



ITOC

Independent Taxpayer Oversight Committee

2025 Annual Report

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ITOC Members*

MARYAM BABAKI

Chair, Municipal/Public Finance

Term ends May 2027

FRANCISCO RIVERA

Vice Chair, Civil/Traffic Engineer

Term ends May 2026

LORRAINE AHLQUIST

Biology/Environmental Science

Term ends May 2027

LES HOPPER

Engineer/Transportation

Term ends May 2028

SUNNIE HOUSE

CEO, Private Sector

Term ends May 2029

JACQUELINE APPLETON-DEANE

Construction Project Management

Term ends May 2029

DAVID SANTISTEVAN

Real Estate/Land Economics

Term ends May 2028

TRACY DRAGER

San Diego County Auditor

(non-voting member)

**According to the ITOC Bylaws, members of the ITOC are required to attend at least 50% of the regular ITOC meetings, not including special meetings or subcommittee meetings, in one calendar year. All ITOC members have met the established standard for attendance for calendar year 2024. In addition, all members participate in a subcommittee established to focus on ITOC activities such as triennial performance audits, annual fiscal and compliance audits, and state of the commute reports, among additional items as needed.*

Letter from the Chair

For more than 20 years, the Independent Taxpayer Oversight Committee, or ITOC, has been propelled by a single vision: to ensure that the TransNet program—the region’s half-cent sales tax that funds transportation improvements—remains accountable to the public that funds it. Transparency drives accountability, and upholding the ITOC’s mission means continuously working to make the TransNet program as clear and accessible to the public as possible.

This will be especially important as SANDAG moves forward with the development and the implementation of the 2025 Regional Plan. Projects funded by TransNet have helped turn the region’s long-term transportation vision into real, on-the-ground improvements that enhance mobility, sustainability, and equity. The success of SANDAG’s vision for transportation, growth, and prosperity depends on the effectiveness of the TransNet program and its alignment with the Regional Plan. Ensuring transparency and accountability to the public is essential in achieving the program’s main goals.

One of the most important responsibilities of the ITOC is to report the results of independent audits, which are conducted every three years. The audits show how the TransNet program is doing on its many projects and programs, which are designed to improve mobility options for San Diego County residents.

Each of these Triennial Performance Audits (TPAs) issues recommendations for how the TransNet program can improve. We can confirm that between 2015 and 2024, four separate audits issued a total of 110 recommendations for improvement. To date, the TransNet program has completed 80 of these recommendations, and it’s still working on the remaining 30. Each year since 2015, TransNet has completed audit recommendations and improved its program. So far in FY 2025, which ends June 30, SANDAG staff have completed a total of 28 audit recommendations – an impressive accomplishment! This Annual Report summarizes this progress on page 3.

TransNet now provides a visual matrix that shows how Ordinance projects align with both TransNet Capital Improvement Projects (CIPs) and the 2021 Regional Project Plan projects. The matrix shows the scope and boundaries of each TransNet project, what’s been completed, what’s still in progress, and what’s planned. Initial cost estimates and current funding totals are identified and clarifying comments are added where needed. This matrix was first posted to the TransNet Dashboard in June 2024, and it is updated quarterly.¹

Looking at an additional improvement, in June 2024 the TransNet grant programs began implementing a “Grant Closeout Checklist.” This checklist requires all grants to be reviewed in detail prior to processing the final payment or closing out a project. This means that a final progress report is reviewed to ensure that all items are completed, all deliverables have been provided to SANDAG, and that there are no outstanding issues on the project. When grantees notify SANDAG that their project is complete, staff then use the checklist to ensure that the project is in compliance with the audit recommendation.

These are just two examples of how ITOC continues to ensure that the public’s tax dollars are carefully and wisely spent – and how SANDAG is working diligently to meet its commitments.

As the ITOC focuses on accountability and transparency, it also recognizes that funds are limited – despite TransNet Ordinance mandates. However, the ITOC will continue to support the SANDAG Board as it revisits priorities for the Regional Plan to ensure that it’s aligned with the State of California’s broader transportation vision.

While this Annual Report reviews progress on TPA recommendations, it also reports on other aspects of our work. You will find our annual reports of fiscal and compliance audit results, as well as our annual presentation of TransNet funding highlights. Additionally, you will find a review of specific projects, grant programs, and other accomplishments funded in part with TransNet dollars.

Our Annual Report ends as it always does: with an open door for how the public can get involved. The TransNet program is your program. We represent you on the ITOC, but we also encourage you to learn more about the monumental task of making our region a more mobile, environmentally friendly, and enjoyable place to live.

As always, we at the ITOC will be here to ensure that public tax dollars are being spent wisely, and that SANDAG is fully accountable and transparent on how those dollars are spent.

Best Regards,
Maryam Babaki, ITOC Chair

ITOC Goals for FY 2025

The ITOC and SANDAG are pursuing goals to improve communication, transparency, and accountability for the general public and TransNet's many other stakeholders. Below is a review of four goals adopted by the ITOC and progress to date on each of them. To track more recent updates, please go online at SANDAG.org/itoc.

