



TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2021

Item Number: 26

Audit Recommendation:

Explore options and feasibility of moving ITOC candidate screening and selection process outside of the SANDAG Board to maximize appointment transparency and minimize any perceived selection bias.

Justification for Completion:

Staff has thoroughly explored the options and feasibility of moving the ITOC candidate screening and selection process outside of the SANDAG Board to maximize appointment transparency and minimize any perceived selection bias. Currently, the process already incorporates outside members from the Board by engaging mayors from the subregions, some of whom serve as alternates rather than primary members. Staff will continue working with ITOC and Board members to assess whether additional adjustments to the selection process are appropriate.

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

Approvals

PM Signature:	Adrian Paniagua	Digitally signed by Adrian Paniagua Date: 2025.08.19 14:40:27 -0700	Date
Director Signature:	<i>Susan Huntington</i>		Date: 08/19/25
Internal Control Signature:	<i>Shawnee Pickney-Forrest</i>		Date: 26/08/2025

ITOC Approval: Yes: No:

Meeting Date: Agenda number:

Meeting Link:

Signature:

Email: Shawnee.Pickney-Forrest@sandag.org



TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2024

Item Number: 6

Audit Recommendation: *(Continued on next page)*

Work with MTS and NCTD to closely monitor ridership on the TransNet-funded routes against service frequency levels and report to the SANDAG Board and ITOC on the impact service adjustments may have on riders, including how actual services align with the original plans in the **Justification for Completion:**

A new ridership dashboard tool has been introduced to planners at MTS, NCTD, and SANDAG to provide planners with an improved way to monitor ridership against service levels. Ridership and service frequency levels and their impacts on ridership is also included in the annual State of Commute Report brought to the Board and ITOC. Lastly, staff from MTS, NCTD, and SANDAG discuss transit performance metrics at the quarterly Regional Short-Range Transit Planning Task Force meetings. The State of the Commute was taken to Transportation Committee on 7/18.

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


Approvals

PM Signature: **Brian Lane** Digitally signed by Brian Lane
Date: 2025.08.13 14:47:34
-07'00'

Date 8/13/25

Director Signature:  Jennifer Williamson (Aug 13, 2025 14:59:31 PDT)

Date: Aug 13, 2025

Internal Control Signature: 

Date: Aug 19, 2025

ITOC Approval: Yes: No:

Meeting Date: Agenda number:

Meeting Link:

TPA Year: 2024

Item Number: Item 6

Audit Recommendation:

Work with MTS and NCTD to closely monitor ridership on the TransNet-funded routes against service frequency levels and report to the SANDAG Board and ITOC on the impact service adjustments may have on riders, including how actual services align with the original plans in the TransNet Ordinance.



TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2024

Item Number: 12

Audit Recommendation:

Present proposed amendment to the Board to align planned major corridor projects from the TransNet Ordinance with the current 2021 Regional Plan as required by the TransNet Ordinance.

Justification for Completion:

Staff presented an update on the TransNet Plan of Finance for the Major Corridor subprogram to the Board of Directors at the Board Retreat in May 2025. An update was provided to show existing revenues and remaining costs associated with the Major Corridor program as listed in the TransNet Expenditure Plan and costs from the 2021 Regional Plan.

Staff is continuing to pursue a TransNet Ordinance amendment to align with the 2025 Regional Plan following the approval of the 2025 Regional Plan. However, a TransNet Ordinance Amendment will not be done related to the 2021 Regional Plan due to the timing of the approval of the 2025 plan.

Link to the Presentation: <https://www.sandag.org/calendar/board-of-directors-retreat---2025-05-02>

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

Approvals

PM Signature: *Michelle Smith*

Date 8/19/25

Director Signature: *Jenny Russo*

Date:

Internal Control Signature: *Shawnée Pickney-Forrest*

Date:

ITOC Approval: Yes: No:

Meeting Date: Agenda number:

Meeting Link:



PART I: TransNet Program Update

Plan of Finance: Looking Forward

Board Retreat
May 2, 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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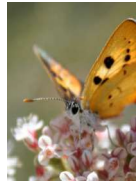
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TransNet

