
Major Corridor Project EMP	\$4,292,632	\$18,001,529	\$201,093,090	\$152,694,069	\$353,787,159	\$(10,045,279)	\$(1,225,938)	\$(431,319,777)	\$(6,307,833)	\$(13,646,233)	\$(241,289,371)	\$(672,609,148)
Local Project EMP	\$1,756,077	\$7,364,262	\$82,265,355	\$4,682,193	\$86,947,548	\$(3,269,381)	\$(3,730,063)	\$(21,701,588)	\$0	\$0	\$(54)	\$(21,701,642)
Smart Growth Incentive Program	\$2,048,756	\$8,591,639	\$95,976,248	\$6,063,744	\$102,039,992	\$(3,389,530)	\$(3,527,988)	\$(53,614,042)	\$0	\$0	\$0	\$(53,614,042)
Local Streets and Roads												
City of Carlsbad	\$1,155,286	\$4,844,236	\$48,816,127	\$11,341,887	\$60,158,014	\$(2,030,290)	\$(3,007,856)	\$(29,278,686)	\$0	\$0	\$0	\$(29,278,686)
City of Chula Vista	\$2,166,051	\$9,084,620	\$96,392,233	\$6,588,396	\$102,980,629	\$(1,115,047)	\$(3,957,498)	\$(73,197,050)	\$0	\$0	\$0	\$(73,197,050)
City of Coronado	\$190,660	\$797,420	\$9,592,198	\$1,166,944	\$10,759,142	\$(54,242)	\$(54,376)	\$(7,019,497)	\$0	\$0	\$0	\$(7,019,497)
City of Del Mar	\$63,891	\$265,598	\$3,318,037	\$221,129	\$3,539,166	\$(13)	\$(96,049)	\$(4,962,092)	\$(43,667)	\$(130,535)	\$(2,288,313)	\$(7,250,405)
City of El Cajon	\$839,319	\$3,518,686	\$39,147,770	\$3,326,664	\$42,474,434	\$(1,085,059)	\$(2,974,191)	\$(30,282,651)	\$0	\$0	\$0	\$(30,282,651)
City of Encinitas	\$557,627	\$2,336,931	\$27,051,170	\$4,426,646	\$31,477,816	\$(238,861)	\$(1,925,664)	\$(28,356,993)	\$0	\$0	\$0	\$(28,356,993)
City of Escondido	\$1,238,374	\$5,192,812	\$58,358,643	\$6,720,259	\$65,078,902	\$(1,725,312)	\$(6,007,845)	\$(51,733,006)	\$0	\$0	\$0	\$(51,733,006)
City of Imperial Beach	\$215,110	\$899,992	\$11,339,409	\$610,978	\$11,950,387	\$(272,938)	\$(496,175)	\$(11,422,840)	\$(115,219)	\$(441,119)	\$(1,439,917)	\$(12,862,757)
City of La Mesa	\$519,236	\$2,175,866	\$25,050,408	\$3,676,598	\$28,727,006	\$(129)	\$(256,612)	\$(23,095,812)	\$0	\$0	\$(4,605,159)	\$(27,700,971)
City of Lemon Grove	\$238,227	\$996,974	\$11,463,490	\$731,689	\$12,195,179	\$(13,006)	\$(105,649)	\$(9,963,952)	\$0	\$0	\$0	\$(9,963,952)
City of National City	\$480,170	\$2,011,980	\$22,806,973	\$1,892,851	\$24,699,824	\$(119)	\$(8,469)	\$(18,324,778)	\$0	\$0	\$(8,233,109)	\$(26,557,887)
City of Oceanside	\$1,481,990	\$6,214,837	\$73,544,883	\$9,640,228	\$83,185,111	\$(4,659,316)	\$(4,671,642)	\$(68,182,617)	\$0	\$0	\$(4,915,690)	\$(73,098,307)
City of Poway	\$492,800	\$2,064,963	\$24,154,348	\$1,502,844	\$25,657,192	\$(1,158,601)	\$(1,166,261)	\$(20,931,683)	\$0	\$0	\$0	\$(20,931,683)
City of San Diego	\$11,043,399	\$46,327,054	\$528,649,040	\$30,745,264	\$559,394,304	\$(22,561,074)	\$(47,932,218)	\$(543,060,017)	\$(16,511)	\$(564,486)	\$(1,732,394)	\$(544,792,411)
City of San Marcos	\$757,466	\$3,175,297	\$35,148,461	\$4,581,458	\$39,729,919	\$(719,433)	\$(2,626,185)	\$(33,557,123)	\$58,230	\$(466,168)	\$(8,641,345)	\$(42,198,468)
City of Santee	\$482,339	\$2,021,078	\$23,149,966	\$1,319,425	\$24,469,391	\$(1,495,940)	\$(2,003,684)	\$(26,734,733)	\$(210,421)	\$(802,495)	\$(14,842,079)	\$(41,576,812)
City of Solana Beach	\$134,018	\$559,796	\$6,987,696	\$641,478	\$7,629,174	\$(31)	\$(315,126)	\$(8,721,468)	\$26,904	\$(159,398)	\$(3,061,903)	\$(11,783,371)

FISCAL YEAR: FY 2024      QUARTER: 4												
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	\$785,800	\$3,294,166	\$37,288,267	\$4,244,127	\$41,532,394	\$(3,741,819)	\$(3,972,972)	\$(35,905,751)	\$0	\$0	\$0	\$(35,905,751)
San Diego County	\$5,548,147	\$23,273,259	\$247,697,457	\$22,098,314	\$269,795,771	\$(2,120,407)	\$(4,856,874)	\$(171,321,566)	\$(1,086,681)	\$(1,425,477)	\$(26,269,137)	\$(197,590,703)
<b>Total Local Streets and Roads</b>	<b>\$28,389,910</b>	<b>\$119,055,565</b>	<b>\$1,329,956,576</b>	<b>\$115,477,179</b>	<b>\$1,445,433,755</b>	<b>\$(42,991,637)</b>	<b>\$(86,435,346)</b>	<b>\$(1,196,052,315)</b>	<b>\$(1,387,365)</b>	<b>\$(3,989,678)</b>	<b>\$(76,029,046)</b>	<b>\$(1,272,081,361)</b>
Transit Services												
MTS	\$11,052,360	\$46,349,040	\$518,267,929	\$920,696	\$519,188,625	\$(14,710,928)	\$(47,615,950)	\$(519,497,188)	\$0	\$0	\$0	\$(519,497,188)
NCTD	\$4,521,847	\$18,962,758	\$211,322,938	\$367,142	\$211,690,080	\$(5,840,579)	\$(20,128,949)	\$(209,496,262)	\$(15,103)	\$(67,666)	\$(1,855,012)	\$(211,351,274)
Senior Grant Program	\$523,165	\$2,193,936	\$24,508,220	\$297,069	\$24,805,289	\$(1,067,349)	\$(1,530,846)	\$(22,813,152)	\$0	\$0	\$0	\$(22,813,152)
<b>Total Transit Services</b>	<b>\$16,097,372</b>	<b>\$67,505,734</b>	<b>\$754,099,087</b>	<b>\$1,584,907</b>	<b>\$755,683,994</b>	<b>\$(21,618,856)</b>	<b>\$(69,275,745)</b>	<b>\$(751,806,602)</b>	<b>\$(15,103)</b>	<b>\$(67,666)</b>	<b>\$(1,855,012)</b>	<b>\$(753,661,614)</b>
New Major Corridor Transit Operations	\$7,902,346	\$33,139,178	\$370,194,098	\$24,962,523	\$395,156,621	\$(12,135,432)	\$(49,085,899)	\$(262,285,111)	\$0	\$0	\$0	\$(262,285,111)
<b>TOTAL TRANSNET EXTENSION</b>	<b>\$101,754,923</b>	<b>\$426,692,983</b>	<b>\$4,729,571,238</b>	<b>\$122,975,252</b>	<b>\$4,852,546,490</b>	<b>\$(105,039,776)</b>	<b>\$(265,399,516)</b>	<b>\$(5,952,873,497)</b>	<b>\$(51,053,949)</b>	<b>\$(111,902,740)</b>	<b>\$(1,673,155,429)</b>	<b>\$(7,626,028,926)</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	\$(196,000)	\$(1,799,000)
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>\$(196,000)</b>	<b>\$(196,462,000)</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	\$198,646,184	\$12,025,785	\$(3,163,938)	\$195,482,246
Local Project EMP	\$(46,806,280)	\$(12,025,785)	\$3,163,938	\$(43,642,342)
<b>Total Other Activity</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</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	\$(19,100,000)	\$0	\$1,350,000	\$(17,750,000)
City of La Mesa	\$0	\$0	\$0	\$0
City of Oceanside	\$0	\$0	\$0	\$0
City of Imperial Beach	\$(897,000)	\$(196,000)	\$101,000	\$(796,000)
Major Corridor Capital Projects	\$0	\$0	\$0	\$0
City of San Diego	\$(26,167,000)	\$6,400,000	\$26,167,000	\$0
Major Corridor Project EMP	\$0	\$0	\$0	\$0
CP Outstanding	\$(46,164,000)			\$(18,546,000)
<b>CP AVAILABLE FOR ISSUANCE</b>	<b>53,836,000</b>			<b>\$81,454,000</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	\$85,222,973	\$1,433,500.00	\$ 6,538,032.00	\$91,761,005
TOTAL TRANSNET EXTENSION	\$85,222,973	\$1,433,500.00	\$ 6,538,032.00	\$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 Disbursement</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, and 2018 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 June 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%
Cumulative		\$ 4,729,571,235			
	FY 2024 Estimates	FY 2024 Actuals <sup>2</sup>	Cumulative: FY 2024 Actuals vs. FY 2024 Estimates	Cumulative: FY 2024 Actuals vs. Same Period of FY 2023 Actuals	
July	\$ 44,505,328	\$ 43,691,260	-1.83%	-1.77%	
August	\$ 29,012,850	27,925,686	-2.59%	-2.53%	
September	\$ 36,875,139	36,672,942	-1.91%	-1.85%	
October	\$ 38,498,028	38,088,738	-1.69%	-1.63%	
November	\$ 34,517,666	33,489,426	-1.93%	-1.87%	
December	\$ 36,679,101	35,801,646	-2.01%	-1.95%	
January	\$ 33,833,796	33,972,638	-1.69%	-1.63%	
February	\$ 40,849,680	39,509,271	-1.91%	-1.85%	
March	\$ 34,716,113	35,786,454	-1.38%	-1.32%	
April	\$ 31,458,437	33,305,657	-0.75%	-0.69%	
May	\$ 34,020,342	33,419,427	-0.84%	-0.78%	
June	\$ 35,026,133	35,029,838	-0.77%	-0.71%	
	\$ 429,992,613 <sup>1</sup>	\$ 426,692,983			

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

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

**ITOC Operating Budget Analysis  
FY 2024 Approved Budget and Actual Expenses  
for the twelve Months Ending June 30, 2024  
and Projected Budgets for FY 2025 and FY 2026**

	FY 2024			Projected	
	Budget	Actual <sup>8</sup>	Variance	FY 2025 Budget	FY 2026 Budget <sup>9</sup>
<b>Revenues</b>					
Annual TransNet Allocation <sup>1</sup>	\$ 504,034	\$ 499,605	\$ (4,429)	\$ 515,144	\$ 528,383
<b>Expenses</b>					
Annual Fiscal Audits <sup>2</sup>	122,485	119,520	(2,965)	122,485	122,485
Triennial Performance Audit <sup>2</sup>	320,000	316,055	(3,945)	-	-
Administration - SANDAG <sup>3</sup>	130,512	89,735	(40,777)	233,178	239,241
Mileage <sup>4</sup>	2,066	-	(2,066)	2,130	2,185
Interpretation Services	9,600	5,749	(3,851)	9,898	10,155
Advertisement	1,833	2,249	416	1,890	1,939
Postage/Delivery	236	-	(236)	243	249
Reserve for Outside Consulting Services <sup>5</sup>	26,057	-	(26,057)	26,865	27,563
Total Expenses	612,789	533,308	(79,481)	396,689	403,817
<b>Net Difference<sup>6</sup></b>	(108,755)	(33,703)	75,052	118,455	124,566
<b>Other Available Funds</b>					
Carryover TransNet Revenue - unbudgeted	\$362,404			\$348,091	\$486,537
Carryover TransNet Revenue - Budgeted/Actual	(33,703)			118,455	124,566
Current Year Interest Earned <sup>7</sup>	\$19,390			\$19,991	\$20,511
End of Year	<u>\$348,091</u>			<u>\$486,537</u>	<u>631,614</u>

**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 2025 and FY 2026 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.

<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 2025 and FY 2026 budget is adjusted by 3.1% CPI and 2.6% CPI, respectively.



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

	A	B	C	D	E	F
	= A + B			= C + D		
	LSI: Maintenance					
	TransNet Funds Allocated at June 30, 2024	Other Funds Allocated at June 30, 2024 <sup>2</sup>	Total Funds Allocated at June 30, 2024	Expended at June 30, 2024 <sup>3</sup>	Unspent Total Balance at June 30, 2024	Cash Balances Available at June 30, 2024 <sup>4,5</sup>
City of Carlsbad	\$ 14,645	\$ 3,385	\$ 18,030	\$ (1,596)	\$ 16,434	\$ 16,434
City of Chula Vista	28,918	1,966	30,884	(20,686)	10,198	10,198
City of Coronado	2,878	343	3,221	(327)	2,895	2,895
City of Del Mar	995	66	1,061	(403)	658	506
City of El Cajon	11,744	990	12,734	(6,918)	5,816	5,816
City of Encinitas	8,115	1,315	9,430	(1,332)	8,098	3,121
City of Escondido	17,508	2,021	19,529	(17,089)	2,441	2,441
City of Imperial Beach	3,402	182	3,584	(3,252)	332	332
City of La Mesa	7,515	1,103	8,618	(4,874)	3,745	3,746
City of Lemon Grove	3,439	219	3,658	(2,948)	710	710
City of National City	6,842	550	7,392	(5)	7,387	6,026
City of Oceanside	22,063	2,900	24,963	(16,024)	8,940	8,940
City of Poway	7,246	449	7,695	(6,361)	1,335	1,335
City of San Diego	158,595	9,357	167,952	(166,473)	1,480	1,480
City of San Marcos	10,545	1,368	11,913	(4,192)	7,722	7,722
City of Santee	6,945	386	7,331	(6,074)	1,257	772
City of Solana Beach	2,096	190	2,286	(425)	1,861	1,361
City of Vista	11,186	1,286	12,472	(8,309)	4,163	4,163
San Diego County	74,309	6,378	80,687	(4,202)	76,484	76,485
Totals	\$ 398,986	\$ 34,454	\$ 433,440	\$ (271,490)	\$ 161,956	\$ 154,483

<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 June 30, 2024**  
**(Unaudited)**

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b> <b>= C - D</b>
	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>	\$ 98,901,059	\$ 82,214,789	\$ 16,686,270	\$ 14,101,182	\$ 2,585,088
Smart Growth Program (SGIP) <sup>5</sup>	101,967,589	n/a	59,957,009	50,147,226	9,809,783
Local Environmental Mitigation Program (EMP) <sup>6</sup>	43,243,147	24,426,486 <sup>7</sup>	18,816,661 <sup>8</sup>	16,372,466	2,444,196
Senior Mini-Grant Program (SMGP) <sup>9</sup>	24,786,745	n/a	23,925,366 <sup>10</sup>	21,794,690	2,130,676

<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, 2023.

<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 (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.

<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 2024 whereas Column A represents Total Revenues Received through June 30, 2024.

**Local Agency Street & Road Balances**  
**As of June 30, 2024**  
(in thousands)

<75%<sup>5</sup>

	A	B	C	D	E	F	H	I	J
						= D + E		= B + D - H	= (-C-E)/(A)
	LSI Allocations			Cash Balances Held					
Local Agency	Cumulative (Actuals) Received Through 06/30/2024	FY24 Estimated Allocation Balance net of D/S Costs	Cumulative Disbursed <sup>4</sup>	At SANDAG <sup>1</sup>	At Local Agencies <sup>1</sup>	Cash Balances Total	Programmed Funds Available to Draw in FY24 <sup>3</sup>	Estimated Cumulative Balance Available to Program	Actual % Spent at 6/30/24 (Cumulative) <sup>7</sup>
City of Carlsbad	\$ 60,158	\$ -	\$ (29,279)	\$ 30,879	\$ 401	\$ 31,280	\$ 21,746	\$ 9,133	48.0%
City of Chula Vista	102,981	-	(73,197)	29,784	86	29,870	27,806	1,977	71.0%
City of Coronado	10,759	-	(7,019)	3,740	(33)	3,706	3,096	644	65.6%
City of Del Mar <sup>2</sup>	3,539	-	(4,962)	506	3	509	414	92	<b>140.1%</b>
City of El Cajon	42,474	-	(30,283)	12,192	(2,247)	9,945	10,669	1,523	76.6%
City of Encinitas	31,478	-	(28,357)	3,121	1	3,122	1,786	1,335	90.1%
City of Escondido	65,079	-	(51,733)	13,346	(565)	12,781	12,497	848	80.4%
City of Imperial Beach	11,950	-	(11,423)	887	(417)	470	343	543	99.1%
City of La Mesa <sup>2</sup>	28,727	-	(23,096)	5,526	(180)	5,346	2,205	3,321	81.0%
City of Lemon Grove	12,195	-	(9,964)	2,231	(728)	1,504	1,886	345	87.7%
City of National City <sup>2</sup>	24,700	-	(18,325)	6,026	(1,839)	4,187	3,809	2,217	81.6%
City of Oceanside <sup>2</sup>	83,185	-	(68,183)	14,877	3,093	17,969	12,534	2,342	78.2%
City of Poway	25,657	-	(20,932)	4,726	925	5,651	1,917	2,808	78.0%
City of San Diego	559,394	-	(543,060)	40,769	9,954	50,723	39,609	1,160	95.3%
City of San Marcos <sup>2</sup>	39,730	-	(33,557)	13,937	513	14,450	10,572	3,364	83.2%
City of Santee <sup>2</sup>	24,469	-	(26,735)	772	(103)	668	450	321	<b>109.7%</b>
City of Solana Beach <sup>2</sup>	7,629	-	(8,721)	1,361	2	1,363	232	1,129	<b>114.3%</b>
City of Vista	41,532	-	(35,906)	5,627	558	6,185	4,264	1,363	85.1%
County of San Diego <sup>2</sup>	269,796	-	(171,322)	100,330	369	100,698	42,023	58,307	63.4%
Totals <sup>7</sup>	\$ 1,445,434	\$ -	\$ (1,196,052)	\$ 290,634	\$ 9,794	\$ 300,427	\$ 197,860	\$ 92,774	

<sup>1</sup> Amounts are unaudited<sup>2</sup> For participants in the SDCRTC Debt Program (bonds or commercial paper), amounts may include interest earned on the unspent proceeds (cash and investment balances) and bond proceeds.<sup>3</sup> Remaining biennial programmed amounts available for drawing for FY24, less negative balances at local agencies.<sup>4</sup> Disbursements include formula-based regular monthly payments to local agencies as requested and may include program costs, debt service payments and payments using debt proceeds.<sup>5</sup> Monitoring threshold. Amounts in **bold** represent estimated percentage spent in excess of available funds that may be due to debt proceeds disbursed and/or programming based on two years of allocations.<sup>6</sup> Column (J) represent the percentage of actual sales tax spent cumulatively compared to actual cumulative sales tax revenue allocated. Allocations may include interest earnings and debt proceeds.<sup>7</sup> May include rounding.

Aug. 22, 2024

Mr. Jonathan Frankel, ITOC Chair  
TransNet Independent Taxpayer Oversight Committee  
c/o San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Frankel:

I am writing to confirm that City of Carlsbad depends on and has plans to utilize its TransNet Local funds to finance a variety of current and future transportation improvement projects.

Currently, the city is in construction or nearing construction on several projects that are utilizing TransNet Local funds. These projects are:

- CB50 - Valley Street Complete Street Improvements
  - Phase I: Utility Undergrounding - substantially completed (total construction cost: \$5,400,000)
- CB58 - Street Light Bulb Replacement Program
  - Phase 1 and 2 completed
  - Phase 3 and 4 – contract award is expected in early 2025 (total project cost estimate: \$900,000)
- CB20 - Pavement Management Program
  - 2023-24 Slurry Seal Project – under construction, in July 2024, City Council awarded construction contract (total project cost: \$8,560,000)
  - 2023-24 Resurfacing/Overlay Project – authorization to bid is expected in October 2024 (total project cost estimate: \$7,100,000)
- CB59 - El Camino Real Widening – Sunny Creek to Jackspar
  - Award of construction contract is expected in September 2024 (total project cost: \$5,020,000)
- CB52 - Carlsbad Village and Barrio Traffic Circles
  - Authorization to bid is expected in October 2024 (total project cost estimate: \$3,500,000)
- CB32 - El Camino Real Widening - Poinsettia Lane to Camino Vida Roble
  - Authorization to bid is expected in November 2024 (total project cost estimate: \$2,700,000)
- CB62 - Barrio Lighting Program
  - Phase I: Street Lighting completed, Phase II: Pedestrian Lighting in coordination with SDGE

As these projects progress through construction, the city will be submitting significant payment requests that will in turn be reflected in the spending values reported to the Independent Taxpayer Oversight Committee (ITOC). The city is also working on a variety of TransNet-funded projects that are in the planning, preliminary engineering and design phases. Some of these projects include:

- CB36 - Carlsbad Boulevard Realignment – Manzano Drive to Island Way
- CB43 - ADA Improvement Program – 2024 ADA Improvement Project
- CB45 - Carlsbad Boulevard and Tamarack Avenue Improvements

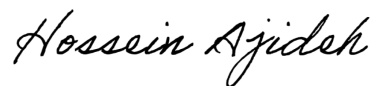
- CB46 - Terramar Area Complete Street Improvements
- CB49 - Kelly and Park Drive Complete Street Improvements
- CB53 - Carlsbad Boulevard Pedestrian Lighting
- CB63 - Valley and Magnolia Complete Streets

The city's current Capital Improvement Program (CIP) includes 18 projects that are programmed to utilize TransNet Local funding over the next five years. The programmed TransNet funding for these projects is over \$56,000,000.

In summary, the city depends on its TransNet Local funds to finance current projects as well as to provide funding for many future transportation projects. These projects and the associated TransNet Local funding are essential to the successful implementation and management of transportation infrastructure in the City of Carlsbad.

Should you have any questions, please contact me at [hossein.ajideh@carlsbadca.gov](mailto:hossein.ajideh@carlsbadca.gov) or (442) 339-2756.

Sincerely,



Hossein Ajideh, Ph.D., P.E.  
Engineering Manager  
City of Carlsbad

c: Paz Gomez, Deputy City Manager, Public Works  
Tom Frank, Transportation Director/City Engineer  
Zach Korach, Finance Director  
Marcus Pascual, Associate Accountant - SANDAG



## Department of Engineering & Capital Projects

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August 20, 2024

Ms. Maryam Babaki, Chair  
TransNet Independent Taxpayer Oversight Committee  
c/o San Diego Association of Governments  
401 B Street  
San Diego, CA 92101

Dear Ms. Babaki,

We would like to extend our sincere gratitude to the ITOC board for your continued support in maintaining and improving the City of Chula Vista's roadway infrastructure. The City relies heavily on TransNet Local funds to complete a variety of ongoing and future transportation improvement projects. We recognize the critical importance of adhering to spending requirements and are fully committed to taking immediate and effective action to align the City's expenditure progress with ITOC's 75% spending requirement.

Our strategy focuses on prioritizing high-impact projects that are expected to go to construction this fiscal year. We have reassessed our timelines to ensure the most efficient delivery of TransNet-funded projects. For example, the Pavement Major Rehabilitation Program FY2021/22 project (STM0408), with a balance of \$3.3 million, is scheduled to begin construction in September 2024. Additionally, we anticipate significant activity and expenditures in Pavement Major Rehabilitation projects STM0411 and STM0414, which together have a balance of approximately \$12.6 million.

Telegraph Canyon Rd Raised Median Improvements (TRF0415) and Intersection Safety Improvements (TRF0416), with a combined balance of \$1.4 million, will also see substantial progress by June 2025.

In summary, the City relies on TransNet Local funds to finance current projects and to support a significant array of future projects set for implementation over the next five years. These TransNet funded projects are vital to the successful development and management of transportation infrastructure in the City of Chula Vista.

Should you have any questions please contact me at: [pmoneda@chulavistaca.gov](mailto:pmoneda@chulavistaca.gov) or (619) 407- 3512

Sincerely,

Patrick Moneda  
Principal Civil Engineer

Cc: Matt Little, Deputy City Manager/ Director of Public Works  
Rosina Constanza, Acting City Engineer/Principal Civil Engineer  
Eddie Flores, Principal Traffic Engineer  
Nicola Kavanagh, Principal Civil Engineer -Construction & Inspection  
Jonathan Salsman, Principal Civil Engineer – Building Projects/Major CIP  
Claudia Block, Principal Management Analyst  
Noelle Takahashi, SANDAG



August 20, 2024

Ms. Sunnie House, Chair  
TransNet Independent Taxpayer Oversight Committee  
c/o San Diego Association of Governments  
401 B Street  
San Diego, California 92101

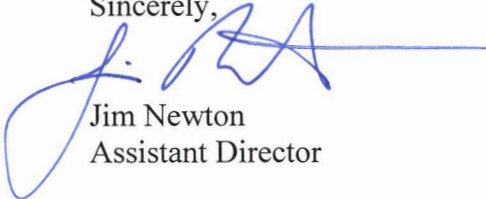
Dear Ms. House:

I am writing to confirm that the City of Coronado regards the TransNet Local Streets and Road funds as valuable and necessary resources in our efforts to facilitate current and future transportation projects. Per your request, I am providing a letter of explanation regarding the City's expenditure rate of 65.5% as noted in the Local Agency Street & Road Balances report dated June 30, 2024.

The City acknowledges ITOC's expectation of expenditures at or above the 75% threshold and plans to increase the expenditure rate as soon as possible. We have one project with TransNet eligible funds of approximately \$400,000 that should break ground within the next few months. In addition, we have at least two projects in design with approximately \$200,000 of TransNet eligible expenses that should be constructed this fiscal year (by June 30, 2025).

As always, we appreciate and rely on TransNet funds for critical transportation infrastructure projects. If you have any questions or need additional information, please contact me at 619-522-7313.

Sincerely,



Jim Newton  
Assistant Director





# County of San Diego

**WILLIAM P. MORGAN. P.E.**  
INTERIM DIRECTOR

DEPARTMENT OF PUBLIC WORKS  
5510 OVERLAND AVENUE, SUITE 410  
SAN DIEGO, CA 92123-1237  
(858) 694-2212  
[www.sdcounty.ca.gov/dpw/](http://www.sdcounty.ca.gov/dpw/)

August 26, 2024

Ms. Maryam Babaki, Chair  
TransNet Independent Taxpayer Oversight Committee  
c/o San Diego Association of Governments  
401 B Street  
San Diego, CA 92101

Dear Ms. Babaki:

The County of San Diego depends on TransNet Local funds and has plans to utilize the funding for current and future transportation improvement projects. The County has been delayed but continues to move forward our inventory of projects and anticipates advertising and awarding construction contracts for several projects that are utilizing TransNet Local funds in FY 24-25. These projects are as follows:

- CNTY21 BRADLEY AVE SR 67 1C1005
- CNTY24 COLE GRADE RD WIDNG 2C2007
- CNTY86 ROADWAY MAINTENANCE AND OVERLAY

These projects were delayed due to the need for redesign, utility relocation, right of way acquisition challenges, and an advertisement challenge in the case of CNTY 21. As these projects progress to construction, County spending will be reported to the Independent Taxpayer Oversight Committee (ITOC) and will meet the ITOC's expectation of expenditures at or above the 75% threshold by Mid-2025.

The County is dedicated to utilizing TransNet Local funds to finance current and future transportation projects. The County's current Capital Improvement Program (CIP) includes several projects that are programmed to utilize approximately \$203,635,000 in TransNet Local funding over the course of the currently approved five-year plan. This funding is vital for the County to deliver transportation improvements in unincorporated communities.

If you have any questions or need additional information, please contact me at (858) 869-5815 or via e-mail at [Christopher.Hanger@sdcounty.ca.gov](mailto:Christopher.Hanger@sdcounty.ca.gov).

Sincerely,

Christopher.Hanger  
r@sdcounty.ca.gov

Digitally signed by  
Christopher.Hanger@sdcounty.ca  
gov  
Date: 2024.08.26 15:45:30 -0700

Christopher Hanger  
LUEG Program Manager  
Department of Public Works

September 11, 2024

## Overview of Developments in the Financial Markets, Quarterly Finance Report as of June 30, 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 June 2024 of FY2024, sales tax revenue is 0.71% lower than FY2023 collections through the same month, with TransNet revenue totaling \$426.7 million for the fiscal year.
- Senior lien maximum annual debt service coverage, using sales tax receipts of \$425.8 million for the 12 months ending July 31, 2024, is 4.08 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.08 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.
- Inflation continued to ease, falling to 3.2% in May, while employment remained stable within the Region. This trend is aligned with national inflation which fell to 3.0% in June. As anticipation for a federal rate cut increases, other rates (namely mortgage rates) are beginning to shift.

### Fiscal Impact:

Senior lien debt service coverage remains strong at 4.08 times, providing ample coverage and supporting triple-A ratings.

### Schedule/Scope Impact:

Amid inflation relief, markets remain robust, but cooling, and continue to support growth in the Region.

**Dawn Vettese, Chief Financial Officer**

- Attachments:
1. Financial Market Review
  2. Local Economy and Sales Tax Revenue
  3. Investment and Debt Portfolio

## Market Review and Update

### Overview

Inflation continues to be a key indicator that economists, and in particular the Federal Open Market Committee (FOMC), are watching closely in 2024. At its last meeting in July the FOMC showed a willingness to lower rates, and this stance was reaffirmed by the Fed chair in August, based on recent economic data. The annual inflation rate in the US slowed for a fourth consecutive month to 2.9% in July 2024, the lowest since March 2021.

### Interest Rates

- **Treasury Rates:** As was the case in 2022 and 2023, Treasury rates (industry accepted benchmark for taxable bonds) continue to be volatile in 2024 as the market reacts to key economic indicators like inflation and labor statistics. But treasuries are generally trending favorably in 2024 having shaved off over 70-80bps along the curve from their 2024 peaks. The move is supported by data releases showing slowing employment growth over the summer. The 2-year treasury note is currently yielding 3.93%. The 10-year treasury is currently yielding 3.80% and the 30-year treasury bond yielding 4.08%, continuing to show a slight inversion.
- **Municipal Market Rates:** the year 2024 began with a gradual increase in tax exempt municipal bond rates, as represented by the AAA BVAL rates (benchmark for tax-exempt rates produced by Bloomberg). However, by mid-June this trend began to reverse, and rates dropped precipitously at the beginning of August. The 30-year rate is currently at 3.59% and is 0.37% lower compared to its 2024 peak.
- **Fed Funds Rate:** The Fed last raised rates to 5.25% - 5.50% range at the July 2023 meeting and has held the rates steady since then. Overall, the Fed made 11 rate hikes from March 2022 to July 2023. While the Fed maintained rates for the eighth consecutive meetings, in July 2024, it has signaled possible rate cuts in 2024 as economic growth cools and inflation pressure slows down. Furthermore, on August 23rd at a press conference Fed Chairman Powell stated that “the time has come for policy to adjust” in regard to monetary policy. Market expectations also indicate that the next Fed meeting in September could provide the first rate cut of the cycle.
- **Municipal Market Supply-Demand Dynamics:** Municipal issuance volume year to date remained high, especially in light of suppressed volumes in recent prior years. This was somewhat balanced by modest inflows into bond funds over the same period.

**Equity Markets:** Domestic equity markets experienced some turbulence in mid-2024 due to a combination of adverse market conditions including below-market jobs reports and international tensions. The market has since experienced a resurgence, stabilizing back to near all-time highs.

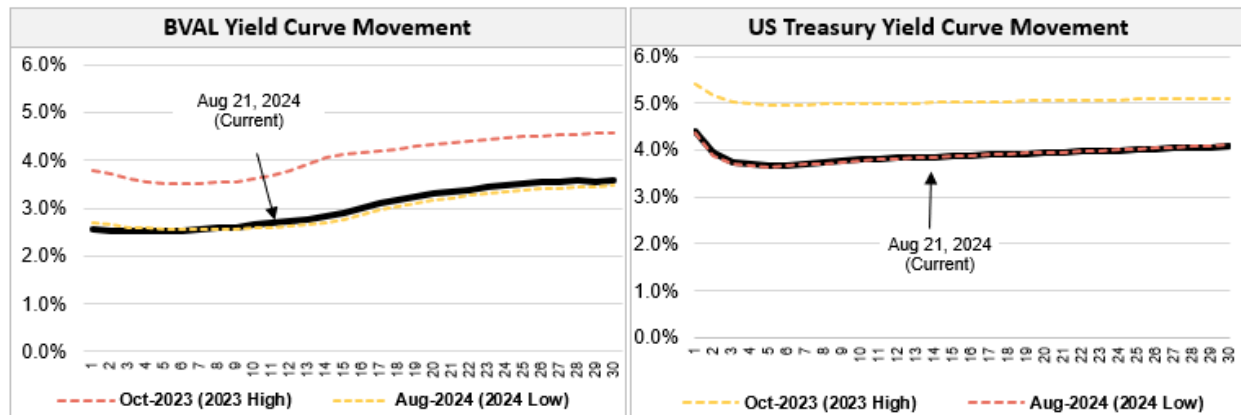
### U.S. Economy

- **Jobs and Unemployment:** The Initial Jobless Claims were at 232,000 for the week ending August 22. The unemployment rate ticked up to 4.3% in July 2024 the highest it's been since October 2021, against market expectations which had predicted no change. These trends signal a slight reduction in the strength of a historically strong labor market and sustain speculation that the Fed may finally undertake the first rate cut of the year in September.
- **GDP:** GDP expanded an annualized 2.8% in Q2, up from 1.4% in Q1 2024 and above forecasts of 2%. This doubling of growth quarter over quarter was fueled by sustained consumer spending.
- **Personal Spending:** As the economy's key driver, personal spending increased by 0.3% in June, in line with market expectations.

