



TransNet Program Update

Plan of Finance: Looking Forward

Independent Taxpayer Oversight Committee | Item 5
Michelle Smith, Manager of Financial Programming and Project Control
November 12, 2025

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TransNet Overview

Voter-approved sales tax for transportation projects



- Voters approved a half-cent local transportation sales tax in 1987 for 20 years (1988-2008)
- In 2004, voters approved an ordinance and expenditure plan extending the half-cent sales tax an additional 40 years (2008-2048)

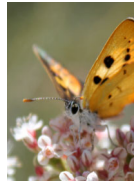
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TransNet

Extension Ordinance and Expenditure Plan 2008-2048

Outlined funding for

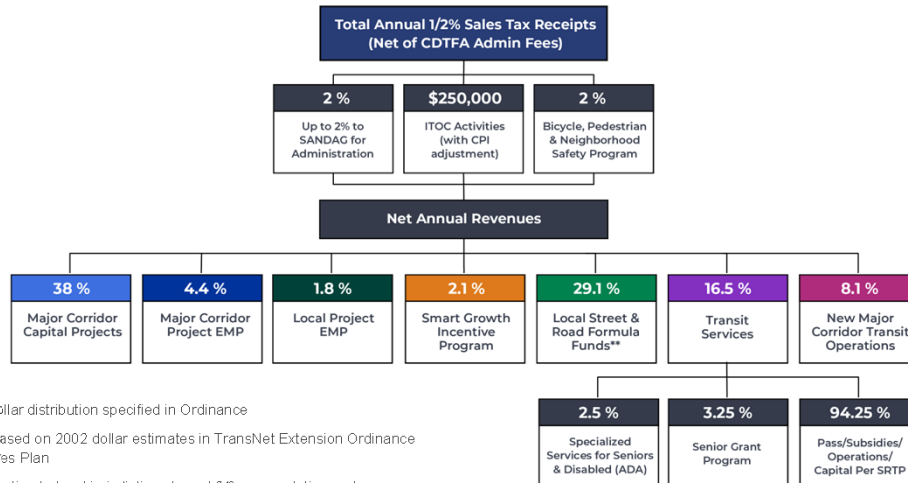
- major transportation infrastructure projects
- regional bike, pedestrian, and neighborhood safety projects and programs
- environmental mitigation
- operations support for new transit services
- subsidized transit passes and specialized and ADA transit services
- smart growth incentives
- local streets and roads projects
- formation of Independent Taxpayer Oversight Committee (ITOC)



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TransNet Extension Ordinance

Funding Categories and Flow of Funds



On May 14, 2021, the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission, approved an adjustment to increase the administrative expense limitation from 1% to 2% beginning in FY 2022.

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TransNet

Extension Ordinance
Delivered to Date

\$4.8 billion generated
as of Dec 2024

- 91 current projects
- Over \$378 million in new and expanded transit services and operations
- Over \$1.36 billion to for local projects
- More than 240 grants for smart growth, senior, and active transportation
- Acquired or helped restore 9,215 acres of habitat
- 60 miles of bikeways in final design, construction, or completed



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Early Action Programs (EAP)

Why create an EAP?

- Prioritizes projects for early delivery
- Advances environmental and design work to remain competitive for future funding
- Allows programming of funds based on project readiness



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38%

TransNet Major Corridor Extension Early Action Program (EAP) 2005

- Approved by BOD in December 2005
- A program made up of a subset of major corridor projects to prioritize first
- **Progress**
All project corridor groupings are in progress or completed

- 1 I-5 HOV Lane Extension
- 2 I-5 Lomas Santa Fe Interchange
- 3 I-5 North Coast Complete (Environmental)
- 4 I-15 BRT Stations (SR 163 to SR 78)
- 5 I-15 BRT DARs (Hale & Hillery)
- 6 I-15 BRT Stations
- 7 I-15 FasTrak
- 8 I-15 Middle (SR 56 to Centre City Pkwy)
- 9 I-15 North (Centre City Pkwy to SR 78)
- 10 I-15 South (SR 163 to SR 56)
- 11 I-805 Middle (SR 94 to SR 52)
- 12 I-805 North (SR 52 to I-5) (Environmental)
- 13 I-805 South (SR 905 to SR 94)
- 14 Mid-Coast LRT
- 15 Otay BRT (Phase 1)
- 16 SR 52 (SR 125 to SR 67)
- 17 SR 52 Truck Lane
- 18 SR 52 Managed Lanes (I-15 to SR 125)
- 19 SR 76 (Melrose to Mission Road)
- 20 SR 76 (Mission to I-15) Widen
- 21 SR 76 Environmental Enhancement
- 22 Super Loop BRT