Extension Ordinance and Expenditure Plan 2008-2048

Outlined funding for

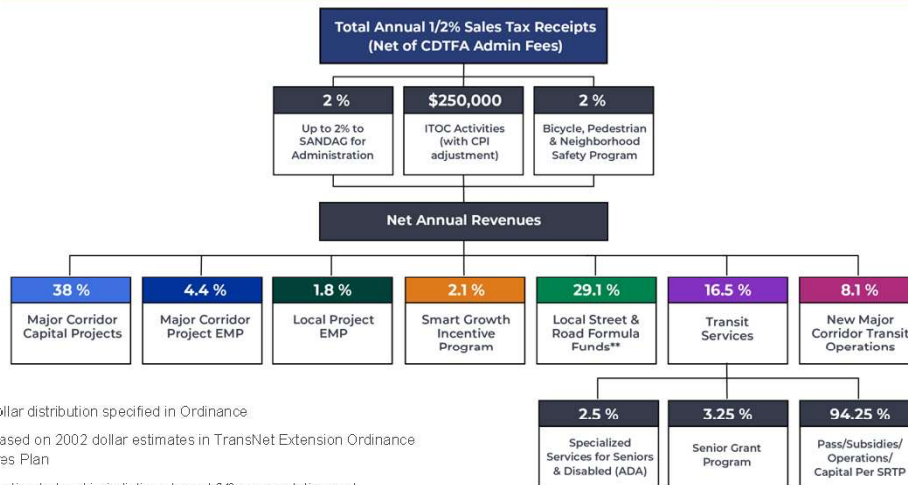
- major transportation infrastructure projects
- regional bike, pedestrian, and neighborhood safety projects and programs
- environmental mitigation
- operations support for new transit services
- subsidized transit passes and specialized and ADA transit services
- smart growth incentives
- local streets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



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TransNet Extension Ordinance

Funding Categories and Flow of Funds



Percentage/Dollar distribution specified in Ordinance

* Percentages based on 2002 dollar estimates in TransNet Extension Ordinance and Expenditures Plan

** Formula Distribution to local jurisdictions based 2/3 on population and 1/3 on maintained road miles with a \$50,000 base per jurisdiction.

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

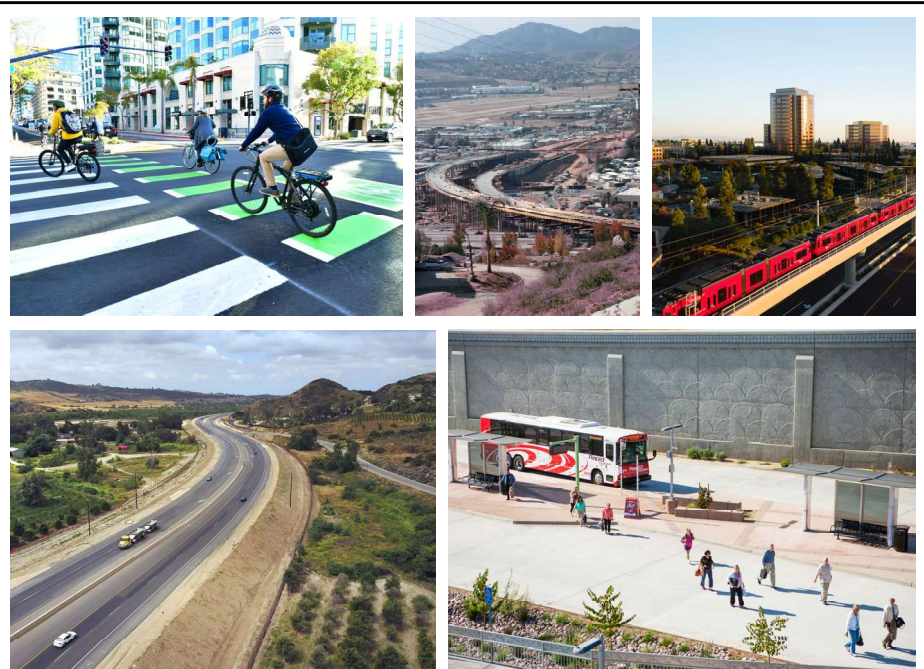


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Early Action Programs (EAP)

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	✓						

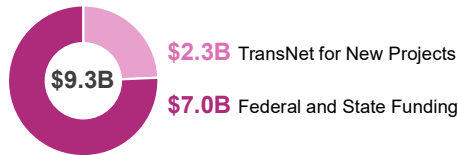
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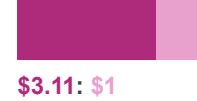
TransNet Major Corridor Funding 2026-2048