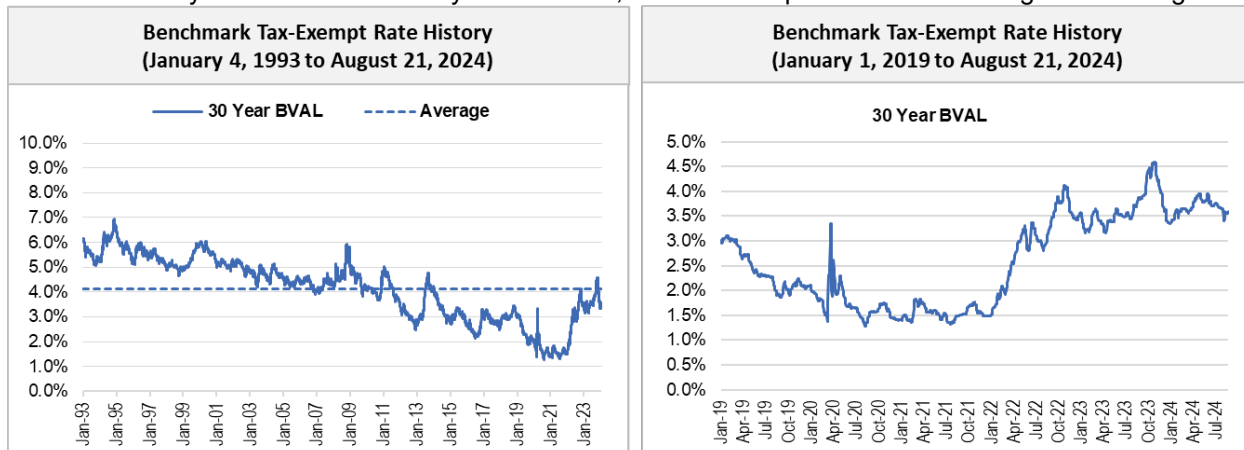
- **Manufacturing and Service Data:** The S&P Global U.S. Composite Purchasing Managers Index (PMI) fell slightly to 54.1 in August, a four-month low, down from 54.3 in July but still above market expectations of 53.5. This indicates that US business activity continues to grow, marking 19 consecutive months of expansion. The growth is being primarily driven by the service sector. Manufacturing output declined at its fastest rate in 14 months, contributing to employment challenges, as hiring nearly stalled in manufacturing due to difficulties in finding workers. The Manufacturing PMI fell to 48 in August of 2024 from 49.6 in the previous month. A reading above 50 indicates expansion in business activity, vice versa for readings below 50.
- **Consumer Sentiment:** The University of Michigan's consumer sentiment rose to 67.8 in August 2024, up from 66.4 in July. It marks the first increase in five 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 late July, in anticipation of the first potential rate cut at the September Fed meeting. 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 their current low point for the year and the most recent peak in October 2023. As seen in the chart, the current BVAL AAA yield curve is fairly close to the August 2024 low. Treasury rates also fell significantly in July and are currently at or about the lowest they have been in the last 12 months. Both the BVAL yield curve as well as the U.S. Treasury curve continue to reflect “inversion” wherein short-term rates are higher than intermediate-to-long-term rates, though it is considerably less pronounced than it has been over the last couple years.



The current 30-year BVAL AAA bond yield is 3.59%, which is 55 bps lower than its long-term average.

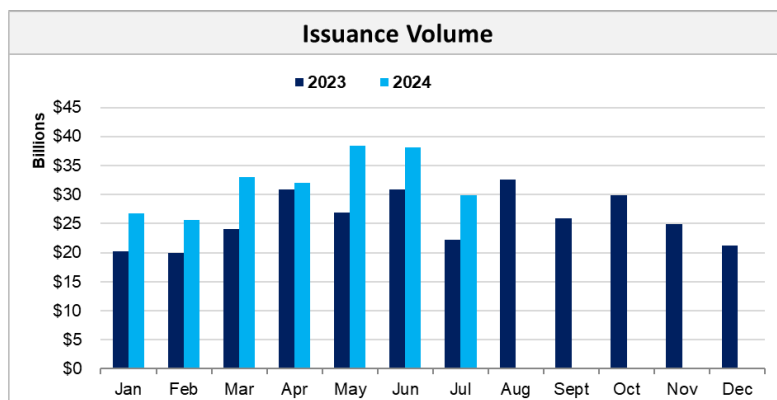


*\*The 1993-2010 data represents the AAA Municipal Market Data (MMD) data which is also a widely accepted tax-exempt benchmark rate. The 2011-2024 data represents the AAA BVAL rates.*

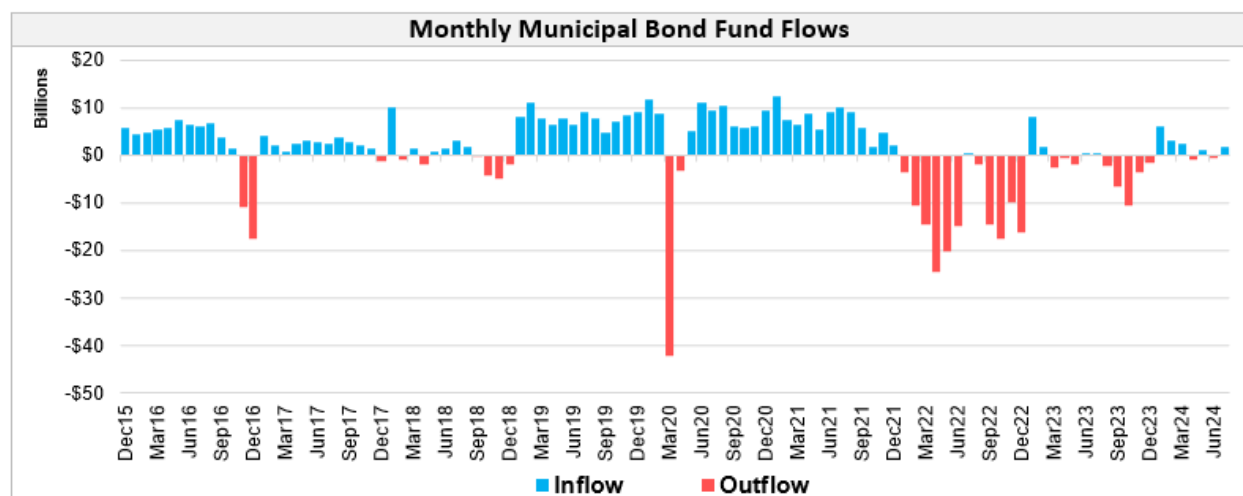


## Municipal Market Supply and Demand

For the first seven months through July tax-exempt issuance volume totaled \$245 billion; 35% higher than the same period in 2023. The volume is partly driven by improved interest rates in 2024 reviving certain refundings and attracting more new money. The volume is also driven by issuers accelerating transactions to price before the November presidential election which can be a volatile period in the market.



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 low-to-modest inflows in five of the first seven months in 2024 indicating an improving appetite for bonds partly due to a flight to safety spurred by some recession fears and concerns around a “soft landing”.



## 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. Despite record issuance volume in May-July period, spreads remain relatively stable and attractive for municipal issuers.

### Interest Rate Forecasts

The Fed held the target rate steady at 5.25-5.50% at the July 2024 meeting, continuing a nearly yearlong trend of maintaining the current rate environment. Diverging slightly from its prior stance, the Fed signaled its willingness to cut rates if economic indicators support that. The Fed dot plot released after the last meeting suggests one rate cut in 2024. There seems to be a general consensus towards larger rate cuts in 2025.

The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. More optimistic than the Fed, the market maintains its expectation of three rate cuts in 2024 with a very high probability of the first cut at the upcoming September Fed meeting. The two-year U.S. Treasury rate is forecasted to increase 0.14% to 4.07% through the end of 2024. The ten-year U.S. Treasury rate is forecasted to increase by 0.23% to 4.03% by end of 2024. The 30-year U.S. Treasury rate is also forecast to increase by 0.16% to 4.24% by the end the year.

### Street's Interest Rate Forecast

Forecast	8/21/24	Q3 24	Q4 24	Q1 25	Q2 25	Q3 25	Q4 25	Q1 26	Q2 26	Q3 26	Q4 26
30-Year UST	4.08 %	4.25 %	4.24 %	4.23 %	4.19 %	4.14 %	4.14 %	3.97 %	3.97 %	3.98 %	4.09 %
10-Year UST	3.80 %	4.03 %	4.03 %	4.02 %	3.98 %	3.92 %	3.89 %	3.74 %	3.72 %	3.70 %	3.84 %
2-Year UST	3.93 %	4.17 %	4.07 %	3.92 %	3.78 %	3.64 %	3.54 %	3.41 %	3.37 %	3.34 %	3.32 %
3M Secured Overnight Financing Rate	5.06 %	5.10 %	4.83 %	4.53 %	4.21 %	3.94 %	3.75 %	3.67 %	3.49 %	3.41 %	3.40 %
Federal Funds Target Rate Upper Bound	5.50 %	5.15 %	4.75 %	4.45 %	4.15 %	4.00 %	3.85 %	3.60 %	3.45 %	3.35 %	3.35 %
Federal Funds Target Rate Lower Bound	5.25 %	4.91 %	4.49 %	4.20 %	3.90 %	3.73 %	3.60 %	3.36 %	3.19 %	3.10 %	3.09 %

## Local Economy

Key highlights on the economy in the fourth quarter of FY 2024 include US GDP growth, stable labor markets, and easing inflation. The US economy picked up steam through the second half of FY 2024. US GDP grew at 2.8% in Q4 FY 2024 as consumer spending accelerated and businesses bolstered their inventories. The national economic conditions, combined with local economic data, suggest that San Diego's regional economy ended Fiscal Year 2024 on a healthy note, despite TransNet revenue tracking lower than expected.

The region's consumers saw some relief from inflation. Headline inflation fell to 3.2% in May 2024 (which is the last reported month of the fiscal year for the region). Core inflation, which excludes food and energy (traditionally among the most volatile items), was 3.1%. Both measures were the lowest for the region since March 2021 when inflation began to rise. The region's inflation in May was aligned with the nation. Headline inflation for the US fell to 3.0% in June.

As inflation tracked in the right direction, attention has turned to labor markets. In general, labor markets have been robust but cooling. For the San Diego region, June employment (for wage and salary workers) was at 1.51 million (about 13,100 lower than the previous month and 16,660 lower than a year ago), and the number of unemployed persons was 70,540 (an increase of 12,850 from the previous month). The net effect was an unemployment rate of 4.5%. The region was not alone in unemployment rising. California's unemployment rate rose from 4.6% in May to 5.3% in June, and the US unemployment rate rose from 3.7% to 4.3%. The June rise in unemployment was larger than expected but consistent with seasonal patterns.

While tightness in the labor market has been easing, the region experienced strong earnings growth. Earnings growth for the region in Q3 FY 2024 was 4.8% (year-over-year for the same quarter). San Diego County outpaced seven of the 10 largest counties in the US. In Q4, earnings have continued to grow. Average hourly earnings were 6.2% higher than the same quarter in FY 2023.

While the business environment continues to be robust, pressure in the region's real estate markets has not eased. The median home price in the region reached \$950,000 in June, and the region continues to see low inventory. However, mortgage rates are beginning to move as expectations of the Federal Reserve cutting rates increase. In the commercial real market, vacancy rates remain high. The market continues to struggle with absorbing the significant supply delivered over the last couple of years.

## Sales Tax Revenues

Total TransNet revenue for Fiscal Year 2024 was \$426.7 million, which was slightly lower than the previous fiscal year (-0.71% or roughly \$3 million lower). For 8 of the 12 months, TransNet revenue in FY 2024 trailed FY 2023. The tables below provide a breakdown of the sales tax collected. Table 1 compares revenue by month for the past two fiscal years. Table 2 reports annual revenue beginning in FY 2009 (the first year of the TransNet Extension Ordinance).

A combination of price changes and slower consumer spending, rather than an underperforming economy, contributed to weaker revenue in FY 2024. General retail accounts for over a quarter of TransNet revenue. This category softened slightly as consumers traded down in brands and searched for more value for money. FY 2024 data also highlighted the sensitivity of TransNet revenue to price volatility. In transportation, prices fell for gas and automobiles (new and used), which in turn translated to lower TransNet revenue.

Looking ahead, SANDAG's current TransNet revenue forecast anticipates a modest recovery in FY 2025 (1%). Barring unforeseen disruptions, the data suggests TransNet revenue is beginning to stabilize, with shallower seasonality and flattening growth. SANDAG economists are monitoring these emerging dynamics, along with data releases on macroeconomic conditions, the labor market, and Federal Reserve action on interest rates.

**Table 1: TransNet Revenue by Month**

<b>Month</b>	<b>FY 2023</b>	<b>FY 2024</b>
July	\$44,478,683	\$43,691,260
August	\$28,995,480	\$27,925,686
September	\$36,853,062	\$36,672,942
October	\$38,474,980	\$38,088,738
November	\$34,497,001	\$33,489,426
December	\$36,657,141	\$35,801,646
January	\$33,813,540	\$33,972,638
February	\$40,825,224	\$39,509,271
March	\$34,695,328	\$35,786,454
April	\$31,439,603	\$33,305,657
May	\$33,999,974	\$33,419,427
June	\$35,005,164	\$35,029,838
<b>TOTAL</b>	<b>\$429,735,180</b>	<b>\$426,692,983</b>

**Table 2: TransNet Revenue by Year**

<b>Year</b>	<b>Annual Revenue</b>
FY 2009	\$221,991,360
FY 2010	\$204,191,748
FY 2011	\$221,304,014
FY 2012	\$236,947,113
FY 2013	\$247,221,162
FY 2014	\$260,114,931
FY 2015	\$268,840,549
FY 2016	\$275,500,023
FY 2017	\$284,456,260
FY 2018	\$301,455,493
FY 2019	\$305,349,500
FY 2020	\$305,851,214
FY 2021	\$333,998,567
FY 2022	\$405,921,138
FY 2023	\$429,735,180
FY 2024	\$426,692,983
<b>TOTAL</b>	<b>\$4,729,571,235</b>

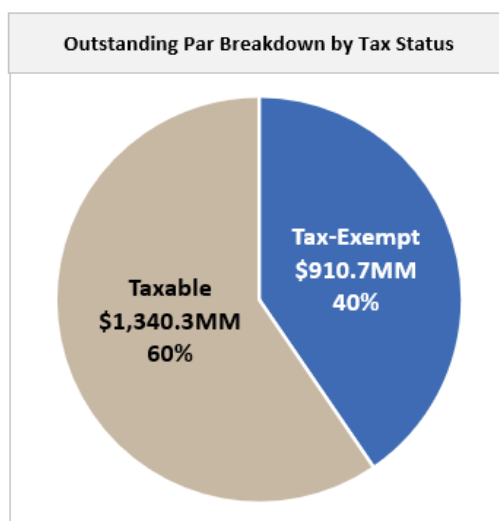
## AGENCY DEBT PORTFOLIO OVERVIEW

### *Commission Outstanding Debt Overview*

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.24 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	552,140,454 <sup>1</sup>	Anytime	10/1/2045
<b>Total</b>					<b>\$2,241,897,454</b>		

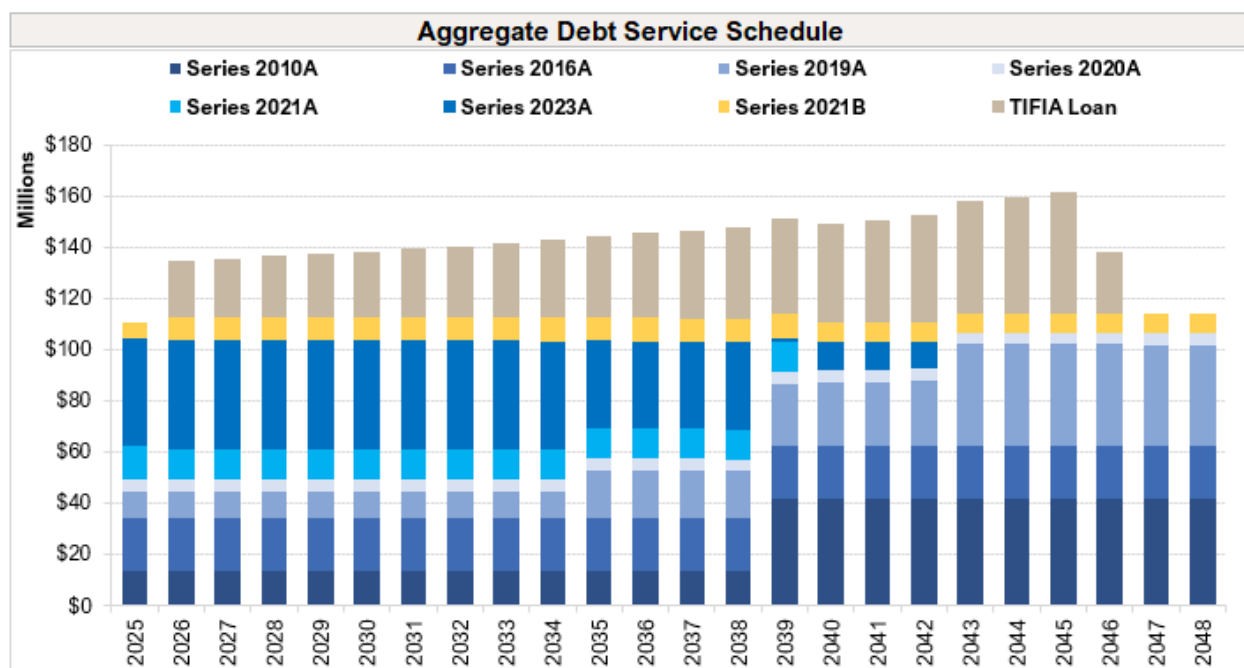
The long-term debt portfolio is comprised of 100% fixed-rate debt. As a result of the 2023 refunding, SANDAG has no long-term variable rate bonds and no interest rate swaps outstanding. Of the total debt portfolio, 60% consists of taxable debt, including the TIFIA loan, and the remaining 40% is tax-exempt bonds.



<sup>1</sup>Balance as of 8/1/2024

## 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, the commercial paper notes, and SANDAG's revolving credit facility. 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 \$426.99 million for the 12 months ending August 30, 2024, is 4.08 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.08 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 August 30, 2024, to peak debt service in FY 2045, is 2.43 times.

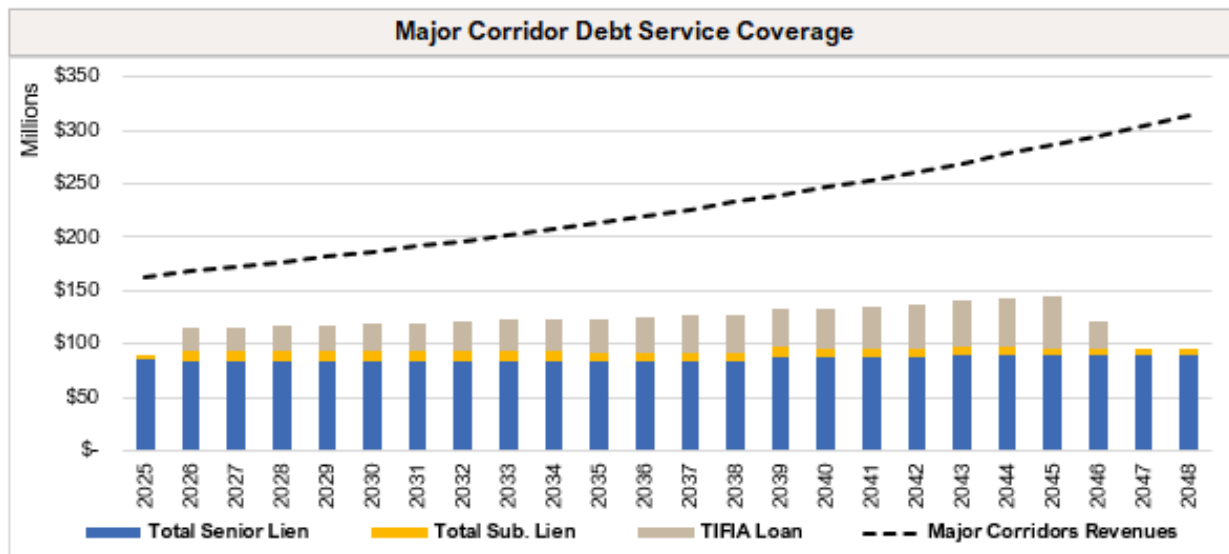
## Major Corridors Coverage

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 1.79 times in FY 2025. Based on that revenue forecast, annual coverage is projected to dip to 1.46 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 most recently reviewed and affirmed in April 2024 and May 2024, respectively.

SANDAG Ratings (TransNet)		
Lien	S&P	Fitch
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 \$18.5 million. On April 30, 2024 it was remarketed out 114 days, at a rate of 3.77%. The supporting LOC was recently extended and is in place through August 2027 at an annual cost of 0.37%. In first quarter 2024, SANDAG staff replaced Citi as the Commercial Paper Dealer with BofA who will continue to remarket the Commercial Paper going forward.

SANDAG also has a Revolving Credit Agreement with U.S. Bank National Association in the amount not-to-exceed \$100 million. This drawdown facility provides SANDAG with additional flexibility to manage short-term cash flow needs when capital expenses are incurred prior to the receipt of federal and state grant funds. The facility has a term of 2.5 years expiring September 2024, a commitment fee of 0.20%, and a variable interest rate of SIFMA plus 0.34% on any outstanding balance. Currently there is a nominal balance of \$1 million outstanding on the Revolving Credit Agreement. There are no plans to extend the facility and SANDAG anticipates payment off the outstanding balance in September 2024 prior to expiration. Following the closing of the revolving credit facility, SANDAG will continue to have the \$100 million commercial paper program to provide liquidity and support cash flow management.

### SANDAG Outstanding Debt Overview

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

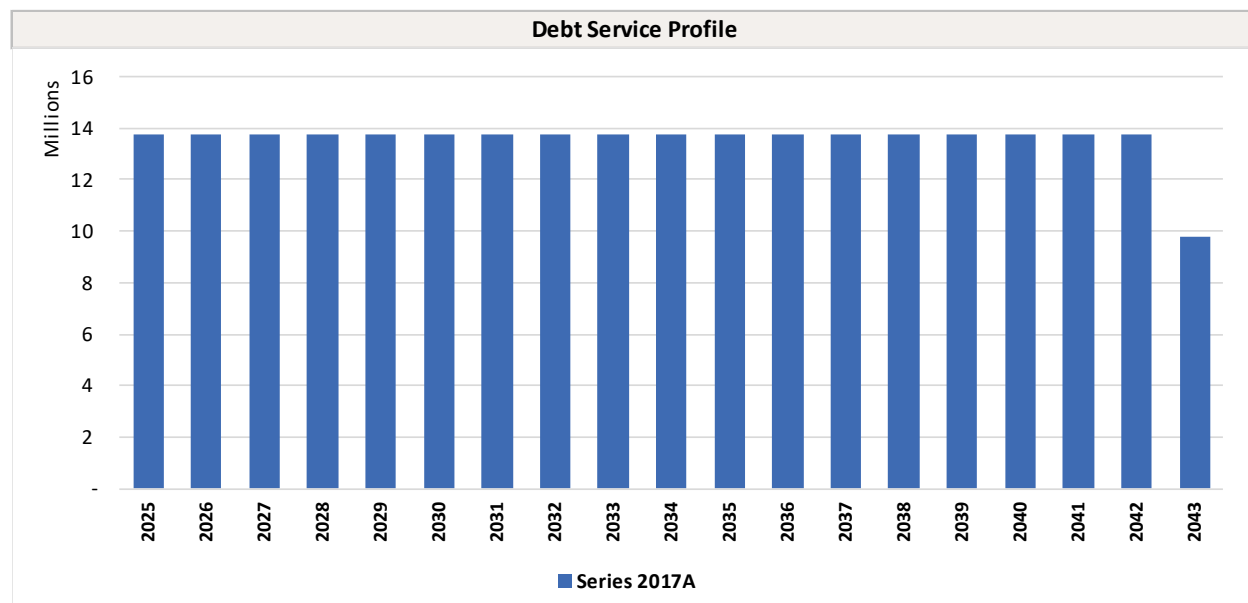
#### South Bay Expressway

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.

Summary of Outstanding Debt						
Series	Tax Status	Coupon Type	Original Par	Outstanding Par	Call Date	Final Maturity
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 annual net toll revenues of \$28.0 million for FY 2023, the coverage on future maximum annual debt service payment was 2.02 times. This

demonstrates a strong recovery in traffic and revenue, compared to recent years 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 most recently 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 three 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**

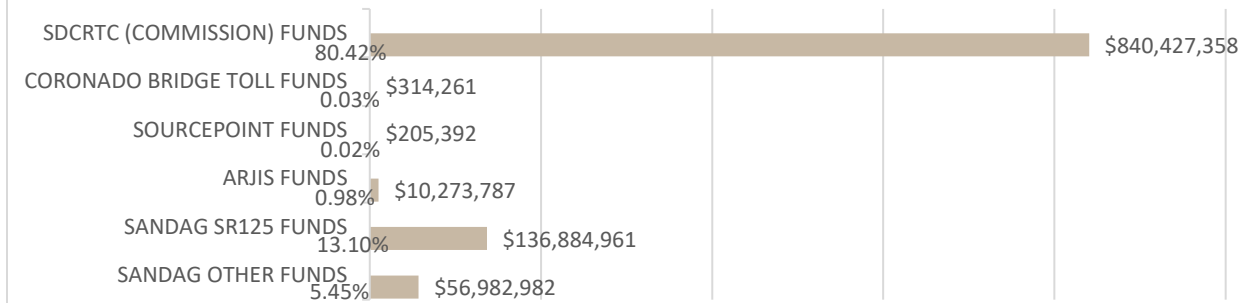
Included with this quarterly finance report through June 30, 2024, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of June 30, 2024, a total of \$1.05 billion was held by SANDAG in a number of investment accounts, in comparison to \$1.09 billion held in the previous quarter. The \$45.2 million decrease during the quarter is primarily due to the payment of debt service obligations in the month of April.<sup>1</sup>

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

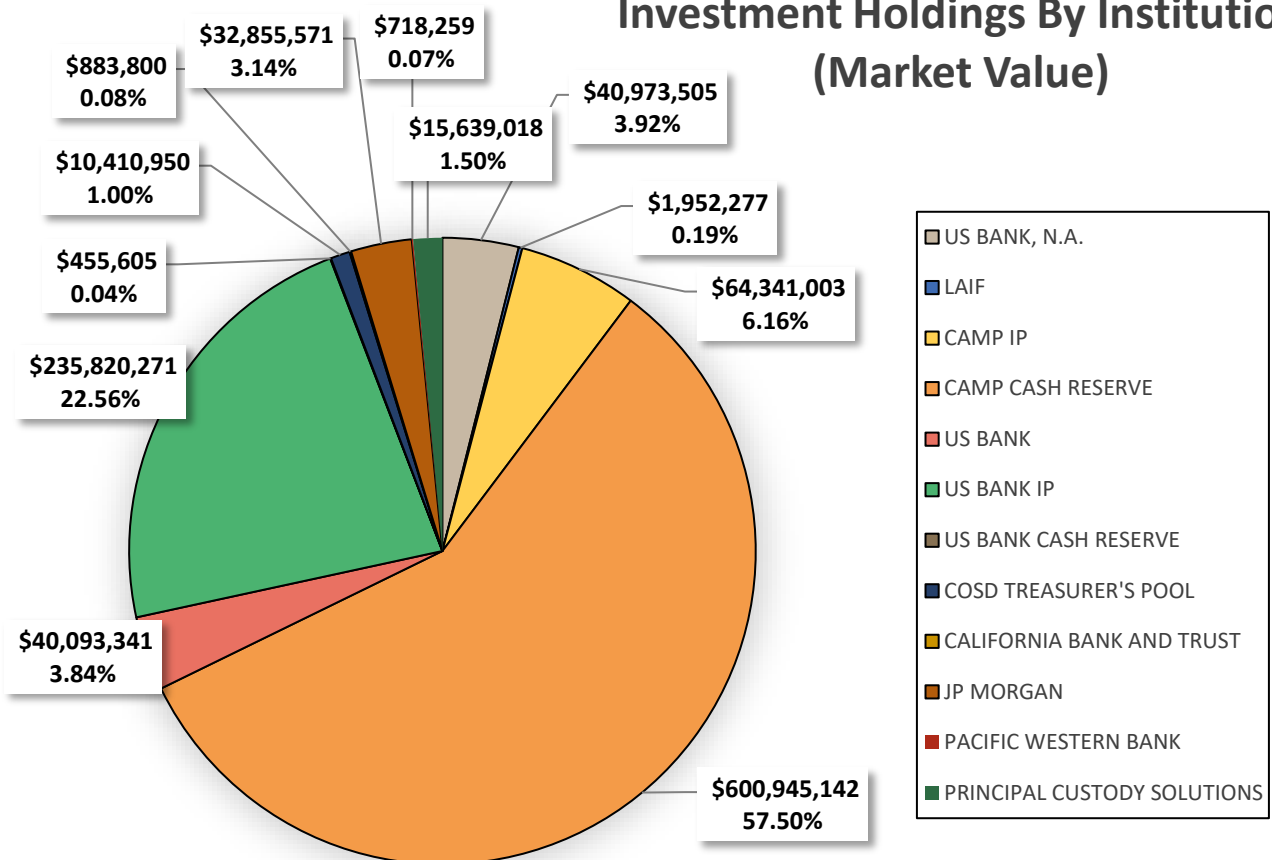
<sup>1</sup> Due to rounding, the numbers below may not tie to the attached detail of investments.

## Investment Holdings By Agency



Approximately \$41.0 million was held in nine U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$1.00 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 June 30, 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.	\$ 40,973,505.15	3.93%	\$ 40,973,505.15	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	1,952,276.52	0.19%	1,952,276.52	100.00%	-	4.52%	217
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	61,106,058.99	5.86%	64,341,002.22	105.29%	3,234,943.23	4.22%	127
CAMP CASH RESERVE PORTFOLIO	600,945,142.31	57.67%	600,945,142.31	100.00%	-	5.43%	38
US BANK TRUST	40,135,667.39	3.85%	40,093,341.36	99.89%	(42,326.03)	4.17%	51
US BANK INDIVIDUAL PORTFOLIO	237,303,914.73	22.77%	235,820,270.62	99.37%	(1,483,644.11)	3.52%	894
US BANK CASH RESERVE PORTFOLIO	455,605.31	0.04%	455,605.31	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	10,410,950.37	1.00%	10,410,950.37	100.00%	-	3.94%	449
JP MORGAN	32,868,041.40	3.15%	32,855,571.37	99.96%	(12,470.03)	5.33%	38
CALIFORNIA BANK AND TRUST	883,799.79	0.08%	883,799.79	100.00%	-	N/A	1
PACIFIC WESTERN BANK	718,258.97	0.07%	718,258.97	100.00%	-	N/A	1
PRINCIPAL CUSTODY SOLUTIONS	14,233,098.15	1.37%	15,639,017.81	109.88%	1,405,919.66	2.67%	1
<b>TOTAL</b>	<b>\$ 1,041,986,319.08</b>	<b>100.00%</b>	<b>\$ 1,045,088,741.80</b>	<b>100.30%</b>	<b>\$ 3,102,422.72</b>	<b>4.78%</b>	<b>240</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	\$ 192,504,349.48	18.47%	\$ 193,867,943.11	100.71%	\$ 1,363,593.63	5.01%	52
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	10,273,787.41	0.99%	10,273,787.41	100.00%	-	5.43%	38
SOURCEPOINT FUNDS	205,392.12	0.02%	205,392.12	100.00%	-	3.94%	424
CORONADO BRIDGE TOLL FUNDS	314,260.95	0.03%	314,260.95	100.00%	-	5.43%	38
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	838,688,529.12	80.49%	840,427,358.21	100.21%	1,738,829.09	4.72%	285
<b>TOTAL</b>	<b>\$ 1,041,986,319.08</b>	<b>100.00%</b>	<b>\$ 1,045,088,741.80</b>	<b>100.30%</b>	<b>\$ 3,102,422.72</b>	<b>4.78%</b>	<b>240</b>

Note: In addition to the funds held above, there is \$5,042.89 petty cash held at SANDAG.