Project list from BOD Meeting Agenda, Dec. 16, 2005, Item 11, Attachment 2, p. 18, "TransNet EAP: Project Descriptions"



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TransNet Major Corridor Projects Status as of Jan. 2025

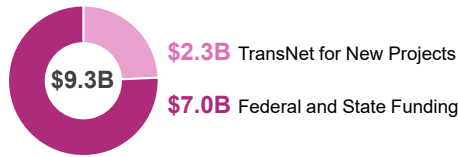
Ord. No.	Corridor	Project	In-Progress	Future Project	Ord. No.	Corridor	Project	In-Progress	Future Project
1	I-15	I-15: SR 163 to SR 56	✓		27	I-5 North	I-5: Leucadia Blvd to Vandegrift Blvd	✓	
3	I-15	I-15: SR 94 to SR 163	✓		28	I-5 North	HOV Connector: I-5 / I-805 Interchange		✓
4	I-15	HOV Connector: I-15 / SR 78	✓		29	I-5 North	FWY Connector: I-5 / SR 56 Interchange	✓	
5	I-15	HOV Connector: I-15 / SR 94	✓		30	I-5 North	FWY Connector: I-5 / SR 78 Interchange	✓	
6	I-15	SR 94: I-5 to I-15	✓		31	I-5 North	Rte 398 (COASTER) / BRT Rte 472 Improvements	✓	
7	I-15	BRT Rte 610: via I-15 / SR 94 (Now Rte 235)	✓		32	SR 52	SR 52: I-15 to SR 125	✓	
9	I-805	I-805: SR 905 to SR 54	✓		34	SR 94 / SR 125	FWY Connector: SR 94 / SR 125 Interchange	✓	
10	I-805	I-805: SR 54 to I-8	✓		35	SR 94 / SR 125	SR 94: SR 125 to Steele Canyon Rd		✓
11	I-805	I-805: Mission Valley Viaduct		✓	36	SR 94 / SR 125	SR 94 / SR 125: I-805 to I-8		✓
12	I-805	I-805: I-8 to I-5	✓		37	SR 94 / SR 125	Rte 520 (Orange Line Trolley) Improvements	✓	
13	I-805	I-805 / SR 54 Interchange Improvements	✓		38	SR 94 / SR 125	SR 54 / SR 125: I-805 to SR 94		✓
15	I-805	SR 94: I-805 to I-15	✓		39	SR 67	SR 67: Mapleview St to Dye Rd	✓	
16	I-805	BRT Rte 680: via I-805 / I-15 / SR 52		✓	40	I-8	I-8: Second St to Los Coches Rd	✓	
17	I-805	SR 52: I-15 to I-805		✓	41	SR 78	SR 78: I-5 to I-15	✓	
18	I-805	HOV Connector: I-805 / SR 52 Interchange		✓	42	SR 78	Rte 399 (SPRINTER) / BRT Rte 471 Improvements	✓	
19	I-5 South	I-5: SR 905 to SR 54		✓	44	SR 56	SR 56: I-5 to I-15	✓	
20	I-5 South	I-5: SR 54 to I-8	✓		46	Coronado Tunnel	SR 75 / SR 282 (Coronado Tunnel): Glorietta Blvd to Alameda Blvd		✓
21	I-5 South	I-5: I-8 to I-805	✓		47	Border Access	Border Access Improvements	✓	
22	I-5 South	Rte 500 (Blue Line Trolley) Improvements	✓		49	Bikeway	Bikeway	✓	
25	I-5 North	I-5 / I-805 Merge	✓						
26	I-5 North	I-5: SR 56 to Leucadia Blvd	✓						

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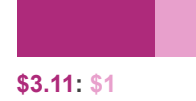
TransNet Major Corridor Funding 2026-2048

- Total of assumed local, state, and federal funding for the remainder of TransNet Extension Ordinance
- Uses assumed match ratio of \$3.11:\$1

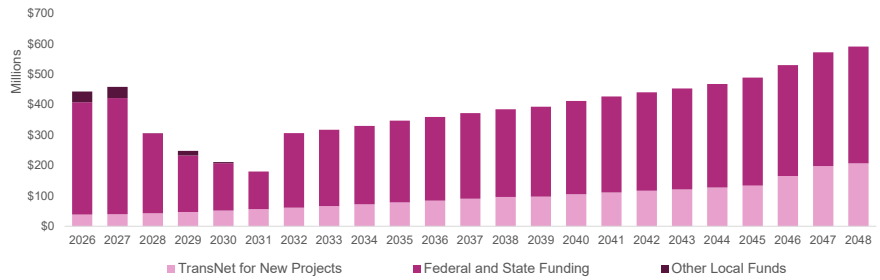
Assumed TransNet Major Corridor Funding: \$9.3 Billion