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

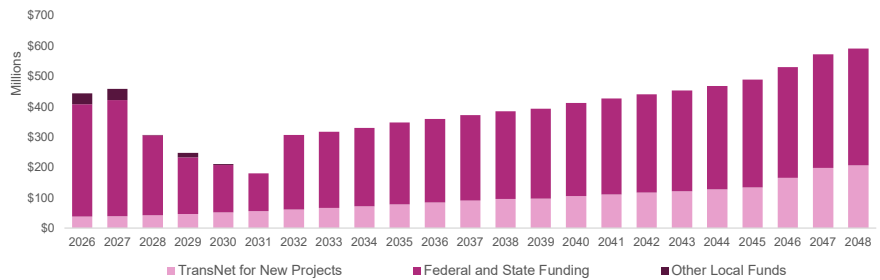
Assumed TransNet Major Corridor Funding: \$9.3 Billion



Assumed Matching Ratio



Assumed Funding by Source for Major Corridor Projects

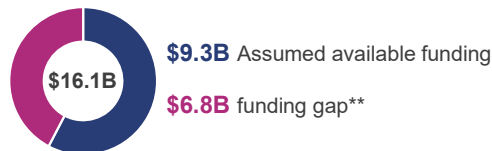


TransNet funding totals reflect deduction of debt service payments.
Federal and state funds assume 3.1:1 matching ratio

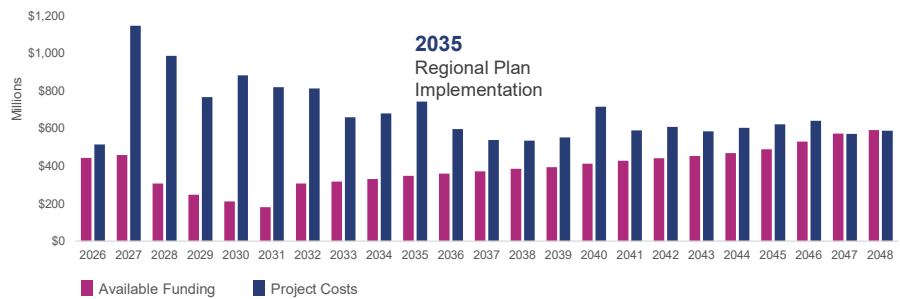
TransNet Major Corridor Project Costs vs Funding 2026-2048

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**



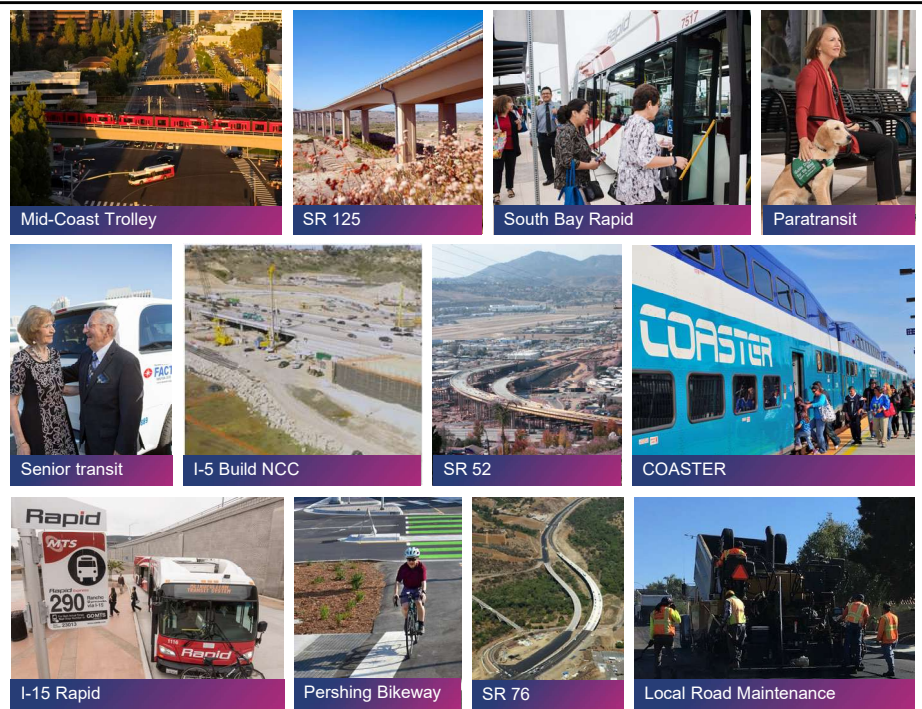
Match ratio required to fund all project costs: **\$5.98:\$1**



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



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”