**SANDAG**  
**Detail of Portfolio Balances (by Account)**  
**as of June 30, 2024**

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
<b>US BANK, N.A.:</b>							
Checking - (ARJIS)	\$ 144,166.52	0.01%	\$ 144,166.52	100.00%	\$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	20,189,484.98	1.94%	20,189,484.98	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	19,531.54	0.00%	19,531.54	100.00%	-	N/A	1
Checking - (SANDAG) General	7,360,933.32	0.71%	7,360,933.32	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	1,329,394.49	0.13%	1,329,394.49	100.00%	-	N/A	1
Checking - (SANDAG) Refund Account Common	354,659.56	0.03%	354,659.56	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	308,621.57	0.03%	308,621.57	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	2,273,026.46	0.22%	2,273,026.46	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	76,945.67	0.01%	76,945.67	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	8,905,185.40	0.85%	8,905,185.40	100.00%	-	N/A	1
Checking - (SourcePoint)	11,555.64	0.00%	11,555.64	100.00%	-	N/A	1
<b>TOTAL US BANK, N.A.</b>	<b>\$ 40,973,505.15</b>	<b>3.93%</b>	<b>\$ 40,973,505.15</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	\$ 1,834,539.55	0.18%	\$ 1,834,539.55	100.00%	\$ -	4.52%	217
(SANDAG)	117,736.97	0.01%	117,736.97	100.00%	-	4.52%	217
<b>TOTAL LAIF</b>	<b>\$ 1,952,276.52</b>	<b>0.19%</b>	<b>\$ 1,952,276.52</b>	<b>100.00%</b>	<b>\$ -</b>	<b>4.52%</b>	<b>217</b>
<b>CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Program Reserve	\$ 28,308,718.36	2.72%	\$ 29,360,473.51	103.72%	\$ 1,051,755.15	4.21%	223
(RTC) TransNet Sales Tax	32,797,340.63	3.15%	34,980,528.71	106.66%	2,183,188.08	4.22%	46
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 61,106,058.99</b>	<b>5.86%</b>	<b>\$ 64,341,002.22</b>	<b>105.29%</b>	<b>\$ 3,234,943.23</b>	<b>4.22%</b>	<b>127</b>
<b>CASH RESERVE PORTFOLIO:</b>							
(ARJIS)	\$ 10,123,570.89	0.97%	\$ 10,123,570.89	100.00%	\$ -	5.43%	38
(RTC) 2008 Cap Proj DSRF Release	18,889,363.12	1.81%	18,889,363.12	100.00%	-	5.43%	38
(RTC) 2008 Sales Tax Account - TransNet Extension	382,982,887.91	36.76%	382,982,887.91	100.00%	-	5.43%	38
(RTC) 2010 Bond Series A - Interest	5,037,482.09	0.48%	5,037,482.09	100.00%	-	5.43%	38
(RTC) 2016 Bond Series A Interest	3,584,790.70	0.34%	3,584,790.70	100.00%	-	5.43%	38
(RTC) 2016 Bond Series A Principal	1,611,905.71	0.15%	1,611,905.71	100.00%	-	5.43%	38
(RTC) 2020 Bond Series A Interest	813,143.95	0.08%	813,143.95	100.00%	-	5.43%	38
(RTC) 2020 Bond Series A Principal	482,856.72	0.05%	482,856.72	100.00%	-	5.43%	38
(RTC) Sage Hill Endowment	966,551.77	0.09%	966,551.77	100.00%	-	5.43%	38
(RTC) TransNet Program Reserve	31,644,337.68	3.04%	31,644,337.68	100.00%	-	5.43%	38
(RTC) Wetland Mitigation TransNet Sales Tax	342,963.88	0.03%	342,963.88	100.00%	-	5.43%	38
(SANDAG) California Coastal Commission	366,079.21	0.04%	366,079.21	100.00%	-	5.43%	38
(SANDAG) Coronado Bridge Toll Funds	314,260.95	0.03%	314,260.95	100.00%	-	5.43%	38
(SANDAG) El Portal Project	486,665.18	0.05%	486,665.18	100.00%	-	5.43%	38

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(SANDAG) I-15 FasTrak®	15,242,674.48	1.46%	15,242,674.48	100.00%	-	5.43%	38
(SANDAG) SR 125	2,176,557.51	0.21%	2,176,557.51	100.00%	-	5.43%	38
(SANDAG) SR 125	37,852,709.48	3.63%	37,852,709.48	100.00%	-	5.43%	38
(SANDAG) SR 125	36,091,804.28	3.46%	36,091,804.28	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Bond Interest	4,375,090.12	0.42%	4,375,090.12	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Bond Principal	5,703,101.95	0.55%	5,703,101.95	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Debt Reserve Fund	20,735,523.31	1.99%	20,735,523.31	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Fastrak Customer Prepaid Fund	2,434,437.87	0.23%	2,434,437.87	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Reserve Account	14,426,702.89	1.38%	14,426,702.89	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Toll Revenue Fund	4,069,739.37	0.39%	4,069,739.37	100.00%	-	5.43%	38
(SANDAG) Shoreline Management	189,941.29	0.02%	189,941.29	100.00%	-	5.43%	38
<b>TOTAL CASH RESERVE PORTFOLIO</b>	<b>\$ 600,945,142.31</b>	<b>57.67%</b>	<b>\$ 600,945,142.31</b>	<b>100.00%</b>	<b>\$ -</b>	<b>5.43%</b>	<b>38</b>
<b>TOTAL CAMP</b>	<b>\$ 662,051,201.30</b>	<b>63.54%</b>	<b>\$ 665,286,144.53</b>	<b>100.49%</b>	<b>\$ 3,234,943.23</b>	<b>5.32%</b>	<b>47</b>
<b>US BANK TRUST:</b>							
Money Market - (RTC) 2019 Bond Series A Principal	\$ 2,578.64	0.00%	\$ 2,578.64	100.00%	\$ -	4.76%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	2,549,136.47	0.24%	2,549,136.47	100.00%	-	4.76%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	0.02	0.00%	0.02	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	760,484.77	0.07%	760,484.77	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	2,419,977.24	0.23%	2,419,977.24	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	0.01	0.00%	0.01	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	1,487,986.37	0.14%	1,487,986.37	100.00%	-	4.91%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	15,167.00	0.00%	15,167.00	100.00%	-	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	669,391.94	0.06%	669,391.94	100.00%	-	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	946,724.68	0.09%	946,724.68	100.00%	-	5.24%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	5,350,850.40	0.51%	5,350,850.40	100.00%	-	4.91%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	5,716,429.75	0.55%	5,716,429.75	100.00%	-	4.91%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	30,080.26	0.00%	30,080.26	100.00%	-	4.76%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	441,090.13	0.04%	441,090.13	100.00%	-	4.76%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	299,239.74	0.03%	299,239.74	100.00%	-	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	543.18	0.00%	543.18	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	16.20	0.00%	16.20	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	2,393.65	0.00%	2,393.65	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	34,747.42	0.00%	34,747.42	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	5.75	0.00%	5.75	100.00%	-	0.00%	1
Certificates of Participation - (RTC) North County Transit District	17,750,000.00	1.70%	17,750,000.00	100.00%	-	3.77%	114
Capital Project Retention Accounts	1,658,823.77	0.16%	1,616,497.74	97.45%	(42,326.03)	N/A	1
<b>TOTAL US BANK TRUST</b>	<b>\$ 40,135,667.39</b>	<b>3.85%</b>	<b>\$ 40,093,341.36</b>	<b>99.89%</b>	<b>\$ (42,326.03)</b>	<b>4.17%</b>	<b>51</b>
<b>US BANK:</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Extension	\$ 237,303,914.73	22.77%	\$ 235,820,270.62	99.37%	\$ (1,483,644.11)	3.52%	894
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 237,303,914.73</b>	<b>22.77%</b>	<b>\$ 235,820,270.62</b>	<b>99.37%</b>	<b>\$ (1,483,644.11)</b>	<b>3.52%</b>	<b>894</b>

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
<b>CASH RESERVE:</b>							
(RTC) TransNet Extension	\$ 455,605.31	0.04%	\$ 455,605.31	100.00%	\$ -	0.00%	1
<b>TOTAL CASH RESERVE</b>	<u>\$ 455,605.31</u>	<u>0.04%</u>	<u>\$ 455,605.31</u>	<u>100.00%</u>	<u>\$ -</u>	<u>0.00%</u>	<u>1</u>
<b>TOTAL US BANK</b>	<u>\$ 237,759,520.04</u>	<u>22.82%</u>	<u>\$ 236,275,875.93</u>	<u>99.38%</u>	<u>\$ (1,483,644.11)</u>	<u>3.51%</u>	<u>893</u>
<b>SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:</b>							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	\$ 6,050.00	0.00%	\$ 6,050.00	100.00%	\$ -	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	14,312.39	0.00%	14,312.39	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	12,938.06	0.00%	12,938.06	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	108,212.76	0.01%	108,212.76	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	1,577,350.14	0.15%	1,577,350.14	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	8,498,250.54	0.82%	8,498,250.54	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	193,836.48	0.02%	193,836.48	100.00%	-	3.94%	449
<b>TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND</b>	<u>\$ 10,410,950.37</u>	<u>1.00%</u>	<u>\$ 10,410,950.37</u>	<u>100.00%</u>	<u>\$ -</u>	<u>3.94%</u>	<u>449</u>
<b>JP MORGAN:</b>							
(RTC) JPMorgan Prime Money Market Fund	\$ 21,909,698.75	2.10%	\$ 21,899,406.88	99.95%	\$ (10,291.87)	5.33%	35
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	10,958,342.65	1.05%	10,956,164.49	99.98%	(2,178.16)	5.34%	45
<b>TOTAL JP MORGAN</b>	<u>\$ 32,868,041.40</u>	<u>3.15%</u>	<u>\$ 32,855,571.37</u>	<u>99.96%</u>	<u>\$ (12,470.03)</u>	<u>5.33%</u>	<u>38</u>
<b>CALIFORNIA BANK AND TRUST:</b>							
Capital Project Retention Accounts	\$ 883,799.79	0.08%	\$ 883,799.79	100.00%	\$ -	N/A	1
<b>TOTAL CALIFORNIA BANK AND TRUST</b>	<u>\$ 883,799.79</u>	<u>0.08%</u>	<u>\$ 883,799.79</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PACIFIC WESTERN BANK:</b>							
Capital Project Retention Accounts	\$ 718,258.97	0.07%	\$ 718,258.97	100.00%	\$ -	N/A	1
<b>TOTAL PACIFIC WESTERN BANK</b>	<u>\$ 718,258.97</u>	<u>0.07%</u>	<u>\$ 718,258.97</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PRINCIPAL CUSTODY SOLUTIONS:</b>							
(SANDAG) Section 115 Pension Trust	\$ 14,233,098.15	1.37%	\$ 15,639,017.81	109.88%	\$ 1,405,919.66	2.67%	1
<b>TOTAL PRINCIPAL CUSTODY SOLUTIONS</b>	<u>\$ 14,233,098.15</u>	<u>1.37%</u>	<u>\$ 15,639,017.81</u>	<u>109.88%</u>	<u>\$ 1,405,919.66</u>	<u>2.67%</u>	<u>1</u>
<b>TOTAL</b>	<u>\$ 1,041,986,319.08</u>	<u>100.00%</u>	<u>\$ 1,045,088,741.80</u>	<u>100.30%</u>	<u>\$ 3,102,422.72</u>	<u>4.78%</u>	<u>240</u>

<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>
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*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)

**SANDAG**  
**Detail of Portfolio Balances (by Investment Type)**  
**as of June 30, 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	\$ 144,166.52	\$ 144,166.52	\$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	20,189,484.98	20,189,484.98	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	19,531.54	19,531.54	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	7,360,933.32	7,360,933.32	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	1,329,394.49	1,329,394.49	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Refund Account Common	N/A	N/A	354,659.56	354,659.56	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	308,621.57	308,621.57	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	2,273,026.46	2,273,026.46	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	76,945.67	76,945.67	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	8,905,185.40	8,905,185.40	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	11,555.64	11,555.64	-	N/A	NR	NR	NR	N/A	1
<b>Total demand deposits</b>			<b>\$ 40,973,505.15</b>	<b>\$ 40,973,505.15</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	\$ 10,123,570.89	\$ 10,123,570.89	\$ -	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2008 Cap Proj DSRF Release	N/A	N/A	18,889,363.12	18,889,363.12	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	382,982,887.91	382,982,887.91	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	5,037,482.09	5,037,482.09	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	3,584,790.70	3,584,790.70	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	1,611,905.71	1,611,905.71	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	813,143.95	813,143.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	482,856.72	482,856.72	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	966,551.77	966,551.77	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	31,644,337.68	31,644,337.68	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	342,963.88	342,963.88	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	366,079.21	366,079.21	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	314,260.95	314,260.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) El Portal Project	N/A	N/A	486,665.18	486,665.18	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	15,242,674.48	15,242,674.48	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	189,941.29	189,941.29	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	2,176,557.51	2,176,557.51	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	37,852,709.48	37,852,709.48	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	36,091,804.28	36,091,804.28	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Fastrak Customer Prepaid Fund	N/A	N/A	2,434,437.87	2,434,437.87	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Interest	N/A	N/A	4,375,090.12	4,375,090.12	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Principal	N/A	N/A	5,703,101.95	5,703,101.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Reserve Account	N/A	N/A	14,426,702.89	14,426,702.89	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Toll Revenue Fund	N/A	N/A	4,069,739.37	4,069,739.37	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Debt Reserve Fund	N/A	N/A	20,735,523.31	20,735,523.31	-	N/A	AAAm	NR	NR	5.43%	38
Money Market - (RTC) 2019 Bond Series A Principal	N/A	N/A	2,578.64	2,578.64	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	2,549,136.47	2,549,136.47	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	N/A	N/A	760,484.77	760,484.77	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	N/A	N/A	2,419,977.24	2,419,977.24	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	N/A	N/A	0.01	0.01	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	N/A	N/A	1,487,986.37	1,487,986.37	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	N/A	N/A	15,167.00	15,167.00	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	N/A	N/A	669,391.94	669,391.94	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	N/A	N/A	946,724.68	946,724.68	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	N/A	N/A	5,350,850.40	5,350,850.40	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	N/A	N/A	5,716,429.75	5,716,429.75	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	30,080.26	30,080.26	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	441,090.13	441,090.13	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	299,239.74	299,239.74	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	N/A	N/A	543.18	543.18	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	N/A	N/A	16.20	16.20	-	N/A	NR	NR	NR	4.91%	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 - (SANDAG) SR 125 2017 Bond Series A Principal	N/A	N/A	2,393.65	2,393.65	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	N/A	N/A	34,747.42	34,747.42	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	5.75	5.75	-	N/A	NR	NR	NR	0.00%	1
Principal Custody Solutions - (SANDAG) Section 115 Pension Trust	N/A	N/A	14,233,098.15	15,639,017.81	1,405,919.66	N/A	NR	NR	NR	2.67%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	6,050.00	6,050.00	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	14,312.39	14,312.39	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	N/A	N/A	12,938.06	12,938.06	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	108,212.76	108,212.76	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	N/A	N/A	1,577,350.14	1,577,350.14	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	8,498,250.54	8,498,250.54	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	193,836.48	193,836.48	-	N/A	NR	NR	AAAf / S1	3.94%	449
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	1,834,539.55	1,834,539.55	-	N/A	NR	NR	NR	4.52%	217
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	117,736.97	117,736.97	-	N/A	NR	NR	NR	4.52%	217
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	455,605.31	455,605.31	-	N/A	NR	NR	NR	0.00%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	21,909,698.75	21,899,406.88	(10,291.87)	N/A	AAAm	Aaa-mf	AAAmf	5.33%	35
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	10,958,342.65	10,956,164.49	(2,178.16)	N/A	AAAm	Aaa-mf	AAAmf	5.34%	45
Capital Project Retention Accounts - US Bank	N/A	N/A	1,658,823.77	1,616,497.74	(42,326.03)	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	883,799.79	883,799.79	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - Pacific Western Bank	N/A	N/A	718,258.97	718,258.97	-	N/A	NR	NR	NR	N/A	1
<b>Total money market accounts and funds</b>			<b>\$ 684,852,840.21</b>	<b>\$ 686,203,963.81</b>	<b>\$ 1,351,123.60</b>	<b>\$ -</b>				<b>5.30%</b>	<b>43</b>
<b>Total cash and cash equivalents</b>			<b>\$ 725,826,345.36</b>	<b>\$ 727,177,468.96</b>	<b>\$ 1,351,123.60</b>	<b>N/A</b>				<b>5.30%</b>	<b>40</b>
<b>Investments:</b>											
<b>U.S. Agencies:</b>											
FEDERAL FARM CREDIT BANK	03/25/2024	03/20/2029	\$ 5,961,786.00	\$ 5,931,180.00	\$ (30,606.00)	\$ 6,000,000.00	AA+	Aaa	-	4.27%	1,724
FEDERAL FARM CREDIT BANK	08/27/2019	07/26/2024	6,615,310.00	6,483,490.00	(131,820.00)	6,500,000.00	AA+	Aaa	AA+	1.47%	26
FEDERAL FARM CREDIT BANK	09/17/2019	09/10/2024	5,079,870.00	4,966,500.00	(113,370.00)	5,000,000.00	AA+	Aaa	AA+	1.74%	72
FEDERAL FARM CREDIT BANK	11/06/2023	10/10/2025	6,114,274.00	6,109,638.00	(4,636.00)	6,100,000.00	AA+	Aaa	AA+	5.00%	467
FEDERAL HOME LOAN BANK	04/01/2024	03/12/2027	5,893,893.50	5,888,495.00	(5,398.50)	5,900,000.00	AA+	Aaa	-	4.54%	985
FEDERAL HOME LOAN BANK	05/25/2023	09/10/2027	5,127,540.00	5,141,565.00	14,025.00	5,500,000.00	AA+	Aaa	-	4.12%	1,167
FEDERAL HOME LOAN BANK	02/08/2021	02/10/2025	6,017,160.00	5,826,420.00	(190,740.00)	6,000,000.00	AA+	Aaa	-	0.21%	225
FEDERAL HOME LOAN BANK	03/10/2023	03/10/2028	5,294,796.00	5,193,604.00	(101,192.00)	5,200,000.00	AA+	Aaa	-	4.09%	1,349
FEDERAL HOME LOAN BANK	10/12/2023	09/11/2026	5,785,152.00	5,814,442.00	29,290.00	5,800,000.00	AA+	Aaa	-	4.97%	803
FEDERAL NATIONAL MORTGAGE ASSOCIATION	06/09/2021	01/07/2025	6,461,206.00	6,084,308.00	(376,898.00)	6,200,000.00	AA+	Aaa	AA+	0.44%	191
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/08/2019	07/02/2024	4,993,150.00	4,999,450.00	6,300.00	5,000,000.00	AA+	Aaa	AA+	1.78%	2
UNITED STATES TREASURY NOTE/BOND	04/06/2022	04/30/2025	4,657,812.50	4,805,900.00	148,087.50	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	5,080,140.00	70,671.25	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	6,244,032.00	61,510.56	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	5,330,640.00	146,311.87	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	5,982,291.00	(12,819.95)	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	4,651,150.00	(20,920.31)	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	3,562,360.00	(19,840.90)	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	4,836,350.00	97,856.69	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	5,613,417.00	16,952.16	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	4,803,596.00	(34,325.66)	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	4,437,312.00	51,047.26	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	4,916,598.00	7,265.97	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	5,359,475.00	80,745.64	5,500,000.00	AA+	Aaa	AA+	4.72%	1,645
UNITED STATES TREASURY NOTE/BOND	08/19/2021	11/30/2024	5,888.61	5,610.62	(277.99)	5,700.00	AA+	Aaa	AA+	0.48%	153
UNITED STATES TREASURY NOTE/BOND	09/08/2021	11/30/2024	6,093,593.75	5,807,488.00	(286,105.75)	5,900,000.00	AA+	Aaa	AA+	0.47%	153
UNITED STATES TREASURY NOTE/BOND	03/23/2022	12/15/2024	5,111,187.50	5,197,975.00	86,787.50	5,300,000.00	AA+	Aaa	AA+	2.36%	168
UNITED STATES TREASURY NOTE/BOND	09/13/2021	12/31/2024	5,727,323.11	5,403,310.00	(324,013.11)	5,500,000.00	AA+	Aaa	AA+	0.48%	184
UNITED STATES TREASURY NOTE/BOND	03/23/2022	01/31/2025	5,322,152.34	5,214,829.00	(107,323.34)	5,300,000.00	AA+	Aaa	AA+	2.35%	215
US TREASURY NOTES	10/05/2022	08/15/2024	14,178,478.13	15,122,282.83	943,804.70	15,215,000.00	AA+	Aaa	AA+	4.22%	46
US TREASURY NOTES	10/05/2022	08/15/2025	14,130,240.23	14,238,190.68	107,950.45	14,545,000.00	AA+	Aaa	AA+	4.19%	411
US TREASURY NOTES	10/05/2022	08/15/2024	32,797,340.63	34,980,528.71	2,183,188.08	35,195,000.00	AA+	Aaa	AA+	4.22%	46
<b>Total U.S. Agencies</b>			<b>\$ 211,741,060.72</b>	<b>\$ 214,032,567.84</b>	<b>\$ 2,291,507.12</b>	<b>\$ 218,260,700.00</b>				<b>3.51%</b>	<b>573</b>
<b>Corporate Medium Term Notes:</b>											
AMAZON.COM INC	08/01/2023	05/12/2028	\$ 5,678,075.00	\$ 5,790,005.00	\$ 111,930.00	\$ 6,500,000.00	AA	A1	AA-	4.63%	1,412
AMERICAN HONDA FINANCE	03/17/2023	01/12/2028	4,926,068.00	4,852,421.00	(73,647.00)	4,900,000.00	A-	A3	A	4.57%	1,291

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
APPLE INC	12/15/2022	09/12/2027	2,559,816.00	2,549,988.00	(9,828.00)	2,700,000.00	AA+	Aaa	-	4.12%	1,169
BANK OF AMERICA CORP	10/20/2023	02/04/2028	3,974,265.00	4,200,030.00	225,765.00	4,500,000.00	A-	A1	AA-	6.56%	1,314
CHEVRON CORP	05/10/2022	05/11/2025	5,719,560.00	5,808,480.00	88,920.00	6,000,000.00	AA-	Aa2	-	3.20%	315
CITIBANK NA	12/04/2023	09/29/2028	3,072,060.00	3,082,080.00	10,020.00	3,000,000.00	A+	Aa3	A+	5.23%	1,552
CITIBANK NA	01/19/2024	12/04/2026	6,597,370.00	6,535,100.00	(62,270.00)	6,500,000.00	A+	Aa3	A+	4.92%	887
COCA-COLA CO/THE	04/20/2023	05/25/2027	3,357,025.00	3,319,610.00	(37,415.00)	3,500,000.00	A+	A1	-	3.99%	1,059
COLGATE-PALMOLIVE CO	04/03/2023	03/01/2028	3,604,160.00	3,494,120.00	(110,040.00)	3,500,000.00	A+	Aa3	-	3.93%	1,340
HONEYWELL INTERNATIONAL	11/08/2019	08/15/2024	2,933,756.00	2,888,139.00	(45,617.00)	2,900,000.00	A	A2	A	2.04%	46
JOHN DEERE CAPITAL CORP	02/06/2023	01/20/2028	5,781,054.00	5,675,718.00	(105,336.00)	5,700,000.00	A	A1	A+	4.43%	1,299
MICROSOFT CORP	02/05/2024	02/06/2027	5,819,460.00	5,787,600.00	(31,860.00)	6,000,000.00	AAA	Aaa	-	4.38%	951
PEPSICO INC	05/31/2023	05/15/2028	2,626,208.00	2,582,918.00	(43,290.00)	2,600,000.00	A+	A1	-	4.22%	1,415
PFIZER INC	05/09/2024	03/15/2029	4,229,730.00	4,256,820.00	27,090.00	4,500,000.00	A	A2	-	4.86%	1,719
PNC BANK NA	07/20/2023	01/22/2028	2,760,870.00	2,808,300.00	47,430.00	3,000,000.00	A	A2	A+	5.27%	1,301
US BANCORP	02/01/2024	02/01/2029	4,927,750.00	4,892,450.00	(35,300.00)	5,000,000.00	A	A3	A	5.06%	1,677
<b>Total Corporate Medium Notes</b>			<u>\$ 68,567,227.00</u>	<u>\$ 68,523,779.00</u>	<u>\$ (43,448.00)</u>	<u>\$ 70,800,000.00</u>				<u>4.49%</u>	<u>1,159</u>
<b>Supra-National Agency Bond/Note</b>											
INTL BANK FOR RECON AND DEVELOPMENT	03/08/2021	01/15/2025	\$ 6,229,560.00	\$ 5,880,480.00	\$ (349,080.00)	\$ 6,000,000.00	AAA	Aaa	-	0.62%	199
INTER-AMERICAN DEVELOPMENT BANK	05/22/2023	01/12/2028	7,035,070.00	6,869,870.00	(165,200.00)	7,000,000.00	AAA	Aaa	-	3.88%	1,291
INTER-AMERICAN DEVELOPMENT BANK	05/14/2024	07/05/2028	4,837,056.00	4,854,576.00	17,520.00	4,800,000.00	AAA	Aaa	NR	2.03%	1,466
<b>Total Supra-National Agency Bond/Notes</b>			<u>\$ 18,101,686.00</u>	<u>\$ 17,604,926.00</u>	<u>\$ (496,760.00)</u>	<u>\$ 17,800,000.00</u>				<u>2.26%</u>	<u>975</u>
<b>Certificates of Participation:</b>											
(RTC) North County Transit District Certificates of Participation	04/30/2024	08/22/2024	\$ 17,750,000.00	\$ 17,750,000.00	\$ -	\$ 17,750,000.00	NR	A1	NR	3.77%	114
<b>Total Certificates of Participation</b>			<u>\$ 17,750,000.00</u>	<u>\$ 17,750,000.00</u>	<u>\$ -</u>	<u>\$ 17,750,000.00</u>				<u>3.77%</u>	<u>114</u>
<b>Total investments</b>			<u>\$ 316,159,973.72</u>	<u>\$ 317,911,272.84</u>	<u>\$ 1,751,299.12</u>	<u>\$ 324,610,700.00</u>				<u>3.67%</u>	<u>695</u>
<b>Total Portfolio:</b>			<u>\$ 1,041,986,319.08</u>	<u>\$ 1,045,088,741.80</u>	<u>\$ 3,102,422.72</u>	<u>N/A</u>				<u>4.78%</u>	<u>240</u>

*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)



September 11, 2024

## **TransNet Independent Taxpayer Oversight Committee Member Appointment Process**

### **Overview**

The membership of the TransNet Independent Taxpayer Oversight Committee (ITOC) consists of seven voting members, each of whom represents a specified area of expertise. The position for a professional in the management of large-scale construction projects is currently vacant (Attachment 1).

### **Key Considerations**

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.

The ITOC selection process consists of two steps pursuant to the TransNet Extension Ordinance (Attachment 2). First, the Technical Screening Committee reviews applications and recommends candidates for open positions. Second, the Selection Committee considers applications for open positions based on recommendations provided by the Technical Screening Committee.

Applications for the vacant positions were requested from individuals interested in serving on the ITOC through an open, publicly noticed solicitation process through a public notice in the San Diego Union Tribune and social media postings.

### **Next Steps**

Upon receipt, applications will be forwarded to the Technical Screening Committee for consideration, where upon their review, they will provide their recommended candidates to the Selection Committee. Following the Selection Committee's interview and approval of the new member for the open position, all applicants will be notified of the final selection results in winter 2024.

The new member is expected to serve as an ITOC member following the Selection Committee's nomination with a term limit established by the Selection Committee at the time of appointment. Should the Selection Committee not approve the requested appointment, the ITOC position would be considered vacant at the end of the current term, and the same selection process for new members outlined above would be initiated.

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

Attachments: 1. Current Membership on TransNet Independent Taxpayer Oversight Committee  
2. Excerpt from the TransNet Extension Ordinance

### **Action: Information**

This report provides an overview of the solicitation and appointment process.

### **Fiscal Impact:**

Costs incurred in administering TransNet Independent Taxpayer Oversight Committee (ITOC) activities are paid from TransNet sales tax proceeds and audited annually. ITOC members serve without compensation except for direct expenses, such as parking or mileage for meetings related to the work of the ITOC.

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

The ITOC meets on a regular basis, at least quarterly, to carry out its roles and responsibilities, including conducting annual fiscal audits and triennial performance audits.

## Current Membership on the TransNet Independent Taxpayer Oversight Committee

### Terms Expiring May 2025

Sunnie House

Sunnie is serving in the ITOC position for a 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. She has over 40 years of experience in the delivery of a wide range of transportation infrastructure projects throughout the Western United States. Her executive leadership roles with large global infrastructure companies have solidified her reputation for excellence.

Vacant

Position for a professional in the management of large-scale construction projects.

### Terms Expiring May 2026

Francisco Rivera, Vice  
Chair

Francisco is serving in the ITOC position for a licensed architect, civil engineer or traffic engineer with 38 years of experience in technical and managerial engineering positions with the City of Chula Vista. He was a Principal Civil Engineer/Traffic Engineer for the Chula Vista Engineering Department for the last 18 years of his career. His other relative experience is as a Deputy City Engineer and a Deputy Director of Engineering.

### Terms Expiring May 2027

Lorraine Ahlquist

Lorraine is serving in the ITOC position for a professional in biology or environmental science with demonstrated experience in environmental regulations and major project mitigation requirements and/or habitat acquisition and management. She is a principal environmental lead at Mott MacDonald. Lorraine has more than 25 years of experience in environmental regulatory management, including coordinating reviews of technical studies for state and federal compliance and preparation of environmental documents.

Maryam Babaki, Chair

Maryam is serving in the ITOC position for 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. She is currently the Director of Planning and Development for Rancho Santa Fe Association. Maryam has over 30 years of experience in the field of public and private management, engineering, development, and budgeting.

### Terms Expiring May 2028

Jonathan Frankel

Jonathan is serving in the ITOC position for a professional experienced in real estate and land economics. He is currently Principal Project Manager at Atlantis Group Land Use Consultants where he manages the processing of complex entitlements for residential, mixed use, commercial, and institutional development projects throughout San Diego County.

Les Hopper

Les is serving in the ITOC position for a licensed engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten years of experience in a relevant and senior decision-making position in the government or private sector. Les is a Principal at Rick Engineering Company and leads the Transportation Infrastructure Practice. He has 40 years of hands-on experience in the management, planning, permitting, and design of both public and private projects from inception through construction.

## Excerpt from the TransNet Extension Ordinance

### 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 of the City of San Diego
  - A mayor from the Cities of Chula Vista, Coronado, Imperial Beach, or National City selected by the mayors of those cities.
  - A mayor from the Cities of El Cajon, La Mesa, Lemon Grove, or Santee selected by the mayors of those cities.
  - A mayor from the Cities of Carlsbad, Del Mar, Encinitas, Oceanside, or Solana Beach selected by the mayors of those cities.
  - A mayor from the Cities of Escondido, Poway, San Marcos, or Vista selected by the mayors of those cities.

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.

September 11, 2024

## 2023 Regional Transportation Improvement Program: Amendment No. 15

### Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or TransNet funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the adopted Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

The 2023 RTIP covers FY 2023 – FY 2027 and is fiscally constrained, meaning that sufficient revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes.

### Action: Information

This report provides an update on 2023 Regional Transportation Improvement Program, Amendment No. 15.

### Fiscal Impact:

Amendment No. 15 reflects a decrease of \$817,000 to TransNet dollars programmed.

### Schedule/Scope Impact:

The SANDAG Chief Executive Officer approved Amendment No. 15 on June 13, 2024.

### Key Considerations

The amendment changes are summarized in Attachment 1 and detailed in Attachment 2.

The federal administrative modification procedures allow changes that are considered minor to be approved by SANDAG under delegated authority, with no additional approvals by Caltrans or federal agencies required. Minor changes include funding shifts between fiscal years; increases or decreases to Total Project Cost less than or equal to \$20 million or 50 percent, whichever is less; and adding a new project to a grouped listing or deleting a project from a grouped listing. The threshold of \$20 million or 50 percent for increases/decreases to Total Project Cost does not apply to grouped project listings. At the request of the Independent Taxpayer Oversight Committee (ITOC), staff has reviewed the amendments and considers the changes to be consistent with the TransNet ordinance.

Amendment No. 15 modifies projects in the RTIP that the ITOC previously reviewed for TransNet eligibility. The changes in Amendment No. 15 include amendments submitted by SANDAG and the cities of Chula Vista and Imperial Beach. Chula Vista increased their local match for federal funds, and Imperial Beach adjusted their TransNet LSI programming to access funds prior to the fiscal year-end.

## **Next Steps**

The SANDAG Chief Executive Officer approved Amendment No. 15 on June 13, 2024, with the funding changes becoming effective immediately.