Assumed Matching Ratio



Assumed Funding by Source for Major Corridor Projects

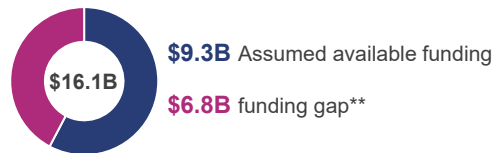


TransNet funding totals reflect deduction of debt service payments.
Federal and state funds assume 3.1:1 matching ratio

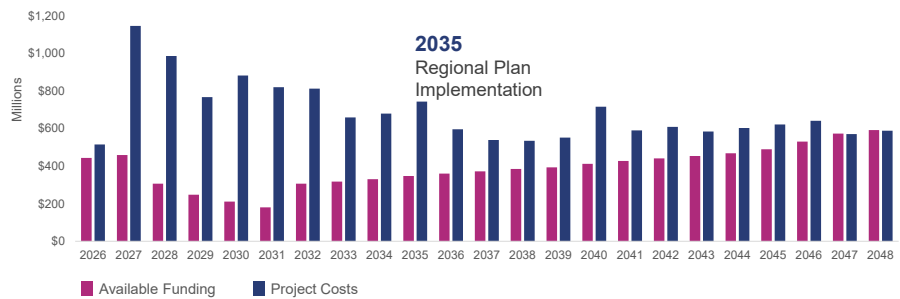
TransNet Major Corridor Project Costs vs Funding 2026-2048

Based on estimated costs, projects will most likely exceed assumed available funding.

Assumed TransNet Major Corridor Project Costs: \$16.1 Billion*



TransNet Major Corridor Estimates: Available Funding vs. Project Costs



*Source: 2021 Regional Plan, Appendix B: Implementation, actions, and recent engineer's estimates for projects in progress
**Updated revenue assumptions and project cost estimates could impact funding gap amount.

TransNet Major Corridor Funding Match Ratios

Using cost estimates from the 2021 Regional Plan, the match ratio may need to almost double to complete remaining Major Corridor projects by 2048

Match ratio assumed in ordinance: **\$1:\$1**



Current match ratio: **\$3.11:\$1**



Match ratio required to fund all project costs: **\$5.98:\$1**



TransNet Extension

First 20 years...
Successes

- Delivered enhanced mobility and more transportation connections
- Provided funding to local jurisdictions for maintenance and safety improvements
- Matched state and federal funds at rate of over \$3 to every TransNet \$1



Current Health Metrics

Annual Status Reports are provided to the ITOC approximately 6 months following the close of the Fiscal Year

TRANSNET DASHBOARD

Please begin by selecting a Program, Corridor, or Ordinance from the first three drop-down menus. This will display budget, schedule, and funding status information for your particular selection. Then, if you would like to view information for a specific segment (i.e. Capital Improvement Project), please click the 'Select a Segment' drop-down menu to choose one of the segments that falls within your Program/Corridor/Ordinance grouping.

ANNUAL TRANSNET PROJECT STATUS REPORTS

Major Corridors Program Reports

- 2024
- 2023
- 2022
- 2021
- 2020
- 2019
- 2018
- 2017

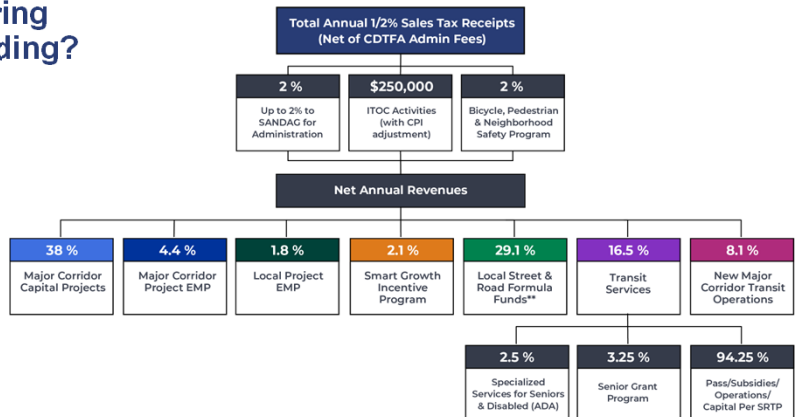
Bikeway Program Reports

- 2024
- 2023
- 2022
- 2021
- 2020
- 2019
- 2018
- 2017


TransNet ...Next 20 years


How do we continue delivering TransNet with available funding?

- TransNet Ordinance specifies how funds are distributed and used
- Can optimize opportunities by understanding funding “strings and sources”
- Board discussion on Project Optimization



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