



TRANSNET PROGRAM STATUS

FY 25 | Major Corridors

TransNet is the voter approved half-cent sales tax for San Diego region transportation projects administered by SANDAG and its partners.

The TransNet Extension went into effect in 2008 and planned for completion of 48 new transit and highway projects through 2048. The 48 projects have been broken down into segments for implementation. This Fiscal Year (FY) 2025 Project Status Report provides an overview of performance measures and highlights what the TransNet program has accomplished to date.

Leveraging TransNet Program Funding

The TransNet Ordinance assumed 50 percent of net capital costs would be funded by federal, state, and other sources. At the close of FY 25 (as of June 30, 2025), total program funding was \$10.9 billion. TransNet funds represented \$3.0 billion (28%), which helped leverage \$7.9 billion (72%) from federal, state, and other local sources, which means **TransNet's leveraging ratio is about 2.59-to-1. This means for every TransNet dollar spent, we spend \$2.59 of other funding.**



Schedule Milestone Attainment

Schedule milestones represent completion of a significant phase of the project.

Projects Advertised

The advertisement milestone represents completion of project design and advertisement of the construction contract to industry. One project was advertised in FY25 and one was rescheduled. Another was completed as a Job Order Contract (JOC).

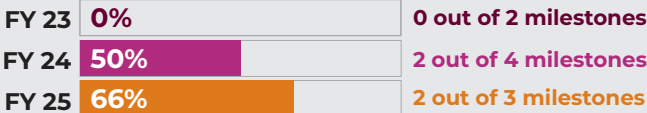
Accomplished Milestones (67%)

- SR 11 and Otay Mesa East Port of Entry
- Blue Line Railway Signal Improvements*

Rescheduled Milestones (33%)

- San Dieguito Lagoon Double Track Construction**

Advertised TransNet Projects



Projects Opened to the Public

The Open to Public milestone represents the opening of the constructed facility for its intended use. Two Open to Public dates were accomplished in FY25 and two were rescheduled.

Accomplished Milestones (50%)

- Low Floor Light Rail Transit Vehicles
- I-805 North Auxiliary Lanes

Rescheduled Milestones (50%)

- SR 56 HOV Lanes*
- COASTER Train Sets**

Open TransNet Projects



* Issued as a JOC instead of advertised

** Changes in federal and state grant distribution affected funding availability

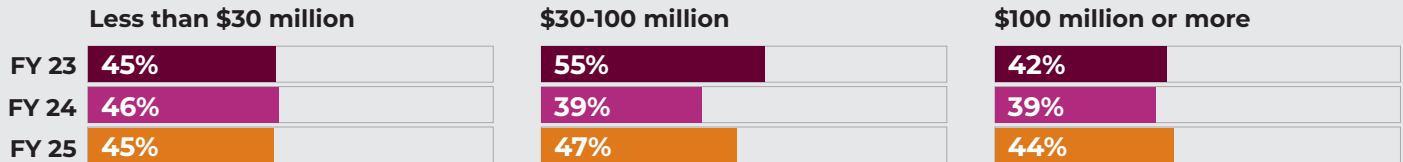
* Completed in July 2025

** Completed in August 2025

Support-to-Capital Ratio

SANDAG projects range in size and scope, from less than \$1 million to more than \$1 billion, and support budgets (including administration, environmental, design, construction management, legal, and communications services) vary based on each project's unique characteristics. Support-to-capital ratio is calculated by the sum of support budgets divided by the construction capital budget; right-of-way support, right-of-way capital, vehicles, and project contingency are omitted from this calculation.

Trend of Support-to-Capital Ratio by Project Budget Category



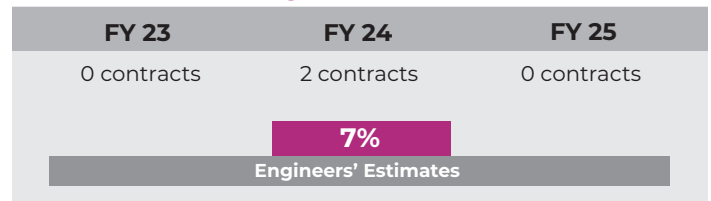
Note: The TransNet Major Corridors total program support-to-capital ratio may fluctuate from year to year for a variety of reasons including, but not limited to, changes in regulatory and permit requirements, project size and complexity, and market conditions for construction (inflation, labor costs, and material availability).

Construction Contracts

There were no construction contracts awarded for the Major Corridors Program in FY 25.

This metric only reflects traditional Design-Bid-Build (DBB) projects.

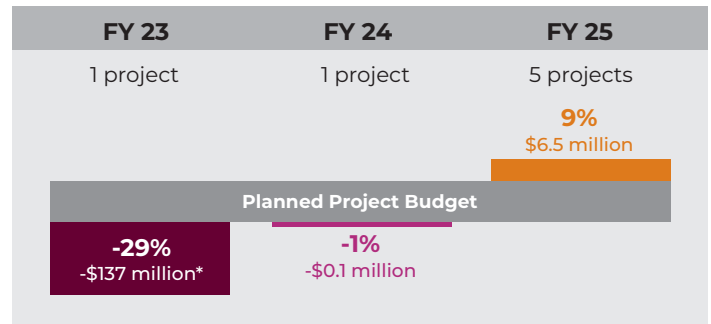
Construction vs. Engineers' Estimates (DBB)



Total Budget Variance

Total budget variance represents the pre-award project budget vs. the project's final costs at completion; total budget includes all project phases (i.e., planning, preliminary engineering, environmental, design, right-of-way, construction, and Communications support services). Projects with negative numbers realized savings in actual costs compared to the pre-construction budget. Positive numbers indicate actual costs exceeded the pre-construction budget (e.g., scope change, weather delays, claims, unanticipated site conditions, and added support costs).

Pre-Construction Project Budget vs. Project Costs at Completion

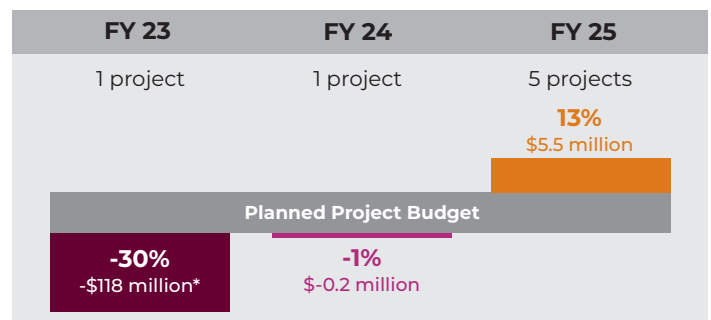


*Budget variance is mostly due to change in project scope or transfer of project scope and/or funds within the same corridor.

Construction Budget Variance

Construction budget variance represents the pre-construction budget vs. post-construction costs. Projects with negative numbers realized savings in actual construction costs compared to the pre-construction budget. A positive number indicates actual construction costs exceeded the pre-construction budget (e.g., scope change, weather delays, claims, and unanticipated site conditions).

Planned Construction Budget (prior to construction) vs. Final Construction Costs (after completion)



*Budget variance is mostly due to change in project scope or transfer of project scope and/or funds within the same corridor.