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

- Attachments
1. Table 1 - Summary of Changes Report
  2. Table 2 - 2023 RTIP Amendment No. 15 -TransNet Only



Table 1 - Summary of Changes Report (\$000)  
2023 RTIP Amendment No. 15

LEGEND:  
↑ Increase  
↓ Reduce  
↔ Revise  
+ Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	TransNet Change	Change Description
IB02	Imperial Beach, City of	Street Maintenance Operations	\$6,133	\$6,023	-\$110	-2%	-\$110	↓ TransNet - LSI; ↓ TransNet - LSI Carry Over
IB12	Imperial Beach, City of	Major Street Improvements	\$9,229	\$8,083	-\$1,146	-12%	-\$1,146	↓ TransNet - LSI; ↓ TransNet - LSI Carry Over
IB21	Imperial Beach, City of	SR-75 Signal Interconnection Project	\$600	\$600	\$0	0%	\$0	↔ Revised TransNet - CP between fiscal years
IB23	Imperial Beach, City of	10th Streetscape Enhancement Project	\$1,152	\$1,493	\$341	30%	\$163	↑ TransNet - LSI; + TransNet - LSI Carry Over; ↑ Local Funds
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$124,453	\$124,453	\$0	0%	\$276	↑ TransNet - LSI; ↓ Local Funds
Total TransNet Change=							-\$817	

Abbreviation	Fund Type	TransNet Changes		
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund	LSI	\$	(817)
TransNet - CP	Prop A Extension - Commercial Paper	CP	\$	-
TransNet - LSI	Prop A Extension - Local System Improvements			

**Table 2**  
**2023 Regional Transportation Improvement Program - TransNet Only**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB02									RTIP #23-15				
Project Title:		Street Maintenance Operations							TransNet - LSI: Maint				
Project Description:		Various locations - preventative maintenance - slurry seals and localized pavement repairs											
Change Reason:		Reduce funding, Revise funding between fiscal years											
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$6,023													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TransNet - L	\$1,655	\$1,655									\$1,655		
TransNet - LSI	\$3,802	\$2,637	\$190	\$165	\$252	\$278	\$281				\$3,802		
TransNet - LSI Carry Over	\$566	\$507	\$59								\$566		
TOTAL	\$6,023	\$4,799	\$249	\$165	\$252	\$278	\$281				\$6,023		
PROJECT LAST AMENDED 23-05													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TransNet - L	\$1,655	\$1,655									\$1,655		
TransNet - LSI	\$3,860	\$2,637	\$190	\$165	\$267	\$296	\$305				\$3,860		
TransNet - LSI Carry Over	\$618	\$507	\$111								\$618		
TOTAL	\$6,133	\$4,799	\$301	\$165	\$267	\$296	\$305				\$6,133		

MPO ID: IB12								RTIP #:23-15			
Project Title:		Major Street Improvements						TransNet - LSI: CR			
Project Description:		Various Locations - work includes but not limited to overlay greater than 1", new sidewalks, curbs and gutters, ramps, and storm drain									
Change Reason:		Reduce funding									
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: <b>\$8,083</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$200	\$200									\$200
TransNet - LSI	\$5,793	\$4,117	\$8	\$53	\$312	\$648	\$655		\$1,666		\$4,127
TransNet - LSI Carry Over	\$2,090	\$2,088	\$2						\$830		\$1,260
TOTAL	\$8,083	\$6,405	\$10	\$53	\$312	\$648	\$655		\$2,496		\$5,587
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$200	\$200									\$200
TransNet - LSI	\$6,682	\$4,117	\$383	\$158	\$623	\$692	\$711		\$1,700		\$4,982
TransNet - LSI Carry Over	\$2,347	\$2,088	\$259						\$854		\$1,493
TOTAL	\$9,229	\$6,405	\$642	\$158	\$623	\$692	\$711		\$2,554		\$6,675

**2023 Regional Transportation Improvement Program - TransNet Only**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB21								RTIP #:23-15			
Project Title:	SR-75 Signal Interconnection Project										
Project Description:	SR-75 from Rainbow Drive to I-5 (2 miles) - Installation of a fiber optic traffic signal communication system (including installation of conduit, cable, radios, controllers, and related communication equipment) to improve safety and operations via optimized traffic signal timing and coordination on SR-75 from the I-5 Freeway to the Navy installations in Coronado.										
Change Reason:	Revise funding between fiscal years										
Capacity Status:		NCI		Exempt Category:		Other - Traffic signal synchronization projects					
Est Total Cost: <b>\$600</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - CP	\$600	\$155	\$148	\$297					\$171		\$429
TOTAL	\$600	\$155	\$148	\$297					\$171		\$429
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - CP	\$600	\$155	\$445						\$90		\$510
TOTAL	\$600	\$155	\$445						\$90		\$510

**2023 Regional Transportation Improvement Program - TransNet Only**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB23			RTIP #:23-15								
Project Title:	10th Streetscape Enhancement Project								SANDAG ID: IB23		
Project Description:	10th Street from Palm Avenue to Donax Avenue (.1 miles) - The 10th Streetscape Enhancements project provides a missing accessible sidewalk connection between Donax Avenue and Palm Avenue including pedestrian safety features like curb extensions and enhanced pedestrian crossings. The improvements also include various corridor beautifying elements such as: landscape, trees, pedestrian lights, enhanced decorative concrete public art, benches and seat walls. The public art installations include enhancing crosswalks and sidewalks with vibrant local designs as well as an artistic seat wall that mirrors the community's proximity to the beach. The 10th Streetscape Enhancements Project will also install over 20 trees, significantly increasing tree canopy within this under-served community and reducing the urban "heat island" effect. These improvements will reduce illegal parking and dumping along the project, beautify the corridor and provide critical accessible connections to the community.								TransNet - LSI: CR		
Change Reason:	Increase funding, Revise funding between phases										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$1,493</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$332		\$26	\$306					\$41		\$291
TransNet - LSI Carry Over	\$119			\$119							\$119
Local Funds	\$1,042		\$86	\$956					\$122		\$920
TransNet Subtotal	\$451		\$26	\$425					\$41		\$410
Other Subtotal	\$1,042		\$86	\$956					\$122		\$920
TOTAL	\$1,493		\$112	\$1,381					\$163		\$1,330

\* Local Funds are funds from Clean California Local Grant, fund type not available as option in the drop down

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$288		\$61	\$227					\$61		\$227
Local Funds	\$864		\$184	\$680					\$184		\$680
<b>TransNet Subtotal</b>	<b>\$288</b>		<b>\$61</b>	<b>\$227</b>					<b>\$61</b>		<b>\$227</b>
<b>Other Subtotal</b>	<b>\$864</b>		<b>\$184</b>	<b>\$680</b>					<b>\$184</b>		<b>\$680</b>
<b>TOTAL</b>	<b>\$1,152</b>		<b>\$245</b>	<b>\$907</b>					<b>\$245</b>		<b>\$907</b>

**2023 Regional Transportation Improvement Program - TransNet Only**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

**Various Agencies**

MPO ID: V14								RTIP #:23-15			
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)							SANDAG ID: 1223014, 1223093, 1223097			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)										
Change Reason:	Revise Lump Sum List - No Change To Programming										
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: <b>\$124,453</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$4,385	\$3,501	\$124	\$182	\$98	\$40	\$440				\$4,385
TransNet - LSI	\$4,809	\$4,283	\$250		\$276						\$4,809
TransNet - LSI (Cash)	\$50	\$50									\$50
TransNet - LSI Carry Over	\$3,618	\$2,613	\$1,005								\$3,618
TransNet - MC	\$2,000				\$1,000	\$1,000					\$2,000
Fed Disc.- CPF - HwyInfra	\$300		\$300								\$300
ATP - R	\$49,456	\$16,145	\$5,185	\$8,023	\$1,724	\$8,924	\$9,455				\$49,456
ATP - S	\$51,734	\$10,224	\$4,902	\$7,669	\$4,294		\$24,645				\$51,734
Local Funds	\$7,141	\$5,871	\$372	\$122	\$226	\$550					\$7,141
Local RTCIP	\$960		\$960								\$960
TransNet Subtotal	\$14,862	\$10,447	\$1,379	\$182	\$1,374	\$1,040	\$440				\$14,862
Other Subtotal	\$109,591	\$32,240	\$11,719	\$15,814	\$6,244	\$9,474	\$34,100				\$109,591
TOTAL	\$124,453	\$42,687	\$13,098	\$15,996	\$7,618	\$10,514	\$34,540				\$124,453
PROJECT LAST AMENDED 23-14											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$4,385	\$3,501	\$124	\$182	\$98	\$40	\$440				\$4,385
TransNet - LSI	\$4,533	\$4,283	\$250								\$4,533
TransNet - LSI (Cash)	\$50	\$50									\$50
TransNet - LSI Carry Over	\$3,618	\$2,613	\$1,005								\$3,618
TransNet - MC	\$2,000				\$1,000	\$1,000					\$2,000
Fed Disc.- CPF - HwyInfra	\$300		\$300								\$300
\$300 ATP - R	\$49,456	\$16,145	\$5,185	\$8,023	\$1,724	\$8,924	\$9,455				\$49,456
ATP - S	\$51,734	\$10,224	\$7,381	\$7,819	\$1,665		\$24,645				\$51,734
Local Funds	\$7,417	\$5,871	\$372	\$398	\$226	\$550					\$7,417
Local RTCIP	\$960		\$960								\$960
TransNet Subtotal	\$14,586	\$10,447	\$1,379	\$182	\$1,098	\$1,040	\$440				\$14,586
Other Subtotal	\$109,867	\$32,240	\$14,198	\$16,240	\$3,615	\$9,474	\$34,100				\$109,867
TOTAL	\$124,453	\$42,687	\$15,577	\$16,422	\$4,713	\$10,514	\$34,540				\$124,453

**2023 Regional Transportation Improvement Program - *TransNet* Only**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><u>Federal Funding</u></b>	
HBP	Highway Bridge Program under SAFETEA-LU
<b><u>State Funding</u></b>	
ATP	Active Transportation Program (Statewide and Regional)
<b><u>Local Funding</u></b>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
<i>TransNet</i> -BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet</i> -CP	Prop. A Local Transportation Sales Tax - Commercial Paper
<i>TransNet</i> -L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet</i> -L (Cash)	<i>TransNet</i> - L funds which agencies have received payment, but have not spent
<i>TransNet</i> -LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
<i>TransNet</i> -LSI Carry Over	<i>TransNet</i> - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet</i> -LSI (Cash)	<i>TransNet</i> - LSI funds which agencies have received payment, but have not spent
<i>TransNet</i> -MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors

September 11, 2024

## Proposed Final 2025 Regional Transportation Improvement Program: Including the Air Quality Conformity Determination

### Overview

SANDAG, serving as the region's Metropolitan Planning Organization, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the TransNet Program of Projects.

SANDAG updates the RTIP every two years. The current 2023 RTIP, adopted by the Board of Directors on September 23, 2022, covers the five-year period FY 2023 through FY 2027. The state has set a due date of September 30, 2024, for submitting an updated RTIP.

This proposed final 2025 RTIP, covering the period FY 2025 through FY 2029, is a \$6 billion program which implements projects included in San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) and the 2015 Sustainable Communities Strategy.

### Action: Information

This item is provided to the ITOC for information on the proposed final 2025 Regional Transportation Improvement Program, with focus on the TransNet-funded projects.

### Fiscal Impact:

The proposed final 2025 Regional Transportation Improvement Program (RTIP) provides access to \$6 billion of state, federal, and TransNet funds during the RTIP period (FY 2025 through FY 2029).

### Schedule/Scope Impact:

The proposed final 2025 RTIP reflects the programming of the 2024 TransNet Program of Projects and the FY 2025 SANDAG Program Budget.

### Key Considerations

Staff presented the draft 2025 RTIP to the ITOC at the July 10, 2024, meeting, and the Board of Directors approved the release of the draft 2025 RTIP and draft TransNet Program of Projects for public review on July 26, 2024. A public hearing has been scheduled for the September 20, 2024, Transportation Committee meeting to receive public testimony on the proposed final 2025 RTIP.

Federal and state regulations identify the process and required content of the RTIP. In general, the RTIP must include all major projects receiving certain types of federal or state transportation funding, projects requiring federal project approval, and/or projects identified as being regionally significant.

As prescribed by the TransNet Ordinance, the RTIP also includes the TransNet Program of Projects. To meet the requirements of the Ordinance, the TransNet Program of Projects was updated by local agencies after holding a public hearing. The Program of Projects is included in the proposed final 2025 RTIP.

The RTIP is a comprehensive listing of federal, state, and TransNet funded, or regionally significant projects expected to be implemented between FY 2025 through FY 2029. Chapter 3 of the 2025 RTIP includes tables illustrating the source and amount of each fund type, and the year and project phase for which the funding is planned. The proposed final 2025 RTIP document will be posted in its entirety on the SANDAG website at [sandag.org/RTIP](https://sandag.org/RTIP).

Attachment 1a provides a summary of the projects included in the 2025 RTIP by category to help understand how the region is investing available funds. The table has been organized by corridor to align with our regional vision and investments are shown by source of funds – federal, state, TransNet and



local. Policy makers have been interested in the split of investments by mode. Attachment 1b provides two charts: one for the total RTIP including prior years and one for the FY 2025 to FY 2029 period, that illustrate how funds are being invested per transportation mode including highway, multi-modal, transit, bike/pedestrian, and maintenance. Attachment 2 provides a snapshot of the remaining TransNet – LSI balances for the local agencies at the beginning of the 2025 RTIP period. Attachment 3 summarizes the eligibility requirements for projects to use TransNet funding. Staff has reviewed the projects contained in the draft 2025 RTIP, all projects are eligible. Attachment 4 includes any changes made to projects during the public comment period.

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. The draft quantitative emissions analyses for the 2025 RTIP and for the conformity redetermination for the Regional Plan were completed, and the results meet the air quality conformity requirements.

The Independent Taxpayer Oversight Committee (ITOC) is asked to review the proposed final 2025 RTIP, focusing on the TransNet Program of Projects, including compliance with the Ordinance and requirements of SANDAG Board Policy No. 031. Any significant comments will be brought to the Board of Directors on September 27, 2024.

### **Next Steps**

At its September 20, 2024, meeting, the Transportation Committee will hold a public hearing to receive public testimony on the proposed final 2025 RTIP. Any public comments received will be included in the final document. The Board of Directors is expected to adopt the 2025 RTIP at its meeting on September 27, 2024. The final 2025 RTIP is due to the state by September 30, 2024. Federal approval is expected on December 16, 2024.

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

Attachments: 1. 2025 RTIP Program Summary Report  
2. ITOC TransNet Programming Analysis  
3. TransNet Eligibility Requirements Analysis  
4. Changes to Projects Between Draft and Final 2025 RTIP

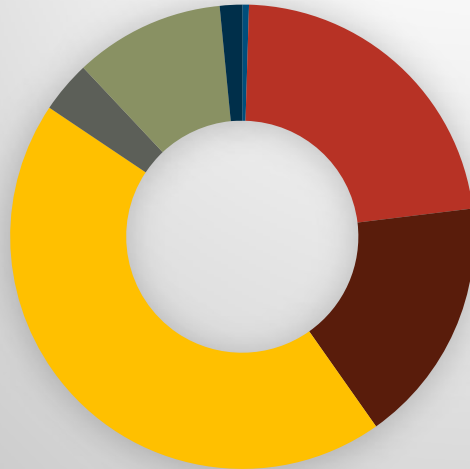
**2025 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**PROGRAM SUMMARY (IN \$000s)**

DESCRIPTION	FEDERAL	STATE	TRANSNET	LOCAL/ PRIVATE	TOTAL RTIP (All years incl. Prior)
<b>Corridors</b>					
South Bay to Sorrento	\$93,157	\$19,900	\$56,576	\$0	\$169,633
Coast, Canyons and Trails	\$5,000	\$3,000	\$6,000	\$11,672	\$25,672
San Vicente	\$11,125	\$37,043	\$6,832	\$0	\$55,000
North County	\$19,595	\$407,530	\$54,566	\$372	\$482,063
Central Mobility Hub and Connections	\$108,480	\$0	\$46,156	\$5,448	\$160,085
I-5 NCC	\$530,432	\$934,666	\$278,295	\$26,747	\$1,770,139
SR 125/Border Access	\$805,464	\$362,731	\$42,924	\$2,900	\$1,214,019
SR 56	\$13,122	\$0	\$2,091	\$23,409	\$38,622
I-15	\$4,854	\$24,646	\$0	\$0	\$29,500
SR 94	\$14,800	\$142,526	\$15,985	\$0	\$173,311
<i>Subtotal Corridors</i>	<i>\$1,606,028</i>	<i>\$1,932,042</i>	<i>\$509,426</i>	<i>\$70,548</i>	<i>\$4,118,044</i>
<b>Other Corridors and Substantially Completed Projects</b>					
MidCoast Projects <sup>1</sup>	\$1,175,406	\$81,733	\$1,150,718	\$29,044	\$2,436,901
Substantially Completed Projects <sup>2</sup>	\$653,534	\$979,231	\$662,331	\$45,752	\$2,340,848
<i>Subtotal Other Corridors and Substantially Completed Projects</i>	<i>\$1,828,940</i>	<i>\$1,060,964</i>	<i>\$1,813,049</i>	<i>\$74,796</i>	<i>\$4,777,749</i>
<b>Operations/Maintenance</b>					
Highway	\$455,620	\$908,157	\$21,362	\$90,474	\$1,475,613
Transit (incl. operations/planning/infrastructure/capital)	\$2,610,446	\$1,341,453	\$1,343,948	\$1,842,993	\$7,138,839
Local Street and Road	\$9,057	\$0	\$495,677	\$111,056	\$615,790
Local EMP Program	\$58,484	\$0	\$477,084	\$4,703	\$540,271
<i>Subtotal Operations/Maintenance</i>	<i>\$3,133,607</i>	<i>\$2,249,609</i>	<i>\$2,338,071</i>	<i>\$2,049,226</i>	<i>\$9,770,514</i>
<b>Active Transportation</b>					
Bicycle/Pedestrian	\$88,229	\$222,699	\$323,842	\$122,372	\$757,142
Smart Growth	\$0	\$0	\$21,147	\$18,586	\$39,733
<i>Subtotal Active Transportation</i>	<i>\$88,229</i>	<i>\$222,699</i>	<i>\$344,989</i>	<i>\$140,958</i>	<i>\$796,875</i>
<b>Local Improvements</b>					
Street and Road	\$56,354	\$8,276	\$913,888	\$821,187	\$1,799,705
Regional Arterial System	\$55,257	\$35,200	\$194,544	\$228,227	\$513,228
<i>Subtotal Local Improvements</i>	<i>\$111,611</i>	<i>\$43,476</i>	<i>\$1,108,433</i>	<i>\$1,049,414</i>	<i>\$2,312,933</i>
<b>Transportation Systems/Demand Management</b>					
ITS/Traffic Signals	\$9,752	\$38,763	\$152,252	\$33,493	\$234,260
TDM	\$108,949	\$0	\$752	\$1,500	\$111,200
<i>Subtotal Transportation Systems/Demand Management</i>	<i>\$118,701</i>	<i>\$38,763</i>	<i>\$153,004</i>	<i>\$34,993</i>	<i>\$345,460</i>
<b>GRAND TOTAL</b>	<b>\$6,887,116</b>	<b>\$5,547,553</b>	<b>\$6,266,971</b>	<b>\$3,419,934</b>	<b>\$22,121,575</b>

<sup>1</sup> MidCoast Projects include the primary MidCoast project and associated projects - Elvira to Morena, San Diego River Bridge, Gilman, Voigt, & Rose Canyon Bridges

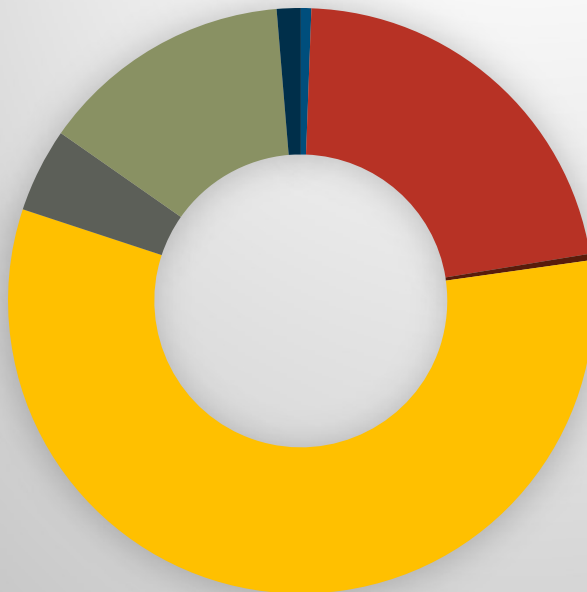
<sup>2</sup> Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment

### 2025 RTIP Program by Mode All Years including Prior



- Complete Corridors - Multi-Modal: 0.5%
- Complete Corridors - Highway: 22.3%
- Complete Corridors - Transit: 17.2%
- Operations/Maintenance: 44.4%
- Active Transportation: 3.6%
- Local Improvements: 10.4%
- TSM/TDM: 1.6%

### 2025 RTIP Program By Mode Current RTIP Years (2025-2029)



- Complete Corridors - Multi-Modal: 0.6%
- Complete Corridors - Highway: 20.4%
- Complete Corridors - Transit: 0.4%
- Operations/Maintenance: 58.5%
- Active Transportation: 4.7%
- Local Improvements: 14.1%
- TSM/TDM: 1.3%

TSM/TDM - Transportation Systems Management/Transportation Demand Management

**2025 Regional Transportation Improvement Program (RTIP)**  
**TransNet Local Street Improvements Program (\$000s)**  
**Programming Analysis**

	FYs 2025 - 2029			Overall 5-Yr RTIP
	Revenue <sup>1</sup>	Programmed <sup>2</sup>	Balance	Percentage Programmed
Carlsbad, City of	\$56,386	\$49,082	<b>\$7,304</b>	87.0%
Chula Vista, City of	\$77,729	\$77,729	<b>\$0</b>	100.0%
Coronado, City of	\$7,926	\$7,508	<b>\$418</b>	94.7%
Del Mar, City of	\$1,190	\$651	<b>\$539</b>	54.7%
El Cajon, City of	\$30,689	\$30,189	<b>\$500</b>	98.4%
Encinitas, City of	\$15,451	\$13,587	<b>\$1,864</b>	87.9%
Escondido, City of	\$40,710	\$40,423	<b>\$287</b>	99.3%
Imperial Beach, City of	\$5,206	\$4,651	<b>\$555</b>	89.3%
La Mesa, City of	\$16,947	\$14,713	<b>\$2,234</b>	86.8%
Lemon Grove, City of	\$7,444	\$7,233	<b>\$211</b>	97.2%
National City, City of	\$16,593	\$5,982	<b>\$10,611</b>	36.1%
Oceanside, City of	\$47,670	\$24,908	<b>\$22,762</b>	52.3%
Poway, City of	\$15,577	\$12,755	<b>\$2,822</b>	81.9%
San Diego County	\$215,630	\$196,361	<b>\$19,269</b>	91.1%
San Diego, City of	\$285,197	\$283,881	<b>\$1,316</b>	99.5%
San Marcos, City of	\$26,037	\$24,842	<b>\$1,195</b>	95.4%
Santee, City of	\$7,251	\$6,503	<b>\$748</b>	89.7%
Solana Beach, City of	\$2,687	\$1,770	<b>\$917</b>	65.9%
Vista, City of	\$22,977	\$21,594	<b>\$1,383</b>	94.0%
	<b>\$899,297</b>	<b>\$824,362</b>	<b>\$74,935</b>	<b>91.7%</b>

<sup>1</sup> Revenue Amount includes prior year carry over as of July 2024

<sup>2</sup> Programmed funds include annual allocation and carry over revenues

Highlighting indicates which agencies have programmed less than 70% of their revenue

# TransNet Eligibility Requirements Analysis for the 2025 RTIP

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## TransNet Eligibility

The TransNet Extension Ordinance (Ordinance) and the TransNet Ordinance and Expenditure Plan Rules (SANDAG [Board Policy No. 31](#)) establish guidance and requirements for the use of TransNet. Projects must comply with these rules to be considered eligible for TransNet, and that compliance must be evaluated through the Regional Transportation Improvement Program (RTIP.)

Projects programmed in the RTIP must satisfy the following criteria to comply with the Ordinance. They must: (1) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (2) be approved by the governing body of a local agency following a public hearing; (3) be on a Regional Arterial to utilize Regional Transportation Congestion Improvement Program (RTCIP) funds; (4) include at least 70% of local street and road funds for congestion relief; (5) accommodate bicycles and pedestrians; (6) be financially constrained; and (7) follow the Public Participation Policy. Each of these items is tested every time the RTIP is updated and the projects in the 2025 RTIP must maintain conformity to the Ordinance to remain eligible for TransNet funding.

## Project Eligibility for the 2025 RTIP

All TransNet funded projects in the 2025 RTIP meet all requirements set forth by the Ordinance. The ITOC recommends the projects to the San Diego County Regional Transportation Commission. Projects submitted for the 2025 RTIP have been reviewed by staff and are considered eligible.

SANDAG has made the following eligibility findings for the 2025 RTIP under Board Policy No. 031 Rules.

### Rule #7 – Program of Projects Approval Process

An amendment to revise the TransNet Program of Projects (POP) must first be approved by the governing body of the local agency proposing the revision within the preceding 12 months. All projects a local agency wishes to include in its POP must be consistent with the long-range Regional Transportation Plan. A POP amendment, which includes but is not limited to adding a new project, deleting an existing project, revising the project scope, or otherwise changing the TransNet funds programmed, requires that the local agency hold a noticed public hearing with an agenda item that clearly identifies the proposed project amendments and submit a resolution using the language and deadlines prescribed by the San Diego County Regional Transportation Commission as documentation of governing body approval.

- 1) **Finding:** All local agencies submitted signed resolutions and attested to having held a public hearing within the preceding 12 months.
- 2) **Finding:** The SANDAG Board approved the FY 2025 Program Budget on May 10, 2024.
- 3) **Finding:** The 2025 RTIP is consistent with the 2021 Regional Plan (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

## **Rule #18 - Use of Local Street and Road Funds for Congestion Relief**

As specified in Section 2(C)(1) of the Ordinance 04-01, at least 70 percent of the revenues provided for local street and road purposes should be used for congestion relief purposes and no more than 30 percent for maintenance purposes.

- 4) *Finding:* All projects submitted for the 2025 RTIP using TransNet LSI funding have been designated as either Congestion Relief or Maintenance consistent with the guidelines set forth in Attachment 2 of Board Policy No. 31.

## **Rule #21 - Accommodation of Bicyclists and Pedestrians**

Section 4(E)(3) of the TransNet Extension Ordinance requires that all new projects or major reconstruction projects funded with TransNet shall accommodate travel by pedestrians and bicyclists except where prohibited by law or disproportionate cost.

- 5) *Finding:* All projects submitted for the 2025 RTIP make adequate provisions for bicyclists and pedestrians.

## **Rule #23: Application of TransNet Extension Ordinance Regional Transportation Congestion Improvement Program (RTCIP) Requirements**

- 6) *Finding:* All projects submitted for the 2025 RTIP utilizing RTCIP funds have been verified as Regional Arterials eligible for RTCIP funding.

## **Financial Constraint**

The projects contained within the 2025 RTIP must be reasonable when considering available funding sources.

- 7) *Finding:* All projects submitted for the 2025 RTIP do not exceed the revised Board of Directors TransNet Revenue forecast approved February 23, 2024, for the current biennial and the five-year period of the POP.

## **Board Policy No. 25 - SANDAG Public Participation Policy**

The TransNet Extension Ordinance requires that the Transportation Commission hold a public hearing every two years prior to approving a five-year project list and a biennial program of projects. *Finding:* The Board of Directors approved the release of the draft 2025 RTIP and draft TransNet Program of Projects for public review on July 26, 2024, and scheduled a public hearing for September 20, 2024, Transportation Committee meeting.

## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2025 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL09	Interstate 5 - HOV/Managed Lanes	(\$1,218)	Removed FY28 CMAQ and Toll Credits
Caltrans	CAL538	SR 67 Improvements	\$3,000	Increased TransNet - MC; updated project description to match FY25 SANDAG CIP
Caltrans	CAL562	Transportation Management System (TMS) and American with	(\$34,456)	Completed project, CON funding to be voted at August 2024 CTC meeting
Caltrans	CAL625	Near Descanso south of Wolahi Road; also on Route 8 west and east of Route 79 (Part of CAL46E)	(\$34,315)	Reduced SHOPP-Roadway Preservation-NHS
City of Chula Vista	CHV48	Pavement Major Rehabilitation	\$2,275	Increased TransNet - LSI Carryover
City of Coronado	COR07	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations	(\$6)	Reduced TransNet - LSI Carryover
City of El Cajon	EL03	Overlay/Reconstruction Projects	\$3,000	Increased TransNet - LSI Carryover
City of El Cajon	EL11	Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs	\$1,634	Increased TransNet - LSI Carryover
City of Escondido	ESC04	Citracado Parkway II	\$1,037	Increased TransNet - LSI Carryover
City of Lemon Grove	LG16	Drainage Improvements (Congestion Relief)	\$200	Increased TransNet - LSI Carryover
City of Lemon Grove	LG17	Street Improvements (Preventive Maintenance)	\$330	Increased TransNet - LSI Carryover
City of Lemon Grove	LG20	Street Improvements (Congestion Relief - Non CI)	\$1,470	Increased TransNet - LSI Carryover
City of San Diego	SD09	Sidewalks - Citywide	(\$153)	Reduced TransNet - LSI Carryover
City of San Diego	SD102A	Otay Truck Route Widening (Ph. 4)	\$349	Increased TransNet - LSI Carryover
City of San Diego	SD129	University Avenue Mobility	\$289	Increased TransNet - LSI Carryover
City of San Diego	SD15	Installation of Street Lights	\$306	Increased TransNet - LSI Carryover

## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2025 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
City of San Diego	SD166	Bicycle Facilities	\$886	Increased TransNet - LSI Carryover
City of San Diego	SD16A	Traffic Signals - Citywide	\$1,180	Increased TransNet - LSI Carryover
City of San Diego	SD176	Maintenance and Non Congestion Relief Efforts	\$106	Increased TransNet - LSI Carryover
City of San Diego	SD18	Traffic Control Measures	\$483	Increased TransNet - LSI Carryover
City of San Diego	SD186	Administrative Expenses	(\$19)	Reduced TransNet - LSI Carryover
City of San Diego	SD23	Flood Resilience Infrastructure - Roadway Drainage Improvements	\$222	Increased TransNet - LSI Carryover
City of San Diego	SD237	Coastal Rail Trail	(\$1,127)	Reduced TransNet - LSI Carryover
City of San Diego	SD245	Euclid + Market Complete Streets project (Part of V14)	\$192	Increased TransNet - LSI Carryover
City of San Diego	SD249	Streamview Drive Improvements Phase 2	(\$1,821)	Reduced TransNet - LSI Carryover
City of San Diego	SD250	La Media Road Improvements	(\$2,013)	Reduced TransNet - LSI Carryover
City of San Diego	SD264	Alvarado Canyon Road Realignment Project	(\$457)	Reduced TransNet - LSI Carryover
City of San Diego	SD266	Normal Street Promenade	(\$380)	Reduced TransNet - LSI Carryover
City of San Diego	SD49	Median Improvements Citywide	(\$2,778)	Reduced TransNet - LSI Carryover
City of San Diego	SD51	North Torrey Pines Road Bridge	\$262	Increased TransNet - LSI Carryover
City of San Diego	SD70	West Mission Bay Drive Bridge over San Diego River	\$661	Increased TransNet - LSI Carryover
City of San Diego	SD96	Street Resurfacing and Reconstruction Citywide	\$6,448	Increased TransNet - LSI Carryover
City of San Diego	SD99	Bridge Rehabilitation	\$724	Increased TransNet - LSI Carryover



## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2025 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
County of San Diego	CNTY99	Etcheverry Road	(\$979)	Reduced TransNet - LSI Carryover
San Diego Association of Governments	SAN183	Batiquitos Lagoon Double Track (Part of SAN114)	\$72	Increased TransNet - MC
San Diego Association of Governments	SAN253	Comprehensive Multimodal Corridor Plan (CMCP) - Central Mobility Hub and Connections	\$0	Revised fund source
San Diego Association of Governments	SAN261	Palomar Street Rail Grade Separation	\$0	Revised fund source
Various Agencies	V11	State Route 11	(\$83,593)	Increased TransNet - Border; Increased CBI; Increased SB1-TCEP; Revised TransNet - MC between fiscal years; Reduced TIFIA and revised between fiscal years

September 11, 2024

## TransNet Ordinance and Major Corridor Correlation Matrix

### Overview

Consistent with recommendations from the 2021 and 2024 TransNet Triennial Performance Audits, a new comprehensive TransNet Ordinance and Major Corridor Correlation Matrix (Matrix) was developed to align each TransNet Ordinance project with the corresponding 2021 Regional Plan (RP) projects and current, completed, and/or future Capital Improvement Projects (CIPs).

### Key Considerations

Data in the Matrix, which can be found in Attachment #1, includes:

- Project completion status—both at the individual CIP level and overall Ordinance level
- Project scope—at the Ordinance, RP, and CIP level
- Project limits—at the Ordinance, RP, and CIP level
- Initial Ordinance cost estimates and current CIP committed funding
- Clarifying comments if Ordinance project was not included in the 2021 Regional Plan or was completed prior to the 2021 Regional Plan

A rubric was also developed to calculate overall Ordinance completion status based on the phase(s) of work complete and the number and types of CIPs contributing towards completion of a particular Ordinance project. This rubric can be found in Attachment #2.

The Matrix was posted on the [TransNet Dashboard](#) in June 2024, consistent with SANDAG's commitment from the 2024 TransNet Triennial Performance Audit.

### Next Steps

Project data in the Matrix will be reviewed and updated, as needed, quarterly and uploaded to the [TransNet Dashboard](#). 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.

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

Attachments: 1. TransNet Ordinance and Major Corridor Correlation Matrix  
2. Completion Status Rubric

### Action: Information

This report provides an updated matrix connecting the capital projects in the TransNet Major Corridor program and TransNet Ordinance Projects in response to the FY 2024 TransNet Triennial Performance Audit.

### Fiscal Impact:

The Capital Improvement Projects included in the Matrix represent an investment of \$3.2 billion of TransNet Major Corridor funds and \$8.5 billion of outside state, federal, and other local funds.

### Schedule/Scope Impact:

The Ordinance projects represented in the Matrix includes projects included in the expenditure plan for TransNet Major Corridor projects approved by voters in 2004.

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
	Completed Projects	1201501	I-15 Express Lanes South Segment	I-15 from SR 163 to SR 56.	Construct four express lanes with moveable median barrier.	100%		\$ 330.08	\$ 42.58	\$ 287.50		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
		1201502	I-15 Express Lanes Middle Segment	On I-15 from SR 56 to Centre City Parkway.	Construct four express lanes, moveable median barrier, and direct access ramps at Ted Williams Parkway and Rancho Bernardo Road.	100%		\$ 464.00	\$ 31.91	\$ 432.09		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
	Remaining Ordinance Projects	1201520	I-15 Express Lanes – Forrester Creek Improvements	Near intersection of SR-125/SR-52 at Mission Gorge Rd., in the city of Santee.	Mitigation for impacts from the I-15 Managed Lanes Project, SR 52 Extension Project, San Diego Culvert Rehabilitation Project, and I-805 Culvert Replacement Project. Mitigation includes wetland creation, restoration and enhancement.	10%		\$ 1.12	\$ 1.12	\$ -	Special case where environmental mitigation was split into it's own CIP. Project represents 1% of overall project completion status. Mitigation is 10% complete.	N/A	N/A	Not included in Appendix A
2			I-15: Centre City Pkwy to SR 78	Centre City Parkway - SR 78	Add 4 managed lanes on the I-15 from SR 78 to Centre City Parkway in Escondido.	100%	\$ 120					N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
	Completed Projects	1201503	I-15 Express North Segment	On I-15 from Centre City Parkway to SR 78.	Construct four express lanes, fixed median barrier, and direct access ramps at Hale Avenue on I-15	100%		\$ 177.80	\$ 40.90	\$ 136.90		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
		1201504	I-15 FasTrak®	I-15 between SR 163 and SR 78.	Deploy electronic tolling equipment, operating system, and construct toll operations office and customer service center.	100%		\$ 27.23	\$ 26.36	\$ 0.87		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
3			I-15: SR 94 to SR 163	SR 94 - SR 163	Add 2 high-occupancy vehicle (HOV) lanes on I-15 from SR 94 to SR 163.	40%	\$ 200					CC012, CC013	CC012: I-15 (I-805 to I-8)–transition from 8 freeway lanes +2 transit lanes to 6 freeway lanes+2 transit lanes+2 managed lanes  CC013: I-15 (I-8 to SR 163)–transition from 8 freeway lanes to 6 freeway lanes+4 managed lanes	
	Completed Projects	1280514	I-805/SR 15 Interchange	On I-805 from SR 94 to SR 15.	Design two HOV lanes and direct connectors between I-805 and SR 15 for northbound-to-northbound and southbound-to-southbound HOV/bus rapid transit traffic.	100%		\$ 17.93	\$ 17.93	\$ -	Project is 100% complete through design phase, which represents 40% of total project scope.	N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1601501	CMCP - High Speed Transit/I-15	Along the I-15 corridor from SR 76 to I-805.	Comprehensive Multimodal Corridor Plan for increasing transportation options, decreasing congestion, and improving travel times.	0%		\$ 1.50	\$ -	\$ 1.50	Future CIP scheduled to begin in FY 2026.	N/A	N/A	Not included in Appendix A
		TBD	I-15: SR 94 to SR 163 HOV (Construction)	On I-15 from SR 94 to SR 163.	Construct two HOV lanes on I-15 from SR 94 to SR 163.	0%		TBD	\$ -	\$ -	Project has not begun so no progress to date to report.	CC012, CC013	CC012: I-15 (I-805 to I-8)–transition from 8 freeway lanes +2 toll lanes to 6 freeway lanes+2 toll lanes+2 managed lanes  CC013: I-15 (I-8 to SR 163)–transition from 8 freeway lanes to 6 freeway lanes+4 managed lanes	
		TBD	I-805/SR 15 Interchange (Construction)	On I-805 from SR 94 to SR 15.	Construct direct connectors between I-805 and SR 15.	0%		TBD	\$ -	\$ -	Project has not begun so no progress to date to report.	N/A	N/A	Not included in Appendix A
4			HOV Connector: I-15 / SR 78	I-15 - SR 78	Add a HOV lane connector at the I-15/SR 78 interchange.	13%	\$ 200					CC073	CC073: I-15 (SR 78)–East to South and North to West Managed Lane Connector	
	Remaining Ordinance Projects	1207802	I-15/ SR 78 HOV Connectors	On SR 78 and I-15 from Twin Oaks Valley Road to West Valley Parkway.	Final environmental document and design for HOV/ML direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic and managed lanes between the connector and Twin Oaks Valley Road.	13%		\$ 39.94	\$ 4.21	\$ 35.73	Environmental phase is 75% complete. Overall project completion is 13%.	CC073	CC073: I-15 (SR 78)–East to South and North to West Managed Lane Connector	
		TBD	I-15/ SR 78 HOV Connectors (Construction)	On SR 78 and I-15 from Twin Oaks Valley Road to West Valley Parkway	Construction for HOV/ML direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic and managed lanes between the connector and Twin Oaks Valley Road.	0%		TBD	\$ -	\$ -	Construction will begin upon completion of final environmental document and design under CIP 1207802.	CC073	CC073: I-15 (SR 78)–East to South and North to West Managed Lane Connector	
5			HOV Connector: I-15 / SR 94	I-15 - SR 94	Add a HOV lane connector at the I-15/SR 94 interchange.	15%	\$ 150					CC032	CC032: SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
	Completed Projects	1280508	SR 94 Express Lanes I-805 to Downtown	On SR 94 from I-5 to I-805.	Final environmental document for HOV lanes in the median of SR-94, including direct connectors between I-805 and SR-94 for northbound-to-westbound and eastbound-to-southbound and between SR-94 and SR-15 for eastbound-to-northbound and southbound-to-westbound HOV/Rapid traffic.	100%		\$ 22.10	\$ 12.10	\$ 10.00	Project scope is through environmental clearance phase. Project now part of SR 94 Transit Priority Lanes (I-805 to I-5) under CIP 1280518.	CC032, CC033	CC032: SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
	Remaining Ordinance Projects	TBD	HOV Connector: I-15 / SR 94 (Design and Construction)	I-15/SR 94 interchange.	Design and construction of HOV lane connector.	0%		TBD	\$ -	\$ -	Project has not begun so no progress to date to report.	CC032, CC033	CC032: SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
6			SR 94: I-5 to I-15	I-5 - I-15	Add two HOV lanes on SR 94 from I-5 to I-15.	15%	\$ 80					CC032, CC033	CC032: SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
	Completed Projects	1280508	SR 94 Express Lanes I-805 to Downtown	On SR 94 from I-5 to I-805.	Final environmental document for HOV lanes in the median of SR-94, including direct connectors between I-805 and SR-94 for northbound-to-westbound and eastbound-to-southbound and between SR-94 and SR-15 for eastbound-to-northbound and southbound-to-westbound HOV/Rapid traffic.	100%		\$ 22.10	\$ 12.10	\$ 10.00	Project scope is through environmental clearance phase. Project now part of SR 94 Transit Priority Lanes (I-805 to I-5) under CIP 1280518.	CC032, CC033	CC032: SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
	Remaining Ordinance Projects	TBD	SR 94 HOV Lanes: I-5 to I-15	On SR 94 from I-5 to I-15.	Design and construction of 2 HOV lanes.	0%		TBD	\$ -	\$ -	Project has not begun so no progress to date to report.	CC032	SR 94 (I-5 to I-15)–8 freeway lanes to 6 freeway lanes and 3 managed lanes	
7			BRT Route 610: via I-15 / SR 94 (Now Route 235)	I-15/ SR 94	Building and upgrading 6 Bus Rapid Transit stations, upgrades to downtown stations, building Direct Access Ramps in 4 locations, and implementing 10 minute peak service by 2010 and 15 minute off-peak service by 2030.	74%	\$ 520					TL29, CC110	TL29: Rapid 235, Escondido to Downtown San Diego via I-15 (Direct Access Ramp stations)  CC110: I-15 (Clairemont Mesa Boulevard) Direct Access Ramp, North and South	
	Completed Projects	1201505	I-15 BRT Stations: Rancho Bernardo, Sabre Springs, and Del Lago	Along I-15 at Rancho Bernardo Road, Sabre Springs Parkway, and Del Lago Boulevard.	Construct transit stations, surface parking, bus staging areas, bike lockers, and station amenities for I-15 BRT service.	100%		\$ 49.54	\$ 16.65	\$ 32.89		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1201506	I-15 Mira Mesa Direct Access Ramp - Bus Rapid Transit Station	Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.	Construct direct access ramps, transit station with bus staging platforms, bike lockers, and station amenities.	100%		\$ 54.68	\$ 27.19	\$ 27.49		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1201508	I-15 Bus Rapid Transit	From Escondido to Downtown San Diego via I-15 and SR 94. From Escondido to Sorrento Valley via I-15 and Mira Mesa Boulevard.	New BRT service including vehicle acquisition.	100%		\$ 33.88	\$ 23.68	\$ 10.21		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1201509	Downtown BRT Stations	Along Broadway Street in San Diego.	New and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard.	100%		\$ 20.84	\$ 20.84	\$ 0.00		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1201512	I-15 BRT Sabre Springs Parking Structure	Along I-15 at Sabre Springs transit station.	Construct five hundred-car parking structure, 150 surface spaces, bus staging area (eight-bus capacity), landscaping, lighting, modular bus station, security cameras, bus shelters, and amenities.	100%		\$ 14.42	\$ 14.42	\$ -		N/A	N/A	Project completed prior to 2015 Regional Plan.

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
		1201517	BRT Wi-Fi Phase I	MTS Rapid Bus routes 235 (from Escondido to Downtown San Diego along I-15 and SR 94), 237 (from Escondido to UC San Diego along I-15, Mira Mesa Boulevard and La Jolla Village Drive), and 215 (from San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway).	Feasibility analyses of hardware procurement, testing, and installation for WiFi on buses pilot and a possible full implementation project to serve Rapid routes.	100%		\$ 0.15	\$ 0.15	\$ -	Initial analyses were conducted, but technology was proven to not be cost effective and thus full implementation did not occur.	N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
	Remaining Ordinance Projects	1201514	Downtown Multiuse and Bus Stopover Facility	The block bounded by A Street, B Street, State Street, and Union Street in the Columbia-Civic/Core neighborhood of Downtown San Diego.	Preliminary engineering, design, and right-of-way activities for a bus stopover facility and potentially a multiuse facility that could include office, residential, and retail development.	15%		\$ 57.98	\$ 36.29	\$ 21.69	Project is currently acquiring ROW only.	N/A	N/A	Not included in Appendix A
		1201515	Clairemont Mesa Blvd BRT Stations	On Clairemont Mesa Boulevard from SR 163 to I-15.	Traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design and construction of five additional transit stations.	50%		\$ 1.67	\$ 1.67	\$ -	Improvements are complete for 1 out of 6 transit stations is complete (100% complete). Remaining 5 stations are fully designed and pending additional funds to complete construction (40% complete).	TL29	TL29: Rapid 235, Escondido to Downtown San Diego via I-15 (DAR stations)	
		1201519	I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont Mesa Blvd.	Along the I-15 from I-8 to SR-163.	Environmental clearance and design for two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Boulevard.	0%		\$ 28.00	\$ -	\$ 28.00		CC110	CC110: I-15 (Clairemont Mesa Boulevard) Direct Access Ramp, North and South	
8			<b>BRT Route 470: via I-15 / Mira Mesa Blvd (Now Route 237)</b>	<b>Escondido Transit Center</b>	<b>Adding a new bus rapid transit route from Escondido to Sorrento Mesa using Route 610 stations and direct access ramps. Adding 15 min peak service from Escondido by 2016.</b>	100%	\$ 150					N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
	Completed Projects	1201511	Mira Mesa Blvd BRT Priority Treatments	On Mira Mesa Boulevard from I-15 to UC San Diego.	Traffic Signal Priority measures and preliminary engineering for queue jumpers and new bus shelters. Signage and communications plan for Park and Ride.	100%		\$ 3.40	\$ 3.40	\$ -		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
		1201518	I-15 Mira Mesa Transit Station Parking Structure	Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.	Reimburse San Diego Miramar College for the construction of parking garage in order to provide Park and Ride near the transit center.	100%		\$ 9.51	\$ 9.51	\$ -		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
9			<b>I-805: SR 905 to SR 54</b>	<b>SR 905 - SR 54</b>	<b>Adding 2 reversible HOV lanes on I-805 from SR 905 to SR 54.</b>	15%	\$ 150							
	Completed Projects	1280501	I-805 South 4 Express Lanes	On I-805 from Palomar Street to Landis Street.	Final environmental document for four express lanes in the median, Direct Access Ramp (DAR) at Palomar Street, center-line Bus Rapid Transit (BRT) stations at H Street and Plaza Blvd, direct freeway-to-freeway HOV connectors between I-805 and I-15.	100%		\$ 27.66	\$ 19.36	\$ 8.29	Project is 100% complete through environmental phase, which represents 15% of total project scope.	N/A	N/A	Project was completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1280515	I-805 South Soundwalls	Along I-805 from Palomar Street to SR 54.	Construct soundwalls (Units 1 and 2) and Sweetwater River Bridge improvements.	73%		\$ 114.09	\$ 14.39	\$ 99.70	Construction of Unit 1 soundwalls and Sweetwater River Bridge improvements is complete. Construction of Unit 2 soundwalls is 10% complete.	N/A	N/A	Not included in Appendix A
		TBD	I-805 HOV Lanes Construction	I-805 from SR 905 to SR 54	Design and construction of 2 HOV lanes.	0%		\$ -	\$ -	\$ -	Design and construction has not begun so no progress to date to report.	CC016, CC017, CC018	CC016: I-805 (SR 905 to Palm Avenue)—8 freeway lanes to 6 freeway lanes and 4 managed lanes CC017: I-805 (Palm Ave to H Street)—converting 2 freeway lanes to 2 managed lanes CC018: I-805 (H Street to I-15)—converting 2 freeway lanes to 2 managed lanes	
10			<b>I-805: SR 54 to I-8</b>	<b>SR 54 - I-8</b>	<b>Adding 4 managed lanes on the I-805 from SR 54 to I-8.</b>	50%	\$ 450					CC018, CC019	CC018: I-805 (H Street to I-15)—converting 2 freeway lanes to 2 managed lanes CC019: I-805 (SR 15 to I-8)—convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes	
	Completed Projects	1280510	I-805 South: 2 HOV and Direct Access Ramp	On I-805 from Palomar Street to SR 94.	Construct two HOV lanes between Palomar Street and SR 94, north-facing Direct Access Ramps (DAR) and transit station at Palomar Street, and general purpose lanes between Plaza Boulevard and SR 54.	100%		\$ 182.55	\$ 122.83	\$ 59.72		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6-7.
	Remaining Ordinance Projects	1280521	I-805 South: HOV Conversion to Express Lanes (Palomar to SR94)	From East Palomar Street, on the south, to SR 94, on the north.	Design for the conversion of 11 miles of existing carpool lanes to express managed lanes.	0%		\$ 11.00	\$ 1.00	\$ 10.00	Project will begin in FY 2025.	CC017, CC018	CC017: I-805 (Palm Avenue to H Street)—converting 2 freeway lanes to 2 managed lanes. CC018: I-805 (H Street to I-15)—converting 2 freeway lanes to 2 managed lanes.	
		TBD	I-805 South: HOV Lanes (SR 94 to I-8)	On I-805 from SR 94 to I-8	Construct two HOV lanes between SR 94 and I-8.	0%		\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC018, CC019	CC018: I-805 (H Street to I-15)—converting 2 freeway lanes to 2 managed lanes. CC019: I-805 (SR 15 to I-8)—convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes	
11			<b>I-805: Mission Valley Viaduct</b>	<b>Mission Valley Viaduct</b>	<b>Adding 4 managed lanes on the I-805 near the Mission Valley Viaduct.</b>	0%	\$ 250	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC020 - CC022	CC020: I-805 (I-8 to Mesa College Drive)—convert 10 freeway lanes to 6 freeway lanes and 4 managed lanes CC021: I-805 (Mesa College Drive to Balboa Avenue)—convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes CC022: I-805 (Balboa Avenue to Northbound Bypass Lane)—convert 2 freeway lanes to 2 managed lanes	
12			<b>I-805: I-8 to I-5</b>	<b>I-8 - I-5</b>	<b>Adding 4 managed lanes on the I-805 from I-8 to I-5.</b>	51%	\$ 380					CC120, CC020 - CC022	CC120: I-805 Active Transportation and Demand Management CC020: I-805 (I-8 to Mesa College Drive)—convert 10 freeway lanes to 6 freeway lanes and 4 managed lanes CC021: I-805 (Mesa College Drive to Balboa Avenue)—convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes CC022: I-805 (Balboa Avenue to Northbound Bypass Lane)—convert 2 freeway lanes to 2 managed lanes	
	Completed Projects	1280503	I-805 North 4 Express Lanes	I-805 from SR 52 to I-5 merge.	Final environmental document for 4 managed lanes.	100%		\$ 11.61	\$ 9.83	\$ 1.78	Project scope is through environmental clearance only.	N/A	N/A	Project completed prior to 2015 Regional Plan.
		1280505	I-805 HOV/Carroll Canyon DAR	On I-805 from Carroll Canyon Road to I-5 in Sorrento Valley.	Construct two HOV lanes and north facing Direct Access Ramp (DAR) at Carroll Canyon Road, and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.	100%		\$ 95.78	\$ 32.47	\$ 63.31		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1280511	I-805 North: 2 HOV Lanes	On I-805 from SR 52 to Carroll Canyon Road.	Construct two HOV lanes and a south-facing direct access ramp (DAR) at Carroll Canyon Road.	100%		\$ 111.49	\$ 7.71	\$ 103.79		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 7.
		1280516	I-805 North Auxiliary Lanes	Along I-805 from SR 52 to Nobel Drive.	Design and construct one northbound and one southbound auxiliary lane.	55%		\$ 31.52	\$ 0.72	\$ 30.80	Construction is 25% complete. Overall project is 55% complete since design and final environmental document have been completed.	N/A	N/A	Not included in Appendix A

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
	Remaining Ordinance Projects	1280517	I-805 HOV Conversion to Express Lanes	On I-805 from SR 52 to the I-5/805 merge.	Construction to convert HOV lanes to Express Lanes.	0%		\$ 86.30	\$ 1.30	\$ 85.00	Future CIP scheduled to begin in FY 2026.	CC022	CC022: I-805 (Balboa Avenue to Northbound Bypass Lane)–convert 2 freeway lanes to 2 managed lanes	
		1280519	I-805 Transit Priority Lanes (SR 15 to SR 52)	On I-805 from SR-15 to SR 52.	Final environmental document for two additional transit priority lanes between SR-15 and SR-52 and restripe of the viaduct over Mission Valley.	6%		\$ 30.00	\$ 24.00	\$ 6.00	Environmental document is 7% complete. Overall project is 6% complete when considering future design and construction.	CC019 - CC022	CC019: I-805 (SR 15 to I-8)–convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes  CC020: I-805 (I-8 to Mesa College Drive)–convert 10 freeway lanes to 6 freeway lanes and 4 managed lanes  CC021: I-805 (Mesa College Drive to Balboa Avenue)–convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes  CC022: I-805 (Balboa Avenue to Northbound Bypass Lane)–convert 2 freeway lanes to 2 managed lanes	
13			I-805 / SR 54 Interchange Improvements	I-805 and SR 54 Interchange	Various improvements at the I-805/SR 54 interchange.	61%	\$ 10					CC093	CC093: I-805/SR 54 managed lane connector (MLC), south to east and west to north	
	Completed Projects	1280506	I-805 Auxiliary Lanes	In Chula Vista from SR 54 to E Street.	Widen I-805 and construct southbound auxiliary lane.	100%		\$ 13.77	\$ -	\$ 13.77		N/A	N/A	Not included in Appendix A
	Remaining Ordinance Projects	1280520	I-805/SR 94/SR 15 Transit Connection	On I-805 from SR 94 to SR 15	Design and right-of-Way for two HOV lanes and transit connectors between I-805 and SR 15 for northbound to northbound and southbound to southbound HOV and Rapid connection.	21%		\$ 16.00	\$ -	\$ 16.00	Design is 25% complete. Overall project is 21% complete.	CC018, CC083, CC084	CC018: I-805 (H Street to I-15)–converting 2 freeway lanes to 2 managed lanes.  CC083: I-805/SR 14 MLC, north to north and south to south  CC084: I-805/SR 94 MLC, north to west and east to south	
14			BRT Route 628: via I-805 / I-15 / SR 94 (Now known as South Bay Rapid)	I-805 / I-15 / SR 94	Building 13 stations and Direct Access Ramps in 4 locations. Adding 15 min peak / 30 min off-peak service by 2010 and 10 min peak / 15 min off-peak service by 2020.	100%	\$ 500					N/A	N/A	Projects completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 14.
	Completed Projects	1201513	South Bay BRT Maintenance Facility	At South Bay Maintenance Facility on Main Street in Chula Vista.	Expansion of the South Bay Maintenance Facility to accommodate maintenance of bus Rapid transit vehicles, including property acquisition, site preparation, lighting, parking, fencing, and bus servicing facilities.	100%		\$ 59.99	\$ 30.90	\$ 29.09		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1280504	South Bay BRT	From the Olay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94.	Develop new Rapid transit service from the I-805/Palomar Direct Access Ramp to the Olay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Olay Ranch Town Center Mall and through the Millenia development. Construct seven new Rapid stations.	100%		\$ 127.39	\$ 105.98	\$ 21.41		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 14.
		1280512	I-805 Imperial BRT Station	On I-805 just north of Imperial Avenue.	Prepare final Project Study Report-Project Development Supports (PSR-PDS) and Preliminary Environmental Assessment Report (PEAR) for an I-805 bus rapid transit station with connection to the 47th Street Trolley Station.	100%		\$ 1.67	\$ 1.67	\$ -		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1685501	CMCP - South Bay to Sorrento Corridor	From the U.S.-Mexico Border along SR 11, SR 905, I-5, and I-805 to SR 94, then along I-805 and SR 15/I-15 to SR 52, then along I-805 to the I-5/I-805 Merge.	Oversight of utilization of data in transportation planning and development of an innovative transportation network by evaluating all travel modes and transportation facilities in this highly congested corridor. The study subareas include the communities of Sorrento Valley, Kearny Mesa, Mission Valley, National City, Chula Vista, Coronado/Imperial Beach, and U.S./Mexico Border.	100%		\$ 4.98	\$ 3.16	\$ 1.81		N/A	N/A	Not included in Appendix A
14			BRT Route 628: via I-805 / I-15 / SR 94 (Now known as South Bay Rapid)	I-805 / I-15 / SR 94	Building 13 stations and Direct Access Ramps in 4 locations. Adding 15 min peak / 30 min off-peak service by 2010 and 10 min peak / 15 min off-peak service by 2020.	98%	\$ 120					CC019	CC019: I-805 (SR 15 to I-8)–convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes	
	Completed Projects	1280507	VAA/Bus on Shoulder	On I-805 corridor, between National City and 8th Street Trolley Centers and Sorrento Valley.	Start express bus service on inside shoulder of I-805.	100%		\$ 1.14	\$ 0.23	\$ 0.92		N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1280513	I-805/SR 94 Bus on Shoulder Demonstration Project	In Chula Vista, on East Palomar Street between Heritage Road and I-805. On I-805 between East Palomar Street and SR 94. On SR 94 between I-805 and Downtown San Diego.	Design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94. Implement technology improvements within the corridor to support Rapid operation. Procurement of 16 new compressed natural gas buses.	95%		\$ 30.90	\$ 16.82	\$ 14.08	Project is open to public and working towards completion of Construction Complete milestone.	CC019	CC019: I-805 (SR 15 to I-8)–convert 2 freeway lanes to 2 managed lanes, add 2 new managed lanes	
15			SR 94: I-805 to I-15	I-805 - I-15	Add 2 HOV lanes on SR 94 from I-805 to I-15.	5%	\$ 70					CC033	CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes+3 managed lanes	
	Remaining Ordinance Projects	1280518	SR 94 Transit Priority Lanes (I-5 to I-805)	On SR 94 from I-5 to I- 805.	Environmental studies for two transit priority lanes and/or a transit priority connector along SR 94 from I-805 to I-5.	5%		\$ 0.80	\$ 0.80	\$ -	Initial feasibility/environmental studies are 99% complete.	CC033	CC033: SR 94 (I-15 to I-805)–8 freeway lanes to 6 freeway lanes +3 managed lanes	
16			BRT Route 680: via I-805 / I-15 / SR 52	I-805 / I-15 / SR 52	Build 1 new station using Direct Access Ramps and stations built by routes 610 and 628. Also, adding 15 min peak service by 2015 and 10 min peak service by 2030.	0%	\$ 120	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	TL02, TL03	TL02: Commuter Rail 582 (Purple Line), Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights TL03: Commuter Rail 582 (Purple Line), National City to U.S. Border	
17			SR 52: I-15 to I-805	I-15 - I-805	Add 2 HOV lanes on SR 52 from I-15 to I-805.	0%	\$ 70	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC029	CC029: SR 52 (I-805 to I-15)– 6 freeway lanes to 4 freeway lanes and 3 managed lanes	
18			HOV Connector: I-805 / SR 52 Interchange	I-805 - SR 52	Addition of a HOV lane connector for the I-805/SR 52 interchange.	0%	\$ 150	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC085, CC086	CC085: I-805/SR 52 MLC, west to north and south to east CC086: I-805/SR 52 MLC, north to west and east to south	
19			I-5: SR 905 to SR 54	SR 905 - SR 54	Add 2 HOV lanes on I-5 from SR 905 to SR 54.	0%	\$ 130	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC001, CC002	CC001: I-5 (SR 905 to H Street)–8 freeway lanes to 6 freeway lanes+2 managed lanes CC002: I-5 (H Street to Pacific Hwy)–8 freeway lanes to 6 freeway lanes+4 managed lanes	
20			I-5: SR 54 to I-8	SR 54 - I-8	Add 2 HOV lanes on I-5 from SR 54 to I-8.	5%	\$ 600					CC002	CC002: I-5 (H Street to Pacific Hwy)–8 freeway lanes to 6 freeway lanes+4 managed lanes	
		1600503	CMCP - Central Mobility Hub: Military Installation Resilience (OEA Grant)	Central Mobility Station/I-5/Coronado Connection & Downtown Connections to Naval Bases Coronado, Point Loma and San Diego.	The project aims to assess vulnerabilities such as sea-level rise, wildfires, supporting land uses and their potential impacts on mission readiness to support work underway on the Central Mobility Hub in the San Diego region. This work effort is supporting the Comprehensive Multimodal Corridor Plan (CMCP) for Central Mobility Connections (CIP No. 1600504) and will be incorporated into regional and military installation planning efforts.	100%		\$ 0.88	\$ 0.08	\$ 0.79		N/A	N/A	Not included in Appendix A



TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
	Completed Projects	1600505	CMCP - Central Mobility Hub: Military Installation Resilience (OEA Grant) - Phase 2	Central Mobility Station/I-5/Coronado Connection and Downtown Connections to Naval Bases Coronado, Point Loma and San Diego.	Oversight of utilization of data in transportation planning and development the Comprehensive Multimodal Corridor Plan for Central Mobility Connections (CIP No. 1600504) and will be incorporated into regional and military installation planning efforts. Assess vulnerabilities such as sea-level rise, wildfires, supporting land uses and their potential impacts on mission readiness to support work underway on the Central Mobility Hub in the San Diego region.	100%		\$ 0.97	\$ -	\$ 0.97		N/A	N/A	Not included in Appendix A
		1600501	CMCP - Central Mobility Hub - Notice of Preparation/P3 Procurement	Area bound by Rosecrans Street, I-5, Grape Street, and Harbor Drive.	Notice of Preparation (NOP), preliminary project alternatives development, and Public-Private Partnership (P3) procurement for Central Mobility Hub, Automated People Mover, roadway/freeway modifications, and supportive multi-use development.	100%		\$ 5.71	\$ 0.50	\$ 5.21		N/A	N/A	Not included in Appendix A
	Remaining Ordinance Projects	1600504	CMCP – Central Mobility Connections	Central Mobility Station/I-5/Coronado Connection & Downtown Connection.	Oversight of utilization of data in transportation planning and development of innovative transportation solutions to transform the way people and goods move in the area of San Diego International Airport and the surrounding communities, including the proposed development of a Central Mobility Hub and Connections CMCP. In addition, this project will analyze the feasibility of new rail grade separations along the railway corridor between Old Town and Downtown.	60%		\$ 4.83	\$ 0.95	\$ 3.88	Initial CMCP report is complete. Work on feasibility of rail grade separations will begin in FY 2025.	N/A	N/A	Not included in Appendix A
		TBD	I-5: SR 54 to I-8 (Consruction)	I-5 from SR 54 to I-8	Final environmental clearance, design, and construction of 2 HOV lanes on I-5 from SR 54 to I-8.	0%		\$ -	\$ -	\$ -	Only initial CMCP studies have been completed. Environmental clearance has not begun.	CC002	CC002: I-5 (H Street to Pacific Hwy)–8 freeway lanes to 6 freeway lanes+4 managed lanes	Not included in Appendix A
21			I-5: I-8 to I-805	I-8 - I-805	Add 2 HOV lanes on I-5 from I-8 to I-805, and environmental and preliminary engineering for I-5/I-8 interchange improvements.	50%	\$ 193					CC003, CC004	CC003: I-5 (Pacific Hwy to SR 52)–8 freeway lanes to 6 freeway lanes+4 managed lanes CC004: I-5 (SR 52 to I-805)–8 freeway lanes to 6 freeway lanes+4 managed lanes	
	Completed Projects	1200505	I-5/I-8 West to North Connector Improvements	On I-5 from I-8 to Sea World Drive.	Widen west to north connector and construct new northbound lane.	100%		\$ 16.34	\$ 1.55	\$ 14.79		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1200506	I-5/Genesee Interchange and Widening	On I-5 from Voigt Drive to Sorrento Valley Road.	Construct longer and wider bridge and replace ramp connections on Genesee Avenue, construct retaining walls and a bike path between Voigt Drive and Sorrento Valley Road, and complete the follow-up landscaping project.	100%		\$ 121.28	\$ 20.10	\$ 101.18		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 29.
		1200507	I-5/Voigt Drive Improvements	On I-5 at the Voigt Drive overcrossing from Gilman Drive on the west side to Genesee Avenue on the east side.	Construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.	100%		\$ 41.02	\$ 23.41	\$ 17.61		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 29.
		1200508	I-5/Gilman Drive Bridge	On I-5 between La Jolla Village Drive and the Voigt Drive overcrossing.	Construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive.	100%		\$ 24.76	\$ 15.00	\$ 9.76		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 6.
	Remaining Ordinance Projects	TBD	I-5: I-8 to I-805	On I-5 from Sea World Drive to I-805	Add HOV lane on I-5 from Sea World Drive to I-805.	0%		\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC003, CC004	CC003: I-5 (Pacific Hwy to SR 52)–8 freeway lanes to 6 freeway lanes+4 managed lanes CC004: I-5 (SR 52 to I-805)–8 freeway lanes to 6 freeway lanes+4 managed lanes	
22			Route 500 (Blue Line Trolley) Improvements	Downtown San Diego to the San Ysidro border crossing	Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms, and grade separations in Chula Vista. Also, 7.5 min peak / 7.5 min off-peak service by 2020.	84%	\$ 270					TL12, TL13	Blue Line Improvements	
	Completed Projects	1210010	Orange and Blue Line Project Management	On trolley system from Old Town Transit Center, La Mesa Station, San Ysidro Station to downtown San Diego.	Coordinate budget, schedule, environmental clearance, permitting, design, construction, and construction management for conversion to low-floor vehicles and system renewal.	100%		\$ 19.43	\$ 18.92	\$ 0.51		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210020	Blue Line Crossovers and Signals	Blue Line: from America Plaza to San Ysidro, Orange Line: from Santa Fe Depot to Grossmont, Green Line: from Old Town to 12th & Imperial.	New crossovers, signaling system, fiber optic connections, and relocation of catenary poles.	100%		\$ 40.84	\$ 10.41	\$ 30.43		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210030	Blue Line Station Rehab	Blue Line: from 12th & Imperial to San Ysidro.	Reconstruct station platforms for low-floor trolley vehicles and replace existing shelters. Install new rail, ties, grade crossings. Repair substations and wayside slopes.	100%		\$ 132.94	\$ 32.93	\$ 100.01		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210040	Orange and Blue Line Traction Power Substations	Blue Line: from America Plaza to San Ysidro, Orange Line: from Santa Fe Depot to Grossmont.	Install 17 new traction power substations; site improvements at stations and substations and network improvements.	100%		\$ 29.20	\$ 15.50	\$ 13.70		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210050	Orange and Blue Line Communications System	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	Install communications equipment including variable message signs, central control software, fiber optic cable, real-time next Trolley arrival signs, and closed-circuit television.	100%		\$ 5.98	\$ 4.99	\$ 0.99		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210070	Orange and Blue Line Platforms	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	Reconstruct station platforms for low-floor Trolley vehicles and replace existing shelters. Install a double crossover at America Plaza Station and replace switches and signaling system at Santa Fe Depot.	100%		\$ 69.22	\$ 32.07	\$ 37.14		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210080	Low Floor LRT Vehicles	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	65 new low-floor trolley vehicles.	100%		\$ 269.06	\$ 36.92	\$ 232.14		N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1210021	Blue Line Railway Signal Improvements	Along the Blue Line trolley from 12th and Imperial to San Ysidro.	Railway signaling design work, software modifications, and construction of hardware modifications to provide pedestrian crossing improvements on Blue Line Grade Crossing.	40%		\$ 4.55	\$ 4.55	\$ -	Project is complete through environmental and design phases. Construction will begin in FY 2025.	TL12	Blue Line Improvements	
1210091		Palomar Street Rail Grade Separation	Palomar Street and Industrial Boulevard in the City of Chula Vista.	Construction, design, and final environmental clearance for rail grade separation and relocation of utilities.	12%		\$ 34.14	\$ 5.70	\$ 28.44	Environmental document is 70% complete. Overall project completion is 12% complete.	TL12, TL13	Blue Line Improvements		
23			Route 570 (Mid Coast)	Old Town Transit Center to UTC	Extension of light rail transit from Old Town Transit Center to UTC via I-5 and UCSD. 15-minute all day service by 2020.	100%	\$ 780					N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
	Completed Projects	1041501	Mid-Coast Light Rail Transit (LRT)	On and along existing rail corridor from Old Town to University of California, San Diego (UCSD)/University City.	Pre-preliminary engineering studies for an 11-mile trolley line with new transit stations proposed at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, UCSD East, Executive Drive, and the University Town Center (UTC) Transit Center.	100%		\$ 32.35	\$ 8.36	\$ 23.99		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1257001	Mid-Coast Light Rail Transit (LRT)	On and along existing coastal rail corridor from Old Town Transit Center to Gilman Drive, along I-5 from Gilman Drive to UC San Diego, and along Voigt Drive and Genesee Avenue to UTC.	A new 10.9-mile extension of the Trolley Blue Line with stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, Pepper Canyon and Voigt Drive on the UC San Diego campus, Executive Drive, and University Towne Center (UTC).	100%		\$ 2,171.20	\$ 875.69	\$ 1,295.51		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
24			Route 634 (SuperLoop) (Now known as Routes 201, 202, and 204)	University City	Signal priority, queue jumper lanes, other arterial improvements, vehicles, and stations. 10 minute all day service by 2010.	100%	\$ 140					N/A	N/A	Project completed prior to 2015 Regional Plan.
	Completed Projects	1041502	SuperLoop	In University City along Voigt Drive, Genesee Avenue, Nobel Drive, Gilman Drive, and Executive Drive.	New SuperLoop Rapid service, traffic signal priority measures, new signalized intersections, street modifications, new SuperLoop Rapid vehicles, and new enhanced transit stops.	100%		\$ 35.19	\$ 33.85	\$ 1.34		N/A	N/A	Project completed prior to 2015 Regional Plan.
25			I-5 / I-805 Merge	I-5/I-805 Merge	Add 4 managed lanes at the I-5/ I-805 merge.	15%	\$ 30					CC005	CC005: I-5 (I-805 to SR 56)--8F/14F+2HOV to 6F/12F+4ML (managed lanes)	
	Completed Projects	1200501	I-5 North Coast: 4 Express Lanes	On I-5 from La Jolla Village Drive to Vandegrift Boulevard.	Final environmental document and Public Works Plan for four managed lanes including direct access ramps at various locations.	100%		\$ 74.20	\$ 28.60	\$ 45.60	Final environmental clearance 100% complete. Overall project is 15% complete.	CC004	CC004: I-5 (SR 52 to I-805)--8 freeway lanes to 6 freeway lanes+4 managed lanes	
	Remaining Ordinance Projects	TBD	I-5 North Coast: 4 Express Lanes Construction	I-5/I-805 Merge	Design and construct 4 managed lanes at the I-5/ I-805 merge.	0%		\$ -	\$ -	\$ -	Construction has not begun so no progress to date to report.	CC005	CC005: I-5 (I-805 to SR 56), 8F/14F+2HOV to 6F/12F+4ML	
26			I-5: SR 56 to Leucadia Blvd	SR 56 - Leucadia Blvd.	Add 4 managed lanes on the I-5 from SR 56 to Leucadia Boulevard.	75%	\$ 400					CC006, CC007, CC046	CC006: I-5 (SR 56 to Via de La Valle)--8/10 freeway lanes+2 HOV lanes to 6/8 freeway lanes+4 managed lanes CC007: I-5 (Via de La Valle to La Costa), 8 freeway lanes to 6 freeway lanes +4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
	Completed Projects	1200501	I-5 North Coast: 4 Express Lanes	On I-5 from La Jolla Village Drive to Vandegrift Boulevard.	Final environmental document and Public Works Plan for four managed lanes including direct access ramps at various locations.	100%		\$ 74.19	\$ 28.53	\$ 45.66	Final environmental clearance is 100% complete.	CC004	CC004: I-5 (SR 52 to I-805)--8 freeway lanes to 6 freeway lanes+4 managed lanes	
		1200502	I-5 HOV Extension & Lomas Santa Fe Interchange	Sorrento Valley Blvd. to Manchester Ave.	Construct northbound HOV lane from Del Mar Heights Road to Manchester Avenue and southbound HOV lane from Sorrento Valley Boulevard to Manchester Avenue. Modify Lomas Santa Fe Avenue interchange and construct auxiliary lanes.	100%		\$ 67.64	\$ 20.94	\$ 46.70	Improvements updated from 4ML to 2ML due to updated state legislation and impact on ENV.	N/A	N/A	Project completed prior to 2015 Regional Plan.
		1200511	I-5 Ramp Meters	On I-5 from Birmingham Drive to North of Encinitas Boulevard.	Install ramp meters.	100%		\$ 7.31	\$ 1.69	\$ 5.62		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1200512	I-5/Genesee Auxiliary Lane	On I-5 between Genesee Avenue and La Jolla Village Drive.	Design and construction of southbound auxiliary lane on I-5 between Genesee Avenue and La Jolla Village Drive.	100%		\$ 7.24	\$ 0.13	\$ 7.11		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 29.
	Remaining Ordinance Projects	1200504	I-5 HOV: Manchester Avenue to Palomar Airport Drive	On I-5 from Manchester Avenue to Leucadia Boulevard.	Construct one HOV lane in each direction, soundwalls, a multi-use facility, and a bike path.	95%		\$ 400.63	\$ 72.27	\$ 328.36	Project Limits cover a portion of Ordinance No. 26 and No. 27.	CC007, CC008, CC046	CC007: I-5 (Via de La Valle to La Costa)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC008: I-5 (La Costa to Cassidy Street), 8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift), 8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
		1200509	I-5 HOV: San Elijo Bridge Replacement	On I-5 from Lomas Santa Fe Drive to Birmingham Drive.	Construct one HOV lane in each direction, soundwalls, bike trail, and replace the San Elijo Lagoon bridge.	95%		\$ 335.69	\$ 58.12	\$ 277.57	Improvements updated from 4ML to 2ML due to updated state legislation and impact on ENV.	CC007, CC046	CC007: I-5 (Via de La Valle to La Costa)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
		1200514	I-5 HOV Conversion to Express Lanes	On I-5 from the I-5/805 merge to SR-78.	Construction to convert HOV lanes to Express Lanes.	0%		\$ 87.00	\$ 3.15	\$ 83.85	Future CIP scheduled to begin in FY 2026.	CC005, CC006, CC007, CC008, CC046	CC005: I-5 (I-805 to SR 56)--8/14 freeway lanes+2 HOV lanes to 6/12 freeway lanes+4 managed lanes CC006: I-5 (SR 56 to Via de La Valle)--8 freeway lanes/10 freeway lanes+2 HOV lanes to 6 freeway lanes/8 freeway lanes+4 managed lanes CC007: I-5 (Via de La Valle to La Costa)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC008: I-5 (La Costa to Cassidy Street)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
		1200515	I-5/I-805 HOV Conversion to Express Lanes	On I-805 from SR 52 to the I-5/805 merge and on I-5 from the I-5/805 merge to SR 78.	Corridor study, preliminary engineering and design for the conversion of existing HOV lanes to Express Lanes along the I-5 and I-805 corridors.	5%		\$ 20.30	\$ 1.95	\$ 18.35	Design is 5% complete; construction will be part of a future CIP. Project Limits cover a portion of Ordinance No. 26 and No. 27.	N/A	N/A	Not included in Appendix A
27			I-5: Leucadia Blvd to Vandegrift Blvd	Leucadia Blvd. - Vandegrift Blvd	Add 4 managed lanes on I-5 from Leucadia Boulevard to Vandegrift Boulevard.	31%	\$ 370					CC007, CC008, CC046	CC007: I-5 (Via de La Valle to La Costa)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC008: I-5 (La Costa to Cassidy Street)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
	Remaining Ordinance Projects	1200504	I-5 HOV: Manchester Avenue to Palomar Airport Drive	On I-5 from Leucadia Blvd to Palomar Airport Road.	Construct one HOV lane in each direction, soundwalls, a multi-use facility, and a bike path.	95%		\$ 400.63	\$ 72.27	\$ 328.36	Project Limits cover a portion of Ordinance No. 26 and No. 27.	CC007, CC008, CC046	CC007: I-5 (Via de La Valle to La Costa)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC008: I-5 (La Costa to Cassidy Street)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
		1200510	I-5 HOV: Carlsbad	On I-5 from Palomar Airport Road to north of SR 78. The Batiquitos Lagoon Trail project is located under Interstate 5 from Batiquitos Lagoon Nature Center to Mermaid Lane in the City of Carlsbad.	Construct one HOV lane in each direction and a southbound auxiliary lane at Cannon Road, community enhancement, soundwalls, long-term plant establishment and, as part of the Batiquitos Lagoon Trail project, a new 0.9 east/west trail.	85%		\$ 190.16	\$ 10.28	\$ 179.88	Improvements updated from 4 managed lanes to 2 managed lanes due to updated state legislation and impact on environmental.	CC008, CC046	CC008: I-5 (La Costa to Cassidy Street)--8 freeway lanes to 6 freeway lanes+4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+2 HOV/HOT lanes	
		1200516	I-5 HOV Lanes: Oceanside	On I-5 from SR 78 to SR 76.	Design of one HOV lane in each direction.	0%		\$ 11.27	\$ 0.10	\$ 11.17	Project will begin in FY 2025.	CC009, CC046	CC009: I-5 (Cassidy Street to Harbor Drive)--8 freeway lanes to 6 freeway lanes + 4 managed lanes CC046: I-5 (Manchester to Vandegrift)--8 freeway lanes to 8 freeway lanes+ 2 HOV/HOT lanes	
28			HOV Connector: I-5 / I-805 Interchange	I-5/I-805 Interchange	Addition of a HOV lane connector for the I-5/I-805 interchange.	0%	\$ 180	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC063	I-5/I-805--North to North and South to South Managed Lane connector	
29			FWY Connector: I-5 / SR 56 Interchange	I-5/SR 56 Interchange	Addition of a freeway connector for the I-5/SR 56 interchange.	15%	\$ 140					CC104	I-5/SR 56--West to North and South to East freeway connector	

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
	Completed Projects	1200503	I-5/SR 56 Interchange	At I-5 and SR 56 interchange.	Final environmental document for west-to-north and south-to-east general purpose connectors including auxiliary lanes on SR 56 from El Camino Real to Carmel Country Road.	100%		\$ 12.51	\$ 0.46	\$ 12.05	Final environmental document is 100% complete. Design and construction scope remain.	CC104	I-5/SR 56--West to North and South to East freeway connector	
	Remaining Ordinance Projects	TBD	I-5/SR 56 Interchange	At I-5 and SR 56 interchange.	Design and construction of west-to-north and south-to-east general purpose connectors including auxiliary lanes on SR 56 from El Camino Real to Carmel Country Road.	0%		\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC104	I-5/SR 56--West to North and South to East freeway connector	
30			<b>FWY Connector: I-5 / SR 78 Interchange</b>	<b>I-5/SR 78 Interchange</b>	<b>Addition of a freeway connector for the I-5/SR 78 interchange.</b>	6%	\$ 150					CC105, CC064	<b>CC105: I-5/SR 78--South to East and West to South freeway connector</b> <b>CC064: I-5/SR 78--South to East and West to North, North to East and West to South Managed Lane Connector</b>	
	Remaining Ordinance Projects	1207803	SR 78/I-5 Express Lanes Connector	At SR 78 and I-5 Connector.	Final environmental document and preliminary engineering for HOV/Managed Lanes direct connectors at SR 78 and I-5.	10%		\$ 66.12	\$ 16.12	\$ 50.00	Environmental document is 10% complete.	CC105, CC064	CC105: I-5/SR 78--South to East and West to South freeway connector CC064: I-5/SR 78--South to East and West to North, North to East and West to South Managed Lane Connector	
		TBD	SR 78/I-5 Express Lanes Connector (Design and Construction)	At SR 78 and I-5 Connector.	Design and construction for HOV/Managed Lanes direct connectors at SR 78 and I-5.	0%		\$ -	\$ -	\$ -	Design has not begun so no progress to date to report.	CC105, CC064	CC105: I-5/SR 78--South to East and West to South freeway connector CC064: I-5/SR 78--South to East and West to North, North to East and West to South Managed Lane Connector	
31			<b>Route 398 (COASTER) / BRT Route 472 Improvements</b>	<b>Route 398 COASTER/BRT Route 472 (El Camino Real)</b>	<b>Corridor transit improvements that include a combination of COASTER and BRT projects. COASTER improvements include: vehicles; station improvements including parking, double tracking and other improvements; Del Mar tunnel; and increased service routes. BRT improvements include: vehicles, stations, signal priority and other arterial improvements along El Camino Real, direct access ramps on I-5 south from Encinitas, and increased service routes.</b>	66%	\$ 570					TL05, TL06, TL07	<b>COASTER improvements</b>	
	Completed Projects	1239801	Sorrento to Miramar Phase 1	On coastal rail corridor from Control Point (CP) Pines near Roselle Street to CP Carroll near I-805.	Convert 1.1 miles of single-track to double-track, construct a new bridge, and install new signals.	100%		\$ 45.16	\$ 31.16	\$ 14.00		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1239803	Oceanside Station Pass-Through Track	On coastal rail corridor at Oceanside Transit Center.	Install third track at station to facilitate train passing and improve operations.	100%		\$ 28.33	\$ 20.95	\$ 7.38		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1239804	Carlsbad Double Track	Double track, signals, a new bridge over Agua Hedionda Lagoon, and a universal crossover near CP Farr.	Design double track for the Coastal Rail Corridor from Control Point (CP) Carl to CP Farr in Carlsbad.	100%		\$ 20.20	\$ 0.23	\$ 19.97	Project completed through Design phase. Construction is still pending.	N/A	N/A	Project completed prior to 2015 Regional Plan.
		1239805	Poinsettia Station Improvements	On coastal rail corridor at Poinsettia Station.	Construct a new grade-separated pedestrian crossing, reconfigure tracks, and install new platform, fence, signals, and track upgrades.	100%		\$ 36.88	\$ 17.96	\$ 18.92		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1239806	San Elijo Lagoon Double Track	On coastal rail corridor in Cardiff and across San Elijo Lagoon from Mile Post (MP) 239.2 near Montgomery Avenue to MP 241.3 in Solana Beach.	Install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point Cardiff with double crossovers, install new signals and drainage structures.	100%		\$ 77.79	\$ 24.03	\$ 53.76		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1239808	Tecolote to Washington Crossovers	On Coastal Rail Corridor from Control Point (CP) Morena near Balboa Avenue to CP Tecolote near Sea World Drive.	Install crossovers to improve staging of trains as they enter Santa Fe Depot.	100%		\$ 8.96	\$ 2.15	\$ 6.81		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1239815	San Diego River Bridge	On the LOSSAN Rail Corridor over San Diego River from Mile Post (MP) 263.2 to MP 264.1	Construct 0.9 miles of double-track and a new bridge.	100%		\$ 91.75	\$ 12.65	\$ 79.10		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1239817	Chesterfield Drive Crossing Improvements	On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor.	Complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.	100%		\$ 7.11	\$ 4.88	\$ 2.24		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1239820	COASTER Train Sets	Along the COASTER corridor.	Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor.	100%		\$ 58.80	\$ 25.00	\$ 33.80		TL05	COASTER improvements	
		1239821	LOSSAN Corridor Improvements	On LOSSAN Rail Corridor from downtown San Diego at Mile Post (MP) 269 to the Orange County Line at MP 207.4.	Includes preliminary engineering, Project Study Reports (PSRs), design criteria and funding applications for complete corridor projects.	100%		\$ 5.02	\$ 1.02	\$ 4.00	Scope of project is just preliminary engineering and has been completed.	TL06	COASTER improvements	
	Remaining Ordinance Projects	1239807	Sorrento Valley Double Track	On coastal rail corridor from Mile Post (MP) 247.8 to MP 248.9 just north of Sorrento Valley Station.	Convert 1.1 miles of single-track to double-track, raise tracks, construct one new bridge and replace one bridge with a culvert, expand parking lot at Sorrento Valley Station, and install new signals.	95%		\$ 32.81	\$ 3.72	\$ 29.09	Project is open to public and working towards completion of Construction Complete milestone.	TL05	COASTER improvements	
		1239809	Eastbrook to Shell Double Track	On the coastal rail corridor from Control Point (CP) Eastbrook near Oceanside Harbor Drive to CP Shell near Surfrider Way.	Design and final environmental clearance for 0.6 miles of double-track, a new bridge over San Luis Rey River, and new signals.	15%		\$ 37.09	\$ 4.83	\$ 32.27	Environmental phase is 95% complete. Overall project (through construction) is 15% complete.	TL06	COASTER improvements	
		1239810	Carlsbad Village Double Track	On the LOSSAN Rail Corridor from Mile Post (MP) 228.4 near Kelly Street to MP 229.5 near Carlsbad Boulevard across Buena Vista Lagoon and near Carlsbad Village Station	Prepare final environmental document and 30% design for 1.0 miles of double-track, a new bridge across Buena Vista Lagoon, and new signals.	23%		\$ 2.73	\$ 2.35	\$ 0.38	Environmental clearance is 100% complete and design is 30% complete. Overall project is 23% complete.	TL06	COASTER improvements	
		1239811	Elvira to Morena Double Track	On the LOSSAN Rail Corridor from CP Elvira near SR 52 to CP Friar near Friars Road.	Convert 2.6 miles of single-track to double-track and install new signals, replacement bridges, water/sewer facilities, universal crossover at Control Point (CP) Rose, and signaling.	95%		\$ 185.23	\$ 39.19	\$ 146.04	Project is open to public and working towards completion of Construction Complete milestone.	TL05	COASTER improvements	
		1239812	Sorrento to Miramar Phase 2	On the LOSSAN Rail Corridor from mile post (MP) 251 near I-805 to MP 253 near Miramar Road.	Final environmental, design and right-of-way activities for 1.9 miles of double-track, curve straightening and new signals.	38%		\$ 30.34	\$ 13.02	\$ 17.32	Environmental clearance is 100% complete and design is 90% complete. Overall project is 38% complete.	TL07	COASTER improvements	
		1239813	San Dieguito Lagoon Double Track and Platform	On the LOSSAN Rail Corridor from the City of Solana Beach Mile Post (MP) 242.2 to south of MP 243.9 in the City of Del Mar	Environmental clearance and design of 2.1 miles of double-track, special events platform, replacement of the San Dieguito Bridge, and other various improvements. Project will be split into two phases for construction. Phase 1 (CIP No. 1239822) will construct 0.8 miles of double-track north of the existing bridge. Phase 2 (CIP No. 1239824) will build the remaining double-track, new bridge, and improvements.	34%		\$ 29.70	\$ 8.59	\$ 21.11	Design phase is 75% complete. Overall project is 34% complete. Construction will occur on 1239822 and 1239824.	TL06	COASTER improvements	
		1239814	LOSSAN Rail Corridor Preliminary Engineering	On the LOSSAN Rail Corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility.	Conduct preliminary engineering for prioritization of LOSSAN Rail Corridor improvement projects. Preparation of Project Study Reports (PSRs), design criteria, standard plans and funding applications to better define future projects.	80%		\$ 1.72	\$ 1.72	\$ -	Scope of project is just preliminary engineering (PE). PE is 80% complete.	TL05	COASTER improvements	
		1239816	Batiquitos Lagoon Double Track	On the LOSSAN Rail Corridor over Batiquitos Lagoon from Mile Post (MP) 234.5 to MP 235.5	Construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon.	40%		\$ 165.63	\$ 46.58	\$ 119.05	Project is complete through environmental and design phases. Construction will begin in FY 2025.	TL06	COASTER improvements	



TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
		1239819	Carlsbad Village Double Track Trench	On coastal rail corridor in south Oceanside and Carlsbad, from Mile Post (MP) 228.0 to MP 230.6, through Carlsbad's downtown village area.	Preliminary engineering and environmental clearance for a double track railroad trench, 1.1 miles of second main track, and replacement of railroad lagoon Bridge 228.6.	5%		\$ 21.18	\$ 0.11	\$ 21.07	Alternatives analyses complete. Environmental clearance will resume in FY 2026 when STIP funds become available.	TL06	COASTER improvements	
		1239822	San Diego Lagoon Double Track Phase 1 Construction	On the LOSSAN Rail Corridor from City of Solana Beach (Mile Post [MP] 242.2) to north of the San Dieguito River Bridge (MP 242.9).	Construct 0.8 miles of double-track and other various improvements.	0%		\$ 62.33	\$ 6.00	\$ 56.33	Construction will begin in FY 2025.	TL06	COASTER improvements	
		1239823	San Dieguito to Sorrento Valley Double-Track	Within the City of Del Mar and the City of San Diego from Control Point (CP) Valley at Mile Post (MP) 242 to CP Sorrento at MP 249.1.	Completion of Project Approval and Environmental Document (PA&ED) phase re-aligning the LOSSAN Rail Corridor away from the Del Mar Bluffs with a double-track system, and the advancement of the design and right-of-way phases.	9%		\$ 302.72	\$ 2.72	\$ 300.00	Environmental clearance is 40% complete. Overall project through construction is 9% complete.	TL06	COASTER improvements	
		1239824	San Dieguito Lagoon Double-Track Phase 2 Construction	In the City of Del Mar, along the San Diego subdivision of the LOSSAN Rail Corridor between Mile Post (MP) 243.0 to MP 243.9.	Construction of 0.3 miles of new main track, improvements to 0.6 siding track, the replacement of aging wood trestle San Dieguito Lagoon Rail Bridge, construction of special events platform for the Del Mar Fairgrounds, and other various improvements.	0%		\$ 255.81	\$ 8.84	\$ 246.97	Construction will begin in FY 2025.	TL06	COASTER improvements	
32			SR 52: I-15 to SR 125	I-15 to SR 125	Add 2 freeway lanes and 2 reversible managed lanes on SR 52 from I-15 to SR 125.	54%	\$ 170					CC030, CC031	CC030: SR 52 (I-15 to Mast Boulevard)--6 freeway lanes to 4 freeway lanes+ 3 managed lanes CC031: SR 52 (Mast Boulevard to SR 125)--4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
	Completed Projects	1205201	SR 52 Managed Lanes	In San Diego and Santee from I-15 to SR 125.	Preliminary environmental analyses for SR 52 two reversible managed lane project.	100%		\$ 6.97	\$ 6.82	\$ 0.15	Project included preliminary engineering analyses only.	N/A	N/A	Project completed prior to 2015 Regional Plan.
		1205202	SR 52 Widening	On SR 52 in San Diego from I-15 to Mast Boulevard.	Construct third eastbound and westbound lane between I-15 and Mast Boulevard, including landscaping.	100%		\$ 41.75	\$ 38.75	\$ 3.00		N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1205204	SR 52 Improvements	Along SR 52 from I-805 to SR 125.	Environmental clearance and design for operational improvements along SR 52. Design phase includes planning for transit opportunities in the SR 52 corridor.	7%		\$ 17.50	\$ 6.00	\$ 11.50	Environmental document is 20% complete. Entire project, considering future planned construction, is 7% complete.	CC030, CC031	CC030: SR 52 (I-15 to Mast Boulevard)--6 freeway lanes to 4 freeway lanes+ 3 managed lanes CC031: SR 52 (Mast Boulevard to SR 125)--4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
33			SR 52: SR 125 to SR 67	SR 125 to SR 67	Add 4 freeway lanes on SR 52 from SR 125 to SR 67.	100%	\$ 240					N/A	N/A	Project completed prior to 2015 Regional Plan.
	Completed Projects	1205203	SR 52 Extension	On SR 52 from SR 125 to SR 67.	Construct four general purpose lanes, direct connectors at SR 125 and SR 67, and interchanges at Fanita Drive, Magnolia Avenue, and Cuyamaca Street.	100%		\$ 460.51	\$ 110.99	\$ 349.52		N/A	N/A	Project completed prior to 2015 Regional Plan.
34			FWY Connector: SR 94 / SR 125 Interchange	SR 94 / SR 125 interchange	Freeway connector for the SR 94 / SR 125 interchange.	35%	\$ 110					CC108	SR 94 / SR 125, South to East freeway connector, including aux lane to Lemon Avenue	
	Remaining Ordinance Projects	1212501	SR 94/SR 125 South to East Connector	On SR 94 and SR 125 from Lemon Avenue to Bancroft Drive.	Design and right-of-way of southbound SR 125 to eastbound SR 94 direct connector. Construction of operational improvements on SR 125 Northbound Auxiliary Lane, SR 125 Southbound Auxiliary Lane, and SR 94 Eastbound Auxiliary Lane (Phase 1). Phase 2 will include construction of the southbound SR 125 to eastbound SR 94 direct connector.	35%		\$ 135.24	\$ 3.91	\$ 131.33	Environmental document is complete and design phase is 80% complete. Entire project, considering future planned construction, is 35% complete.	CC108	SR 94 / SR 125, South to East freeway connector, including aux lane to Lemon Avenue	
		1612501	CMCP - High Speed Transit/SR 125	On SR 125 from SR 52 to SR 905 and the U.S.-Mexico Border.	Development of multimodal transportation solutions to improve mobility in the corridor along SR 125 from SR 52 to SR 905 and the U.S.-Mexico border. The Comprehensive Multimodal Corridor Plan (CMCP) also will include analysis of tolls on the South Bay Expressway.	10%		\$ 3.69	\$ 0.17	\$ 3.53	CMCP study is 10% complete. Project does not include environmental clearance, design, or construction phases.	CC108	SR 94 / SR 125, South to East freeway connector, including aux lane to Lemon Avenue	
35			SR 94: SR 125 to Steele Canyon Rd	SR 125 to Steele Canyon Rd	Widen to six lanes from SR 125 to Avocado Boulevard and expand to a continuous four-lane facility from Avocado Boulevard to Steele Canyon Road, including environmental enhancements from Jamacha Road to Steele Canyon Road.	0%	\$ 90				Project has not begun so no progress to date to report.	Not included	N/A	
36			SR 94 / SR 125: I-805 to I-8	I-805 to I-8	Add two HOV lanes from I-805 to I-8.	0%	\$ 350					CC034, CC042	C034: SR 94 (I-805 to SR 125)--8 freeway lanes to 6 freeway lanes+3 managed lanes CC042: SR 125 (SR 54 to Amaya Drive)--6/8 freeway lanes to 4/6 freeway lanes+ 2 managed lanes	
	Remaining Ordinance Projects	1609401	CMCP - High Speed Transit/SR 94	Along the SR 94 corridor from I-5 to SR 125.	Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along SR 94 between I-5 and SR 125 in San Diego, from Downtown San Diego to Lemon Grove.	0%		\$ 2.23	\$ 0.21	\$ 2.02	CMCP study will begin in FY 2025.	N/A	N/A	
		TBD	SR 94 / SR 125: I-805 to I-8	I-805 to I-8	Final environmental document, design, and construction of two HOV lanes from I-805 to I-8.	0%		\$ -	\$ -	\$ -	Final environmental document has not begun so no progress to date to report.	CC034, CC042	C034: SR 94 (I-805 to SR 125)--8 freeway lanes to 6 freeway lanes+3 managed lanes CC042: SR 125 (SR 54 to Amaya Drive)--6/8 freeway lanes to 4/6 freeway lanes+ 2 managed lanes	
37			Route 520 (Orange Line Trolley) Improvements	Downtown San Diego to Arnele Avenue in El Cajon	Conversion to low-floor vehicles, enhanced stations, signal upgrades, and extended platforms.	93%	\$ 70					N/A	N/A	Project completed prior to 2015 Regional Plan.
	Completed Projects	1210010	Orange and Blue Line Project Management	On trolley system from Old Town Transit Center, La Mesa Station, San Ysidro Station to downtown San Diego.	Coordinate budget, schedule, environmental clearance, permitting, design, construction, and construction management for conversion to low-floor vehicles and system renewal.	100%		\$ 19.43	\$ 18.92	\$ 0.51		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210040	Orange and Blue Line Traction Power Substations	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont.	Install 17 new traction power substations; site improvements at stations and substations and network improvements.	100%		\$ 29.20	\$ 15.50	\$ 13.70		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210050	Orange and Blue Line Communications System	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	Install communications equipment including variable message signs, central control software, fiber optic cable, real-time next Trolley arrival signs, and closed-circuit television.	100%		\$ 5.98	\$ 4.99	\$ 0.99		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210070	Orange and Blue Line Platforms	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	Reconstruct station platforms for low-floor Trolley vehicles and replace existing shelters. Install a double crossover at America Plaza Station and replace switches and signaling system at Santa Fe Depot.	100%		\$ 69.22	\$ 32.07	\$ 37.14		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1210080	Low Floor LRT Vehicles	Blue Line: from America Plaza to San Ysidro; Orange Line: from Santa Fe Depot to Grossmont; Green Line: from Old Town to 12th & Imperial.	65 new low-floor trolley vehicles.	100%		\$ 269.06	\$ 36.92	\$ 232.14		N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1210090	Low-Floor Light Rail Transit Vehicles	47 Light Rail Vehicles (LRVs) to replace existing SD100 fleet to support additional, more frequent trolley service.	New low-floor vehicle procurement for San Diego Trolley system.	53%		\$ 72.26	\$ 30.26	\$ 42.00	25 out of the 47 vehicles (53%) have been delivered, accepted, and put into service.	N/A	N/A	

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
38			SR 54 / SR 125: I-805 to SR 94	I-805 to SR 94	Add two lanes to provide a continuous facility with three general purpose lanes and one HOV lane in each direction.	0%	\$ 140	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	CC040, CC042	CC040: SR 54 (I-805 to SR 125), 6 freeway lanes to 4 freeway lanes+2 managed lanes  CC042: SR 125 (SR 54 to Amaya Drive), 6/8 freeway lanes to 4/6 freeway lanes+2 managed lanes	
39			SR 67: Maplevue St to Dye Rd	Maplevue St to Dye Rd	Expand to a continuous four-lane facility, including environmental enhancements, from Maplevue Street to Dye Road.	3%	\$ 240					CC050	SR 67 (Maplevue to Dye Road)--Shoulder Widening/Straightening; new lanes will be for use during emergencies only	
	Completed Projects	1605201	CMCP - Coast, Canyons, and Trails (SR 52)	Along the SR 52 from I-5 to SR 67 and along SR 67 from I-8 to Maplevue Street.	Oversight of utilization of data in transportation planning and development of multimodal projects and strategies that integrate active transportation, transit, and the deployment of technology to better manage mobility throughout the corridor.	100%		\$ 2.11	\$ 0.33	\$ 1.77	CMCP study is complete. Project does not include environmental clearance, design, or construction phases.	N/A	N/A	Not included in Appendix A
		1606701	CMCP - San Vicente Corridor (SR 67)	Along SR 67 from Maplevue Street in the community of Lakeside, and including SR 78 in the community of Ramona.	A Comprehensive Multimodal Corridor Plan (CMCP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.	100%		\$ 0.99	\$ 0.02	\$ 0.97	CMCP study is complete. Project does not include environmental clearance, design, or construction phases.	N/A	N/A	Not included in Appendix A
	Remaining Ordinance Projects	1206701	SR 67 Improvements	Along SR 67 from Maplevue Street to Dye Road in San Diego County.	Environmental clearance and design for alternatives to enhance temporary evacuation capacity along SR 67, including transit options from Ramona to Poway.	3%		\$ 52.00	\$ 3.83	\$ 48.17	Preliminary engineering is 60% complete. Entire project, considering future environmental clearance, design, and construction, is 3% complete.	CC050	SR 67 (Maplevue to Dye Road)--Shoulder Widening/Straightening; new lanes will be for use during emergencies only	
40			I-8: Second St to Los Coches Rd	Second St to Los Coches Rd	Add two general purpose lanes from Second Street to Los Coches Road.	5%	\$ 30					CC027	I-8 (Mollison Avenue to Greenfield Drive)--4/6 freeway lanes to 4 freeway lanes+4 managed lanes	
	Completed Projects	1600801	CMCP - High Speed Transit/I-8	Along the I-8 corridor from San Diego Bay to Lakeside.	Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along the I-8 Corridor. It will also consider future transportation connections to the proposed SDSU Mission Valley Campus development.	100%		\$ 3.00	\$ 0.20	\$ 2.81	CMCP study is complete. Project does not include environmental clearance, design, or construction phases.	N/A	N/A	Not included in Appendix A
	Remaining Ordinance Projects	TBD	I-8: Second St to Los Coches Rd	Second St to Los Coches Rd	Final environmental document, design, and construction of two general purpose lanes.	0%		\$ -	\$ -	\$ -	Final environmental document has not begun so no progress to date to report.	CC027	I-8 (Mollison Avenue to Greenfield Drive)--4/6 freeway lanes to 4 freeway lanes+4 managed lanes	
41			SR 78: I-5 to I-15	I-5 to I-15	Add 2 HOV lanes on SR 78 from I-5 to I-15.	6%	\$ 500					CC036, CC037	CC036: SR 78 (I-5 to Twin Oaks)--6 freeway lanes to 4 freeway lanes+4 managed lanes+connectors  CC037: SR 78 (Twin Oaks to I-15)--6 freeway lanes to 4 freeway lanes+4 managed lanes	
	Completed Projects	1201510	SR 78 Nordahl Road Interchange	On SR 78 at Nordahl Road.	Replace Nordahl Road bridge over SR 78 and construct a new westbound lane on SR 78 between I-15 and Nordahl Road.	100%		\$ 23.80	\$ 16.58	\$ 7.23		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1207801	SR 78 HOV/Managed Lanes (Study Only)	On SR 78 from I-5 to I-15.	Preliminary engineering for HOV/managed lanes in the median of SR 78.	100%		\$ 1.68	\$ 1.68	\$ -	Scope only included project study report. Environmental clearance and future design/construction will take place on 1207804.	N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1207803	SR 78/I-5 Express Lanes Connector	At SR 78 and I-5 Connector.	Final environmental document and preliminary engineering for HOV/Managed Lanes direct connectors at SR 78 and I-5.	6%		\$ 66.12	\$ 16.12	\$ 50.00	Environmental phase is 10% complete. Overall project is 6% complete when considering future design and construction phases.	CC036	CC036: SR 78 (I-5 to Twin Oaks)--6 freeway lanes to 4 freeway lanes+4 managed lanes+connectors	
		1207804	SR 78 HOV Lanes: I-5 to I-15	On SR 78 from I-5 to I-15.	Environmental studies and preliminary engineering for HOV/Managed Lanes along SR 78.	6%		\$ 39.00	\$ 30.00	\$ 9.00	Environmental phase is 10% complete. Overall project is 6% complete when considering future design and construction phases.	CC036, CC037	CC036: SR 78 (I-5 to Twin Oaks)--6 freeway lanes to 4 freeway lanes+4 managed lanes+connectors  CC037: SR 78 (Twin Oaks to I-15)--6 freeway lanes to 4 freeway lanes+4 managed lanes	
42			Route 399 (SPRINTER) / BRT Route 471 Improvements	Regionwide improvements	Corridor transit improvements that include a combination of SPRINTER and BRT projects. SPRINTER improvements include: double tracking, North County Fair extension, some grade separations, 15-minute peak service by 2016, and 15-minute all day service by 2030. BRT improvements include: vehicles, signal priority and other arterial improvements, building 18 stations, and 15-minute peak / 30-minute off peak service by 2020.	25%	\$ 200					TL10, TL11, TL39	SPRINTER improvements and Rapid Route 471	
	Completed Projects	1230001	SPRINTER	SPRINTER rail transit service between Oceanside and Escondido.	Construct 15 stations and operates diesel multiple unit (DMU) rail vehicles on double- and single-track right-of-way from Oceanside to Escondido and servicing the Oceanside Transit Center and Escondido Transit Center.	100%		\$ 65.87	\$ 65.87	\$ -		N/A	N/A	Project completed prior to 2015 Regional Plan.
	Remaining Ordinance Projects	1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	Between the I-5 and I-15 freeways, along the SR 76, SR 78, Palomar Airport Road and the SPRINTER rail corridor.	Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to improve connectivity and access to homes, jobs, and education hubs in North County by reducing travel times, creating greater trip reliability and providing travelers with more transportation choices.	100%		\$ 3.00	\$ 0.41	\$ 2.60		TL10, TL11, TL39	SPRINTER improvements and Rapid Route 471	
		TBD	BRT Route 471 Improvements	Regionwide improvements	BRT improvements include: vehicles, signal priority and other arterial improvements, building 18 stations, and 15-minute peak / 30-minute off peak service by 2020.	0%		\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	TL10, TL11, TL39	SPRINTER improvements and Rapid Route 471	
43			SR 76: Melrose Dr to I-15	Melrose Dr to I-15	Add two general purposes lanes on SR 76 from Melrose Drive to I-15, including environmental enhancements from Mission Road to I-15.	100%	\$ 180					N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 7.
	Completed Projects	1207602	SR 76 Middle	On SR 76 from Melrose Drive to Mission Road.	Reconstruct two-lane conventional highway as a four-lane conventional highway.	100%		\$ 165.08	\$ 57.16	\$ 107.91		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1207606	SR 76 East	On SR 76 from Mission Road to I-15.	Reconstruct two-lane conventional highway as a four-lane conventional highway and modify the SR 76/I-15 Interchange.	100%		\$ 202.69	\$ 67.61	\$ 135.08		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 7.
44			SR 56: I-5 to I-15	I-5 to I-15	Add one general purpose lane on SR 56 in each direction from I-5 to I-15.	23%	\$ 100					CC035	SR 56 (I-5 to I-15)-- 4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
	Remaining Ordinance Projects	1200513	SR 56 HOV Lanes	On SR 56 from El Camino Real to Carmel Valley Road.	Construct one HOV lane in each direction on SR 56 from El Camino Real (I-5) to Carmel Valley Road.	46%		\$ 27.94	\$ 1.39	\$ 26.55	Construction is 10% complete. Overall project scope, considering environmental clearance and design, is 46% complete.	CC035	SR 56 (I-5 to I-15)-- 4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
		1605601	CMCP - High Speed Transit/SR 56	Along the SR 56 corridor from I-5 to I-15.	A Comprehensive Multimodal Corridor Plan (CMCP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.	0%		\$ 1.10	\$ -	\$ 1.10	Future CIP scheduled to begin in FY 2026.	CC035	SR 56 (I-5 to I-15)-- 4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
		TBD	SR 56 HOV Lanes Phase 2	On SR 56 from Carmel Valley Road to I-15.	Construct one HOV lane in each direction on SR 56 from Carmel Valley Road to I-15.	0%		\$ -	\$ -	\$ -	This second half of Ordinance 44 has not started.	CC035	SR 56 (I-5 to I-15)-- 4 freeway lanes to 4 freeway lanes+ 3 managed lanes	
45			BRT Showcase Route 611: via El Cajon Blvd & Park Blvd (Now known as Mid-City Rapid Route 215)	El Cajon Blvd & Park Blvd	Signal priority, queue jumper lanes, other arterial improvements, vehicles; builds 13 stations and incorporates upgrades to downtown stations. 10-minute peak / 15-minute off-peak service by 2006.	100%	\$ 170					N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.

TransNet Ordinance Crosswalk

Ordinance No.	Completed or Remaining?	CIP No.	Project Name	Limits	Scope/Improvement	Ordinance/ CIP Completion Percentage	Initial TransNet Cost (\$2002)	CIP Funds (millions)	TransNet Funds (millions)	Other Funds (millions)	Comments on Completion %	2021 Plan ID No.*	2021 RP Scope	Comments on RP Mapping
	Completed Projects	1201507	SR 15 BRT: Mid-City Centerline Stations	On SR 15 at University Avenue and El Cajon Boulevard.	Construct two bus rapid transit (BRT) stations in the median of SR 15.	100%		\$ 61.67	\$ 38.52	\$ 23.15		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
		1240001	Mid-City Rapid Bus	From San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway, including Rapid stations located along SR 15 at the El Cajon Boulevard and University Avenue ramps.	Provide new Rapid Bus service including: consolidated transit stops, SR 15 transit plaza and Mid-City Centerline, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improve waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak. Additional improvements include adding Traffic Signal Priority (TSP) along Park Boulevard, and TSP maintenance reporting for Rapid Fleet.	100%		\$ 44.53	\$ 21.83	\$ 22.70		N/A	N/A	Project completed prior to 2015 Regional Plan.
46			SR 75 / SR 282 (Coronado Tunnel): Glorietta Blvd to Alameda Blvd	Glorietta Blvd to Alameda Blvd	Provide matching funds for construction purposes only for a tunnel from Glorietta Boulevard to Alameda Boulevard.	0%	\$ 25	\$ -	\$ -	\$ -	Project has not begun so no progress to date to report.	Not included		
47			Border Access Improvements	San Diego/Mexico Border	Provide matching construction funds for access improvements in the international border area.	63%	\$ 25					CC045, CC148, GM01, GM03, TL47, TL53, TL59	Roadway and transit improvements at Otay Mesa and Otay Mesa East	
	Completed Projects	1201102	SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction	On new alignment from SR 125 to Enrico Fermi Drive.	Construct SR 11 four-lane highway from SR 125 to Enrico Fermi Drive.	100%		\$ 65.56	\$ -	\$ 65.56		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 53.
		1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction	On new alignment from Enrico Fermi Drive to Otay Mesa Port of Entry and at SR 905/125/11 interchange	Construct SR 11 four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry, and the SR 125 southbound to eastbound SR 905 and eastbound SR 11 connectors.	100%		\$ 127.77	\$ -	\$ 127.77		CC045	SR 11/Otay Mesa East Port of Entry (Enrico Fermi to Mexico)—4 tolls and port of entry	
		1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	On SR 11 at Siempre Viva Road.	Construction of Siempre Viva Interchange.	100%		\$ 23.00	\$ -	\$ 23.00		CC045	SR 11/Otay Mesa East Port of Entry (Enrico Fermi to Mexico)—4 tolls and port of entry	
		1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study	On new alignment from SR 125 to the U.S.-Mexico Border.	Develop an Investment Grade Traffic and Revenue (IG T&R) study for the SR 11/Otay Mesa East Port of Entry project.	100%		\$ 4.30	\$ 1.80	\$ 2.50	Project scope is just for traffic and revenue study. No construction activity occurred under this CIP.	CC045	SR 11/Otay Mesa East Port of Entry (Enrico Fermi to Mexico)—4 tolls and port of entry	
		1201106	Otay Mesa East Port of Entry Utility Improvements	On State Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing.	Design and construct new utility services including water, sewer, communication, electrical, and gas that will facilitate operations for the future Otay Mesa East POE and CHP-operated Commercial Vehicle Enforcement Facility.	100%		\$ 9.14	\$ -	\$ 9.14		GM01	Otay Mesa Commercial Vehicle Enforcement Facility (CVEF) Modernization	
		1300601	San Ysidro Intermodal Freight Facility	At San Ysidro freight yard near East San Ysidro Boulevard and U.S. Port of Entry.	Purchase right-of-way, add storage tracks, and construct truck-loading staging area.	100%		\$ 40.35	\$ 4.80	\$ 35.55		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 5.
		1300602	South Line Rail Freight Capacity	On Trolley system from Palomar Street station to San Ysidro station.	Install communication enhancements, crossovers, and signals.	100%		\$ 47.23	\$ 7.72	\$ 39.51		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 3.
		1390501	SR 905: I-805 to Britannia Boulevard	On new alignment from I-805 to Britannia Boulevard.	Construct six-lane freeway.	100%		\$ 85.64	\$ 1.58	\$ 84.06		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1390502	I-805/SR 905 Connectors	At SR 905 and I-805 Interchange.	Widen west to north ramp connector.	100%		\$ 17.37	\$ -	\$ 17.37		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1390505	SR 905/125/11 Southbound Connectors	At SR 905/125/11 Interchange.	Design of SR 125 connectors southbound to eastbound SR 905 and eastbound SR 11.	100%		\$ 7.50	\$ -	\$ 7.50	Project scope was for design phase only. Construction took place on CIP 1201103.	CC045	SR 11/Otay Mesa East Port of Entry (Enrico Fermi to Mexico)—4 tolls and port of entry	
		1390506	SR 125/905 Southbound to Westbound Connector	At SR 125/905 Interchange.	Construct SR 125/905 southbound to westbound freeway grade-separated interchange connector.	100%		\$ 28.99	\$ -	\$ 28.99		CC148	SR 125 (SR 905)—South to West Managed Lane Connector	
	Remaining Ordinance Projects	1201101	SR 11 and Otay Mesa East Port of Entry	On new alignment from SR 125 to the U.S.-Mexico Border.	Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and tolling system. SR 11 Otay East Bridging Document - 30% Architectural Plans, Bond Counsel, Documents Required for Bond Issuance.	25%		\$ 614.60	\$ 40.84	\$ 573.76	Project is 40% complete through design. Overall project scope is 25% complete.	CC045, GM01, GM03, TL53, TL59, TL47	Roadway and transit improvements at Otay Mesa and Otay Mesa East	
48			SR 125: SR 905 to SR 54	SR 905 to SR 54	South Bay Expressway toll road purchase.	100%	N/A					N/A	N/A	Project completed prior to 2015 Regional Plan.
	Completed Projects	1390502	I-805/SR 905 Connectors	At SR 905 and I-805 Interchange.	Widen west to north ramp connector.	100%		\$ 17.37	\$ -	\$ 17.37		N/A	N/A	Project completed prior to 2015 Regional Plan.
		1390504	SR 905/125/11 Northbound Connectors	At SR 905/125/11 Interchange.	Construct northbound connectors to SR 125 from eastbound SR 905, westbound SR 905, and westbound SR 11.	100%		\$ 18.76	\$ 2.70	\$ 16.06		N/A	N/A	Project completed prior to 2021 Regional Plan. Last included in 2015 Regional Plan, Appendix A page 34.
		3312100	South Bay Expressway (Toll Road Purchase)	SR 125 toll road	South Bay Expressway toll road purchase.	100%		-	-	-		N/A	N/A	Project completed prior to 2015 Regional Plan.

### **Completion Status Rubric**

This chart shows how the Ordinance/CIP Completion Percentage rates were determined in Column G of Attachment 1. For example, if a project has completed its preliminary engineering/initial studies, it would be shown as 5% completed.

<b>Project Completion % Allocation</b>	<b>Project Phase</b>	<b>Milestone Corresponding to Project Phase Completion</b>
<b>5%</b>	Preliminary Engineering/ Initial Studies	Completion of Studies
<b>10%</b>	Environmental Clearance	Final Environmental Document
<b>25%</b>	Design	Ready to Advertise
<b>60%</b>	Construction	Open to Public & Construction Complete
<b>Total = 100%</b>		

#### **Additional Notes**

- **Ordinance completion** is calculated based on the completion of the phases listed above for the defined Ordinance scope.
- **CIP completion** is based on the project phase completion for the scope of the Capital Improvement Project (CIP) specifically. Not every CIP is scoped through the construction phase so those special cases are noted in column L of the TransNet Ordinance and Major Corridor Matrix. (i.e. if the project scope is for completion of environmental clearance, the percentage stated in the Matrix will represent percent completion of environmental clearance specifically.) The phase completion percentage is included in the 'Progress to Date' section of the respective CIP budget sheet in the Annual SANDAG Capital Budget document.
- If an Ordinance contains multiple CIPs, the CIPs are weighted by their approximate contribution towards the entire Ordinance scope to calculate the overall Ordinance completion percentage.

September 11, 2024

## FY 2023-2024 ITOC Goals Update

### Overview

At its October 12, 2022, meeting ([Item No. 4](#)), the TransNet Independent Taxpayer Oversight Committee (ITOC) members approved their goals for FY 2023–2024 (Attachment 1). These goals were created to help ensure voter mandates are carried out and recommendations for improvements to the financial integrity and performance of the program are made. The established goals center around goals for ITOC as well as goals for collaboration with SANDAG.

#### Action: Information

This report provides an update on progress made by the subcommittees, ITOC, and SANDAG staff to date.

#### Fiscal Impact:

None.

#### Schedule/Scope Impact:

The FY 2024 - 2025 goals will be presented to the ITOC in January 2025.

### Key Considerations

Since the last quarterly update at the March 13, 2024, meeting ([Item No.4](#)), there has been progress in addressing the goals established by the ITOC.

### ***Progress on ITOC's Goals for ITOC FY 2023-2024***

Progress highlights on ITOC's goals include a presentation at its May 8, 2024 meeting ([Item No.6](#)), where the City of San Diego presented an update on the city's TransNet Local Street and Road Program and capital improvement project expenditure efforts.

Additionally, recurring status and quarterly reports have been removed from the progress tracker on ITOC Goal #1. This will help identify and track main goals, encouraging transit agencies, municipalities, grantees, and other recipients of TransNet funds to attend ITOC meetings. This participation allows them to showcase their successes and address challenges in implementing TransNet-funded projects.

### ***Progress on ITOC's Goals for SANDAG FY 2023-2024***

Progress on ITOC's goals for SANDAG includes meetings with the Mobility Working Group Subcommittee to discuss amendments to the TransNet Extension Ordinance where various topics such as Accommodation of Bicycles and Pedestrians continue to be discussed. Staff is discussing an updated schedule with executive leadership and will provide ITOC with an update once a decision has been made. Lastly, the second ITOC goal, related to streamlining measures and increase transparency, for SANDAG is considered complete and will be continuously maintained by staff. Further explanation can be found in Attachment 1.

### Next Steps

The goals for FY 2023-2024 have been completed. Staff is working with ITOC's Chair to develop new goals for FY 2024-2025 which will be presented at the January 2025 ITOC meeting.

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

Attachment: 1. ITOC/SANDAG Goals for FY 2023-2024 - Progress Tracker

## ITOC/SANDAG Goals for FY 2023-2024

GOAL			
ITOC Goals for FY 2023-2024	METRIC	TIMELINE	PROGRESS
1. Invite transit agencies, municipalities, grantees, and other recipients of TransNet funds to attend ITOC meetings and highlight their TransNet program successes and/or challenges in delivering TransNet-funded projects.	At least one presentation from such organizations per quarter	June 30, 2024	<p>05/08/2024-<a href="#">Item 6</a> Staff from the City of San Diego presented an update on the City's TransNet Local Street and Road Program.</p> <p>01/10/2024-<a href="#">Item 6</a> Staff from the City of Encinitas presented an update on the City's TransNet Local Street and Road Program.</p> <p>07/12/2023-<a href="#">Item 9</a> The City of National City presented an update on the City's TransNet Local Street and Road Program.</p> <p>06/14/2023-<a href="#">Item 11</a> The City of San Diego, along with staff, presented an overview of the implementation of the Regional Bike Early Action projects.</p> <p>03/08/2023-<a href="#">Item 8</a> Caltrans staff presented an update on the North Coast Corridor program of projects.</p> <p>02/08/2023-<a href="#">Item 14</a> City of San Diego presented update on TransNet Program and Transportation Improvement Program Update.</p> <p>01/11/2023-<a href="#">Item 10</a> Staff presented an update on the progress and status of the Central Mobility Hub project.</p> <p>11/09/2022-<a href="#">Item 9</a> City of Chula Vista presented update on the City's TransNet Local Street and Road Program.</p> <p>11/09/2022-<a href="#">Item 11</a> Caltrans staff presented an update on the SR 94/125 Interchange and Arterial Operational Improvement project and scope modification.</p> <p>11/09/2022-<a href="#">Item 12</a> Staff presented an update on the progress and status of the Bus on Shoulders project.</p>



## ITOC/SANDAG Goals for FY 2023-2024

GOAL			
ITOC Goals for FY 2023-2024	METRIC	TIMELINE	PROGRESS
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.	Obtain ordinance amendments based on ITOC recommendation	June 30, 2024	<p>01/10/2024-<a href="#">Item 7</a> The ITOC discussed the updates to the proposed Amendments to the TransNet Extension Ordinance specific to ITOC membership and selection process and recommended that the Board of Directors approve the updated proposed amendments.</p> <p>10/13/2023-<a href="#">Item 7</a> Chair Frankel presented an overview of the TransNet ITOC, including its mandates, responsibilities, and the 2023 TransNet ITOC Annual Report.</p> <p>10/11/2023 The ITOC Ordinance Amendments Subcommittee proposed draft revised amendments. The revised amendments are anticipated to be brought back to the ITOC in January 2024.</p> <p>09/21/2023 The ITOC Ordinance Amendments Subcommittee discussed potential revisions to the amendment language.</p> <p>09/13/2023-<a href="#">Item 9</a> The ITOC discussed the next steps for the TransNet Ordinance and ITOC Bylaws amendments specific to the membership and selection process for the ITOC.</p> <p>06/23/2023 Chair Frankel met with several BOD members and talked about ITOC's role and responsibilities, as well as the purpose and importance of ITOC's proposed amendments to TransNet Ordinance: ITOC Membership and Selection Process.</p> <p>04/12/2023-<a href="#">Item 10</a> The ITOC discussed the next steps for the Proposed TransNet Ordinance Amendments. Members decided performing outreach and getting feedback from board members who voted against the proposed amendments would be the best course of action.</p> <p>3/08/2023-<a href="#">Item 10</a> Chair Frankel presented the amendments item and BOD action on this item to ITOC members to discuss the next steps. The ITOC members requested this item be brought back at a future meeting to ensure all committee members were present for discussion.</p> <p>01/27/2023-<a href="#">Item 11</a></p>

## ITOC/SANDAG Goals for FY 2023-2024

GOAL			
ITOC Goals for FY 2023-2024	METRIC	TIMELINE	PROGRESS
			<p>Chair Frankel presented the second reading of proposed amendments to TransNet Extension Ordinance and ITOC Bylaws amendments to the BOD; however, the motion did not reach the required vote.</p> <p>01/13/2023-<a href="#">Item 11</a> Chair Frankel presented the first reading of proposed amendments to TransNet Extension Ordinance related to ITOC membership and selection process to the BOD.</p> <p>01/11/2023-<a href="#">Item 4</a> Chair Jonathan Frankel presented amendments to ITOC Bylaws that ITOC members proposed consistent with TransNet Ordinance amendments.</p>
<b>ITOC Goals for FY 2023-2024: SANDAG</b>			
1. Consider how the TransNet program is supporting the 2021 Regional Plan priorities and policies.	Advance TransNet Ordinance amendments for ITOC and Board consideration	June 30, 2024	<p>11/08/2023-<a href="#">Item 12</a> Staff presented an update on the draft work plan, tasks, and estimated schedule for amending the TransNet Ordinance.</p> <p>07/30/2023 Mobility Working Group Subcommittee continued meeting to discuss amendments to several topics including Dig Smart, Smart Growth Incentive Program, and Accommodation of Bicyclists and Pedestrians – Board Policy No. 31, Rule #21.</p> <p>05/10/2023-<a href="#">Item 10</a> Staff brought a consent item providing an update on the changes occurring within the ordinance amendment subcommittee. The report included the new draft work plan, tasks, and estimated schedule for amending the TransNet Ordinance.</p> <p>03/08/2023 A Subcommittee of the Mobility Working Group has been formed to discuss amendments to the TransNet Extension Ordinance. The subcommittee met several times and discussed various topics such as Transit Operations and Transit Operator Eligibility; Bicycle, Pedestrian, and Neighborhood Safety; Local Streets and Road Program; and Dig Smart. Other topics to be discussed in the future.</p>



## ITOC/SANDAG Goals for FY 2023-2024

GOAL			
ITOC Goals for FY 2023-2024	METRIC	TIMELINE	PROGRESS
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.	Simplify agendas and consider ways to more efficiently provide TransNet Ordinance-required reporting	June 30, 2024	<p>The streamlining efforts will be continuously maintained.</p> <p>06/30/2023 Staff has been implementing and maintaining streamlining efforts for ITOC meetings. ITOC agendas now have links to the items' reports and attachments. A Table of Contents is also available on the agendas to provide quick and simple access to each agenda item and attachments.</p> <p>10/12/2022-<a href="#">Item 8</a> ITOC discussed and gave direction to staff on how to enhance communication practices and streamline ITOC meetings. Changes to the ITOC meeting have been made by staff and streamlining efforts will be continuously maintained.</p>

September 11, 2024

## 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 June 30, 2024, there were a total of 12 projects in the environmental phase, 23 projects in the design phase, and 12 projects under construction within the TransNet Major Corridor and Regional Bikeway programs.

During the fourth quarter of FY 2024, significant construction activity occurred on several projects including SR 56 HOV Lanes, I-805 North Auxiliary Lanes, Pershing Drive Bikeway, Border to Bayshore Bikeway, and Bayshore Bikeway Barrio Logan.

Additionally, four of the five major milestones anticipated for the fourth quarter were achieved. The Pershing Drive Bikeway project opened to the public in July 2024. The delay was due to weather conditions and coordination with Bike Anywhere Day. The four major milestones achieved in the fourth quarter, as shown in Attachment 1, include:

- In April, the construction complete milestone was reached for North Park/Mid-City Bikeways: Georgia-Meade and Landis Bikeways. This project constructed 6.5 miles of urban bikeways including traffic calming improvements.
- In May, Uptown Bikeways: Eastern Hillcrest Bikeways was advertised to the construction community to construct 1.7 miles of on-street bikeway and the Normal Street Promenade.
- In May, Inland Rail Trail Phase 3 began construction on 2.2 miles of Class I bike path between Civic Center and North Drive in the City of Vista.
- In June, the construction complete milestone was reached for Otay Mesa East Port of Entry Utility Improvements. The project designed and constructed new utility services that will facilitate operations for the future Otay Mesa East Point of Entry and California Highway Patrol-operated Commercial Vehicle Enforcement Facility.

### Action: Information

Staff will present an update on TransNet Major Corridor and Regional Bikeway Program projects.

### Fiscal Impact:

SANDAG invested \$48.2 million on TransNet Major Corridor projects and \$9.7 million on Regional Bikeway projects in the fourth quarter of FY 2024.

### Schedule/Scope Impact:

Four major milestones were achieved in the fourth of FY 2024.

## **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 accurately reflect 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 0.5% between Q3 FY 2024 and Q4 FY 2024. Additionally, construction costs have increased 2.7% between June 2023 and June 2024.

## **Next Steps**

The next quarterly update on the TransNet Major Corridor and Regional Bikeway Program projects, covering July through September 2024, will be provided at the November 2024 ITOC meeting. Progress of Major Corridor and Regional Bikeway Program projects and program trends can be tracked by using the [TransNet Dashboard](#).

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

Attachment: 1. TransNet Quarterly Status Report: April 2024 - June 2024

## TransNet Quarterly Status Report April 2024 - June 2024

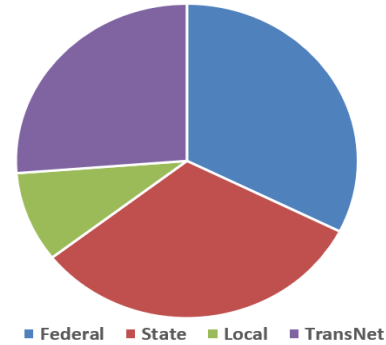
Data as of 08/22/2024

**Major Corridors Funding Plan\***

Source	Amount**	% of Total Funding
Federal	\$3.39 billion	31%
Local	\$1.00 billion	9%
State	\$3.65 billion	33%
TransNet	\$2.90 billion	27%
<b>Total</b>	<b>\$10.94 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 32 funds, per the FY 2024 budget timeframe.

**Major Corridors & Bikeway Milestones**

Milestones marked as A indicate an actualized event.

Milestones marked as X indicate a planned event.

Segment	FY 2024 Baseline Date***	Milestone	2024 Apr	2024 May	2024 Jun	2024 Jul	2024 Aug	2024 Sep
<b>Border Access Projects</b>								
SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	Sep 2023	ADVERTISE				A		
SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors (CIP-1201103)	Nov 2023	CON COMPLETE				A		
Otay Mesa East Port of Entry Utility Improvements (CIP-1201106)	Mar 2025	CON COMPLETE			A			
<b>LOSSAN Projects</b>								
Batiquitos Lagoon Double-Track (CIP-1239816)	TBD	BEGIN					A	
<b>Regional Bikeway Projects</b>								
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	Aug 2023	ADVERTISE		A				
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	Jul 2024	ADVERTISE					A	
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	Feb 2024	ADVERTISE						X
Inland Rail Trail Phase 3 (CIP-1223094)	Feb 2024	BEGIN		A				
Pershing Drive Bikeway (CIP-1223057)	Jan 2024	OPEN				A		
North Park/Mid-City Bikeways: Georgia-Meade and Landis Bikeways (CIP-1223082)	Apr 2024	CON COMPLETE	A					
<b>SR 76 Projects</b>								
SR 76 East (CIP-1207606)	Sep 2024	CON COMPLETE					A	

**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.

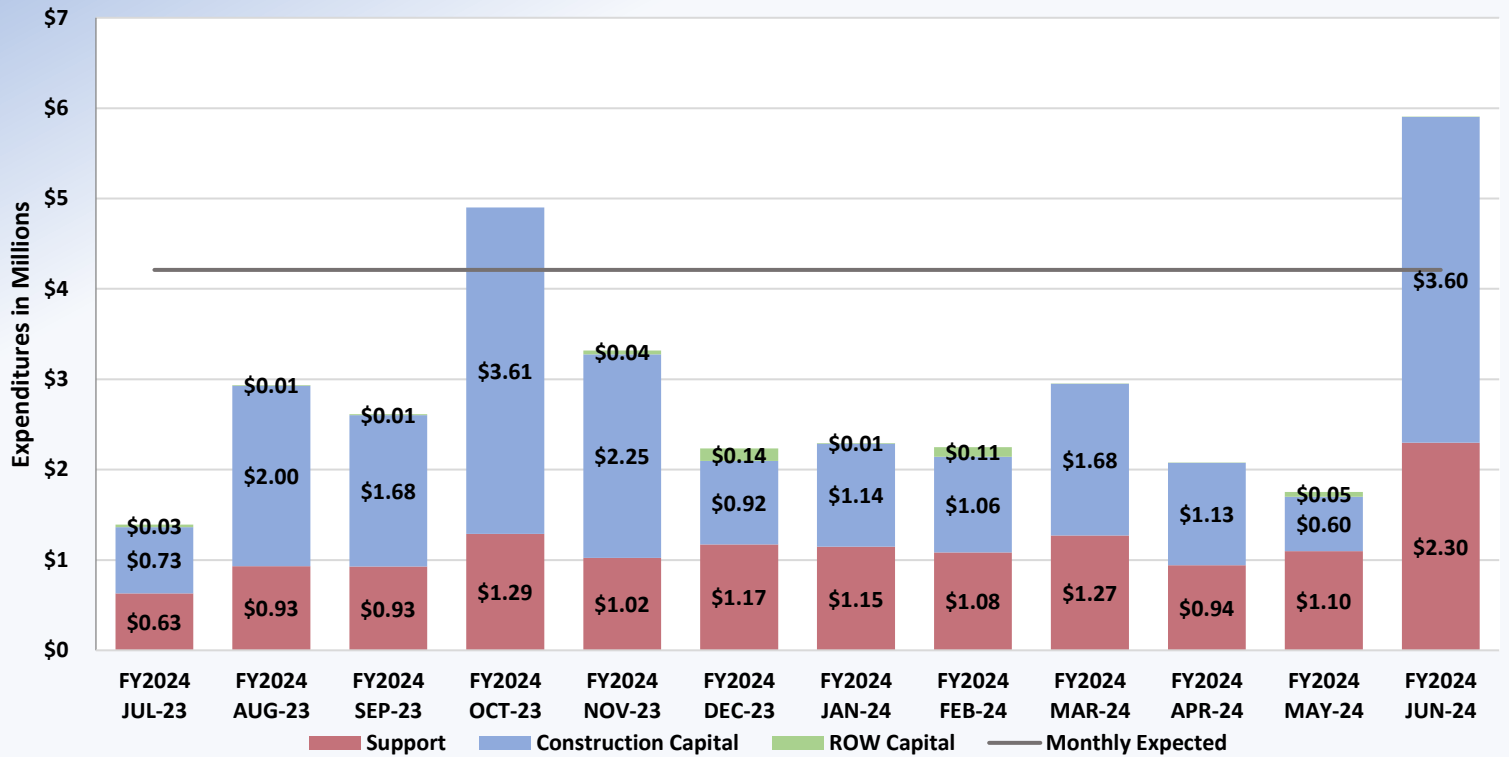
**OPEN** represents the opening of the constructed facility for its intended use.

**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.

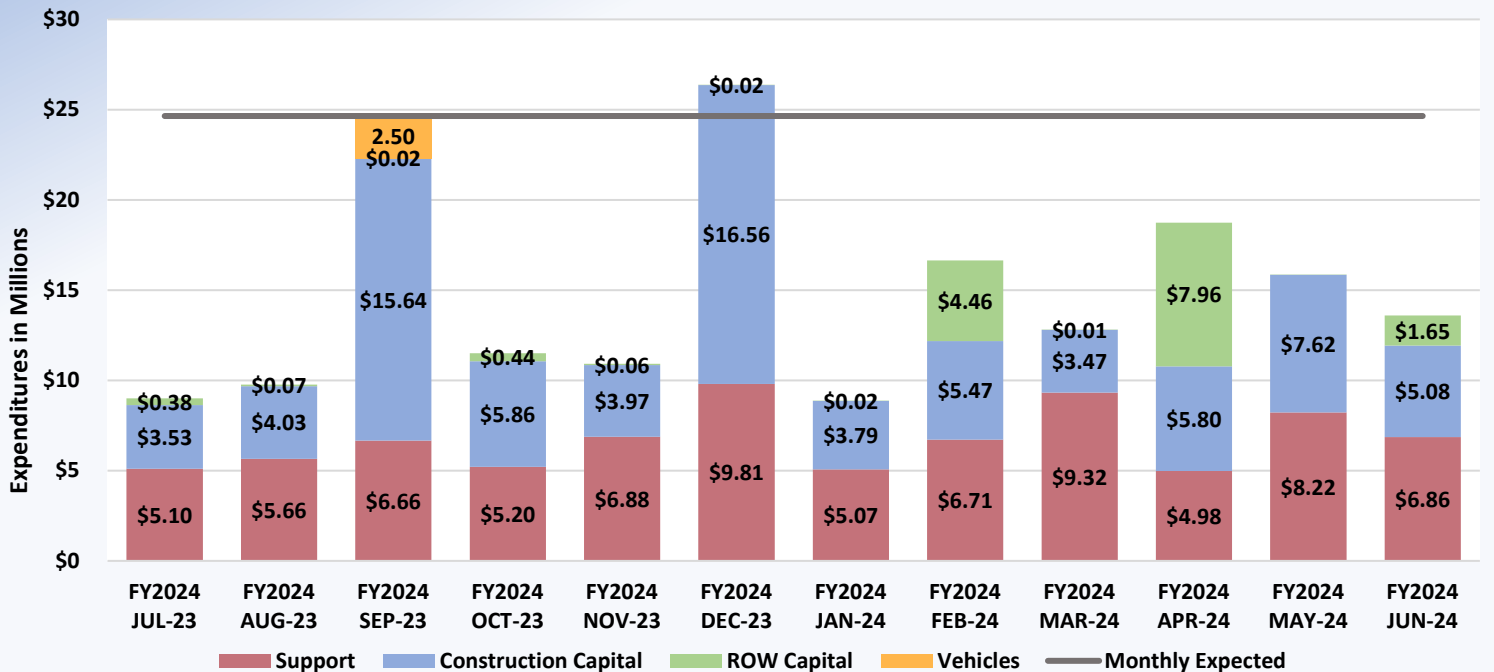
\*\*\*FY 2024 Baseline Date refers to the baseline milestone completion date that was set in the FY 2024 Program Budget.

**TransNet Quarterly Status Report**  
**April 2024 - June 2024**

**Regional Bikeway Monthly Expenditures**



**Major Corridor Monthly Expenditures**

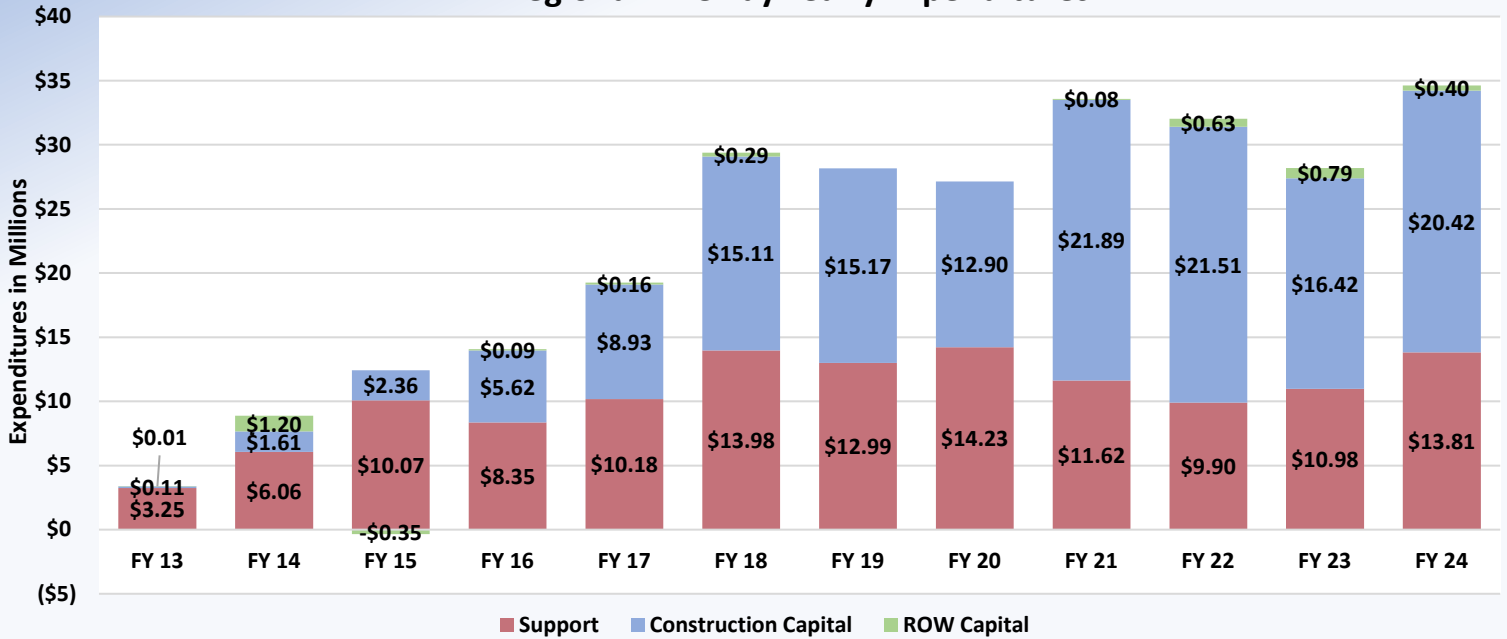


\* Support - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

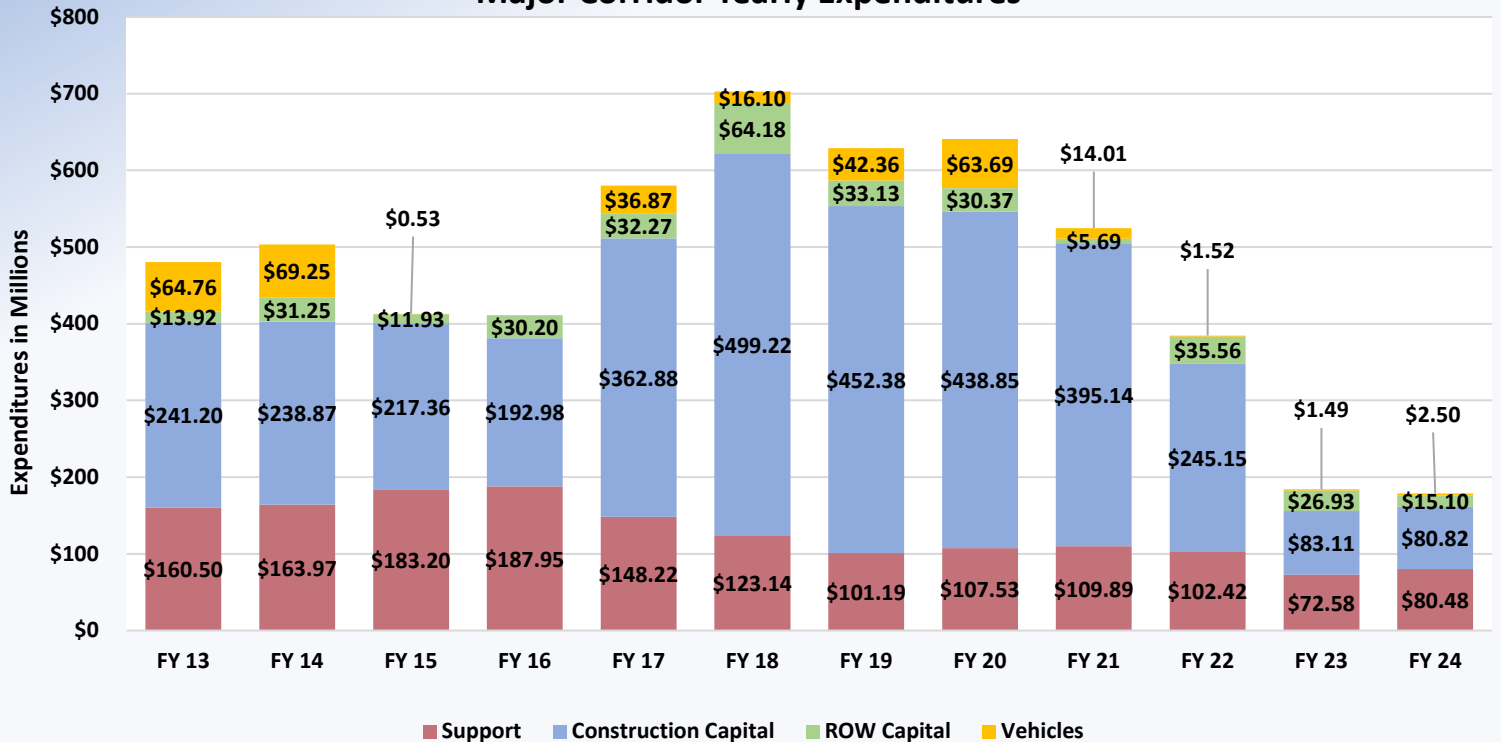
\* Monthly expenditures are reported on the 20th of each month.

**TransNet Quarterly Status Report**  
**April 2024 - June 2024**

**Regional Bikeway Yearly Expenditures**



**Major Corridor Yearly Expenditures**

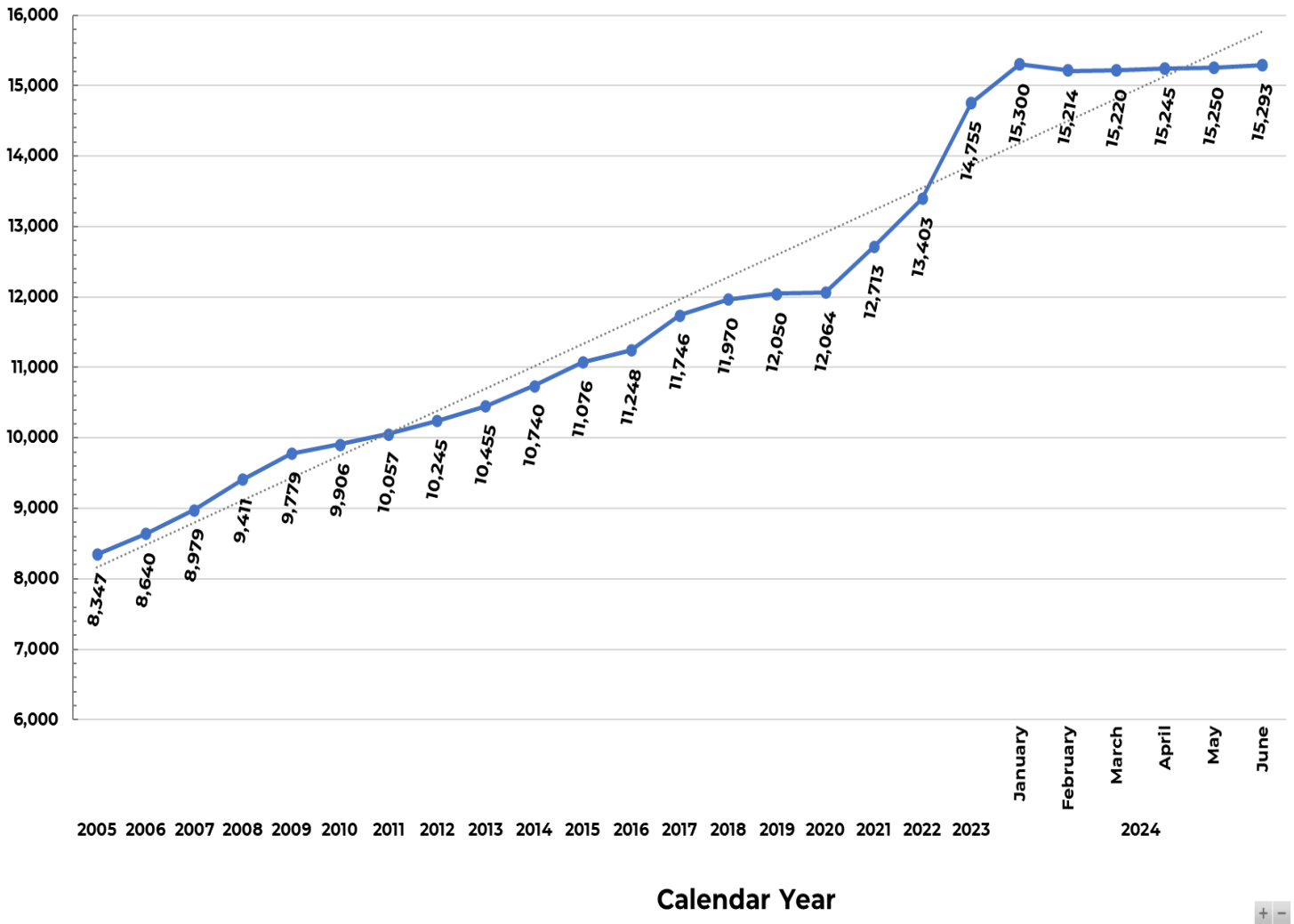


\* Support - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

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TransNet Quarterly Status Report  
April 2024 - June 2024

ENR Cost Indexes in Los Angeles 2005-2024  
[https://www.enr.com/economics/historical\\_indices/losangeles](https://www.enr.com/economics/historical_indices/losangeles)





## TransNet Quarterly Status Report FY 2024, 4<sup>th</sup> Quarter

Major Corridor and Regional Bikeway Program Projects

Independent Taxpayer Oversight Committee | Item 12  
Jennifer Cha  
September 11, 2024

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### Why?

- **TransNet Ordinance – Major Project Oversight Responsibilities**  
“Review the Major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis.” [Paragraph #10, February 2011]



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## What?

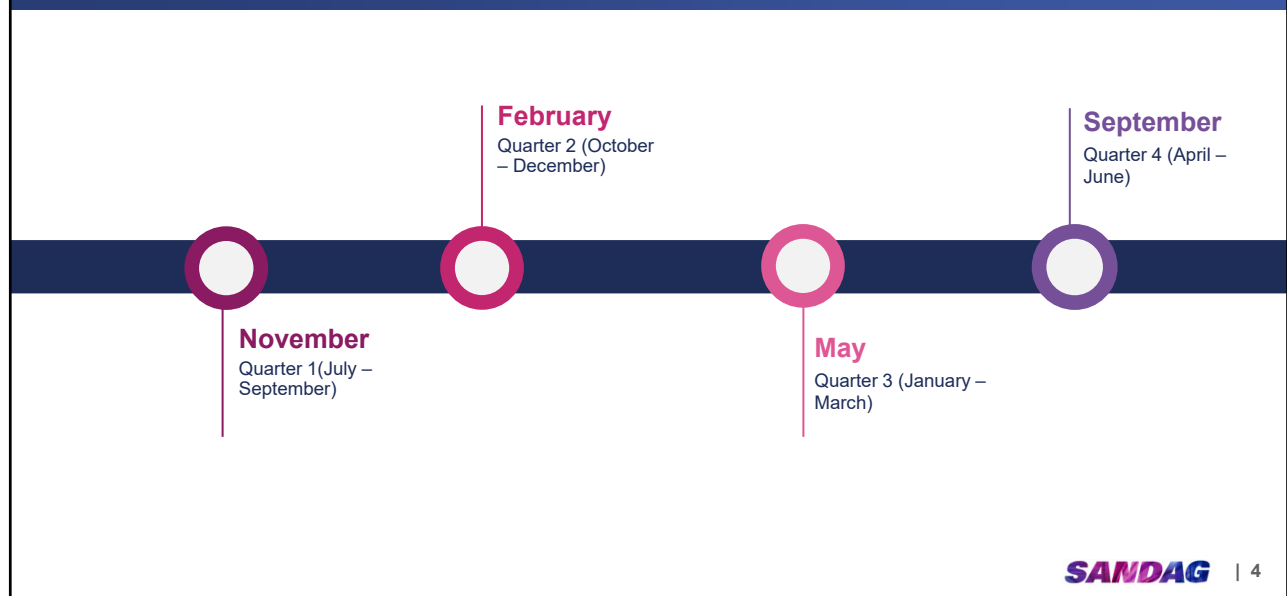
### • TransNet Quarterly Status Reports-

- The Project Office proactively monitors SANDAG's CIP Program and provides quarterly monitoring reports to ITOC.
- The TransNet Quarterly Status Report includes expenditure and schedule information for the TransNet Major Corridor and Regional Bikeway Program projects.



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## When?



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## Agenda

Major Corridors  
Funding Leveraging

Major Corridors &  
Bikeway Milestones

Monthly and Yearly  
Expenditures

Engineering News  
Record Cost

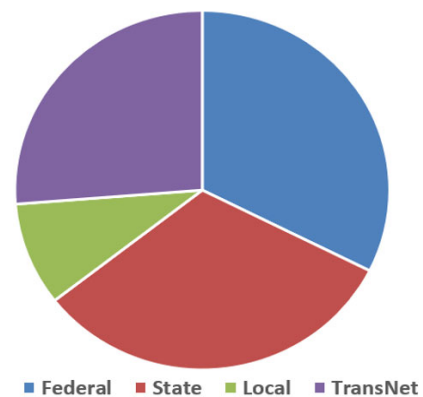
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## Major Corridors Funding Leveraging

SANDAG has exceeded the TransNet Ordinance **1:1** match requirement for the Major Corridors Program, achieving a current ratio of **2.8:1** by leveraging 2.8 non-TransNet dollars for every TransNet dollar spent.

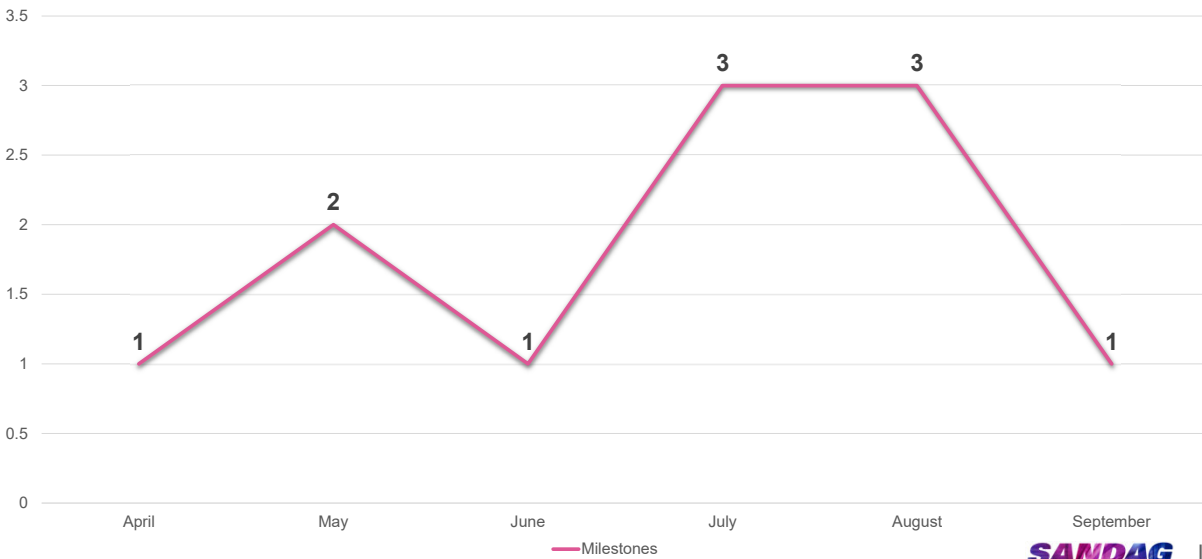
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Total	\$10.94 billion	100.0%



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## Milestones – 6 months Outlook



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## Major Milestones

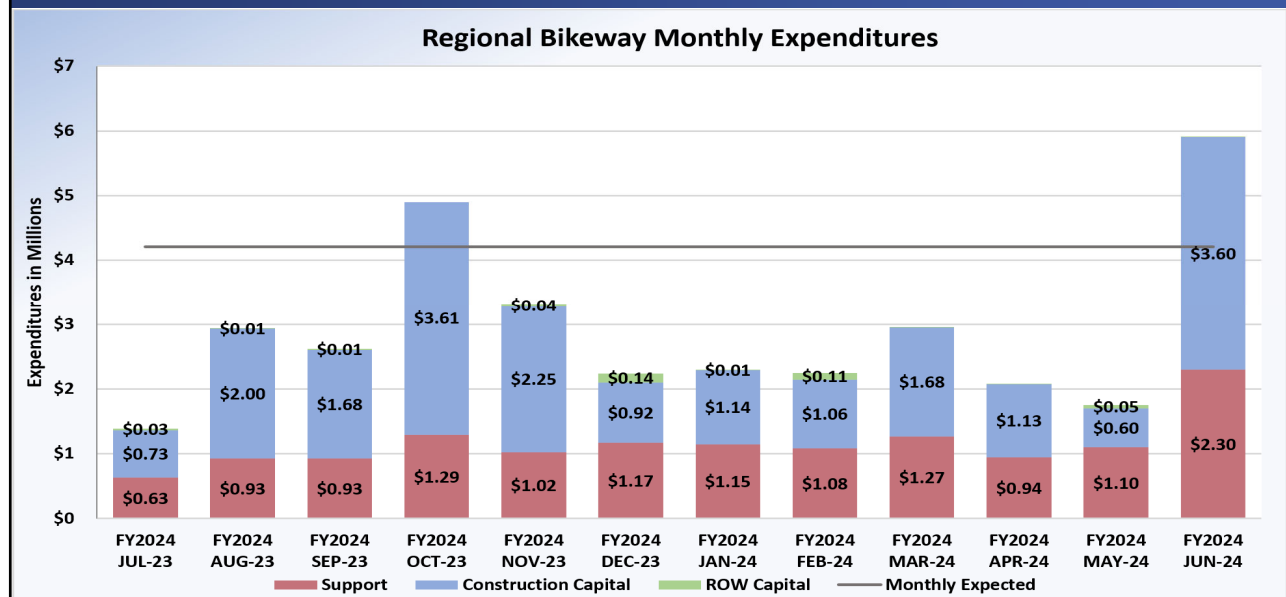


- In May, construction began on **Inland Rail Trail Phase 3**, which includes 2.2 miles of Class I bike path between Civic Center and North Drive in the City of Vista.
- In July, local leaders, community members, and bike advocates celebrated the official grand opening of the **Pershing Bikeway**.
- In August, construction started on the **Batiquitos Lagoon Double-Track** project, which includes building 0.8 miles of double-track and a new bridge across Batiquitos Lagoon.

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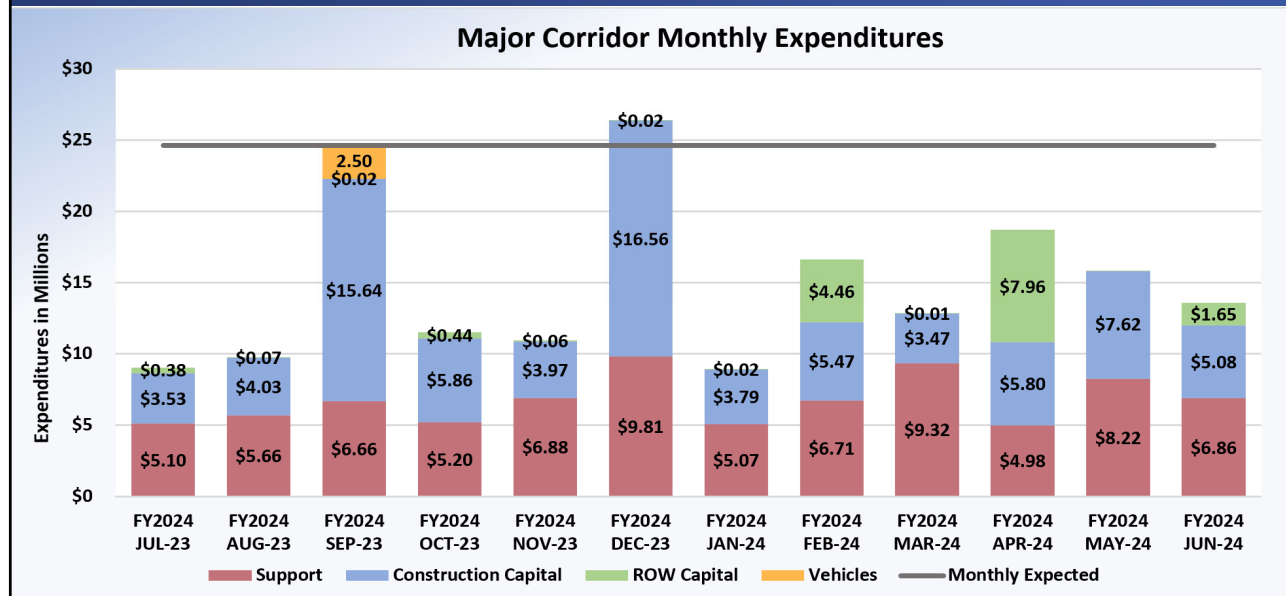
8

# Monthly Expenditures



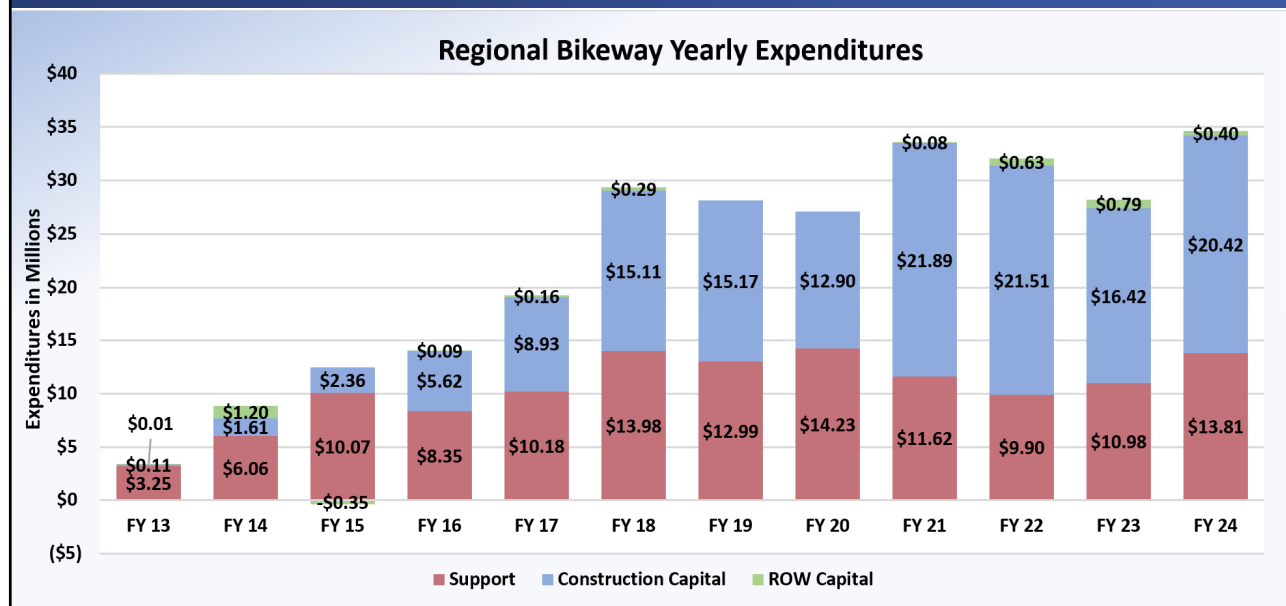
9

# Monthly Expenditures



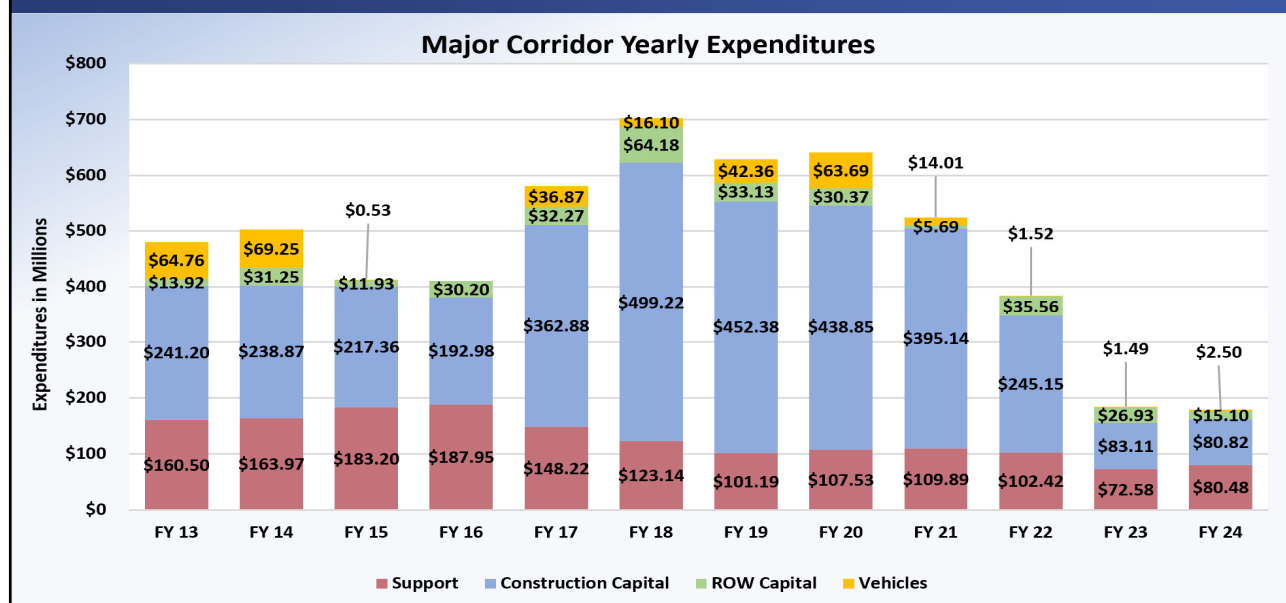
10

## Yearly Expenditures

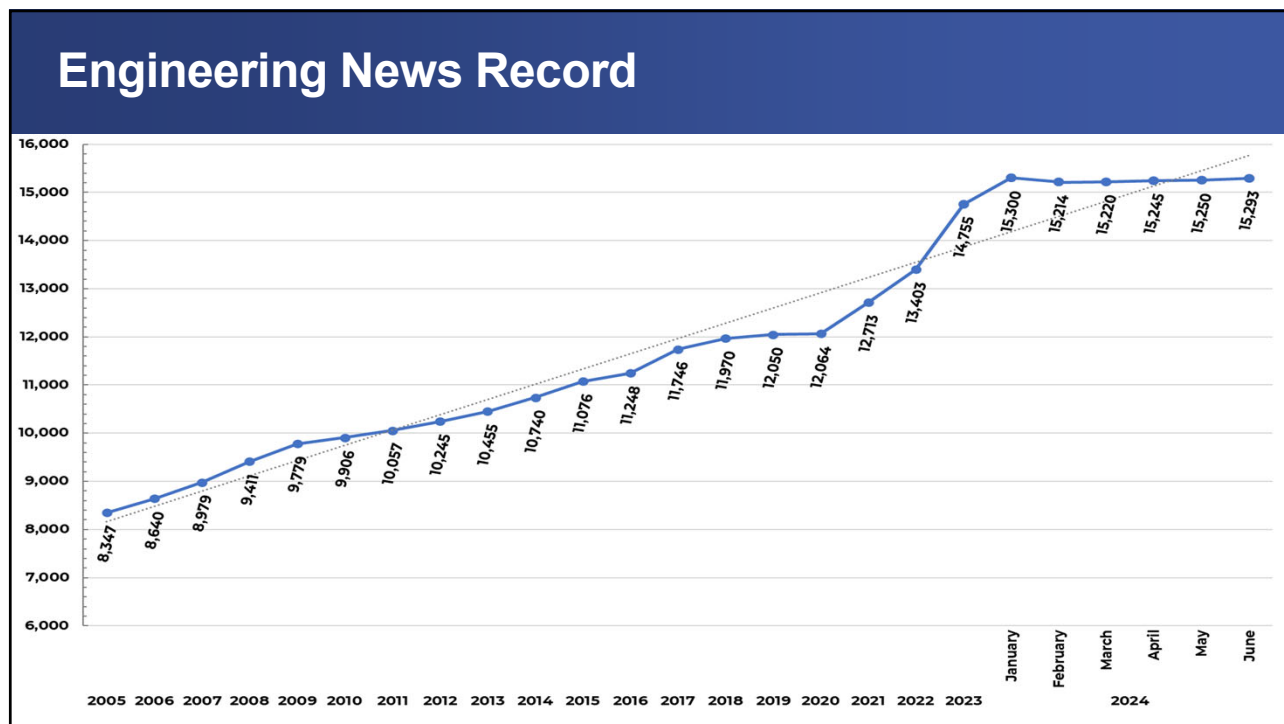


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## Yearly Expenditures



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➤

Explore our website

<https://sandag.sharepoint.com/sites/FPB>

✉

Email: [jennifer.cha@sandag.org](mailto:jennifer.cha@sandag.org)

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