ITOC Goals for FY 2025

1) Invite transit agencies, municipalities, and other recipients of TransNet funds to attend and highlight their TransNet program successes and/or challenges in delivering TransNet-funded projects at ITOC meetings. The goal is for at least one presentation per quarter in FY 2025.

Status: Completed. The cities of Escondido and San Diego, Caltrans, and SANDAG staff have made presentations to the ITOC on local transportation projects funded with TransNet proceeds.

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.

Status: In Progress. The ITOC Subcommittee to consider TransNet Ordinance Amendments continues to discuss potential amendment language related to ITOC membership and the process used to select new members. The committee directed staff to explore an administrative process that would resolve the quorum issue without requiring a formal ordinance amendment, while keeping the option for a future amendment open if needed.

ITOC Goals for SANDAG

1) Enhance the ITOC Selection Process by streamlining vacancy appointments and ensuring that the ITOC remains a transparent, independent, and effective oversight partner with SANDAG in managing TransNet funds.¹

Status: In Progress. In January 2023, the ITOC voted on TransNet Ordinance amendments related to addressing ITOC membership, the selection process for new members, and alignment of the TransNet Ordinance and ITOC Bylaws with ITOC's budget. However, the ITOC did not achieve a two-thirds vote on these amendments. The 2023 vote followed a consideration of initial recommendations in 2022 and subsequent Board reviews in early 2023.

After the January 2023 vote, the ITOC continued to refine the amendments during 2023 and 2024.

In September 2024, the ITOC's Ordinance Amendment Subcommittee was reestablished to address the ITOC Selection Committee's ongoing challenges in establishing a quorum.

In December 2024, the Ordinance Amendment Subcommittee met to discuss next steps and propose updates to the TransNet Ordinance. It focused on amending the selection process to address procedural challenges and improve efficiency.

In July 2025, the committee directed staff to explore an administrative process that would resolve the quorum issue without requiring a formal ordinance amendment, while keeping the option for a future amendment open if needed.

2) Work closely with the 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.

Status: Ongoing. SANDAG employees collaborated with the ITOC to enhance communication practices and improve the efficiency of ITOC meetings. As a result, the number of ITOC subcommittees was reduced and meeting reports are now more streamlined and easier to read. This was in the 2024 report.

For example, visuals were added to the TransNet Triennial Performance Audit (TPA) quarterly reports to make complex information easier to digest. Also added was a matrix that offers readers a clearer view of SANDAG progress toward fulfilling TPA recommendations. These enhancements were introduced to the ITOC in July of 2024.

In November of 2024, SANDAG employees began presenting to the ITOC closeout reports documenting the completion of TPA recommendations. Moving forward, SANDAG will continue preparing these reports for ITOC's approval as TPA recommendations are completed.

All these improvements in communication between SANDAG and the ITOC will promote efficiency, transparency, and accountability to the public.

¹ This goal was introduced at the ITOC's March 2025 meeting.

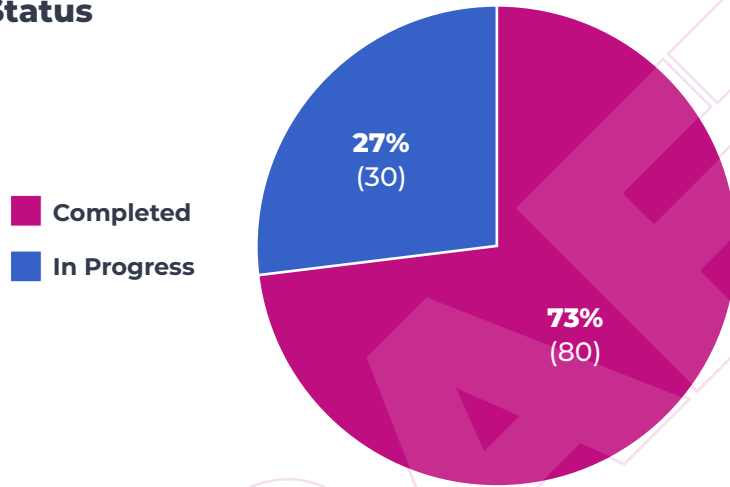
Progress on Triennial Performance Audits

(FY 2015, 2018, 2021 and 2024)

ITOC's mission is to provide an increased level of accountability for expenditures made under the TransNet Extension Ordinance. The Committee conducts fiscal and compliance audits every year, but it also conducts Triennial Performance Audits (TPAs) of SANDAG and partner agencies involved in the implementation of TransNet-funded projects and programs. The purpose of these TPAs, which are prepared every three years, is to identify specific recommendations for improving how TransNet projects and programs are managed and completed. TPAs have been conducted in FY 2015, 2018, 2021, and 2024.

TPA Recommendations, Priorities, and Status in Completing Them

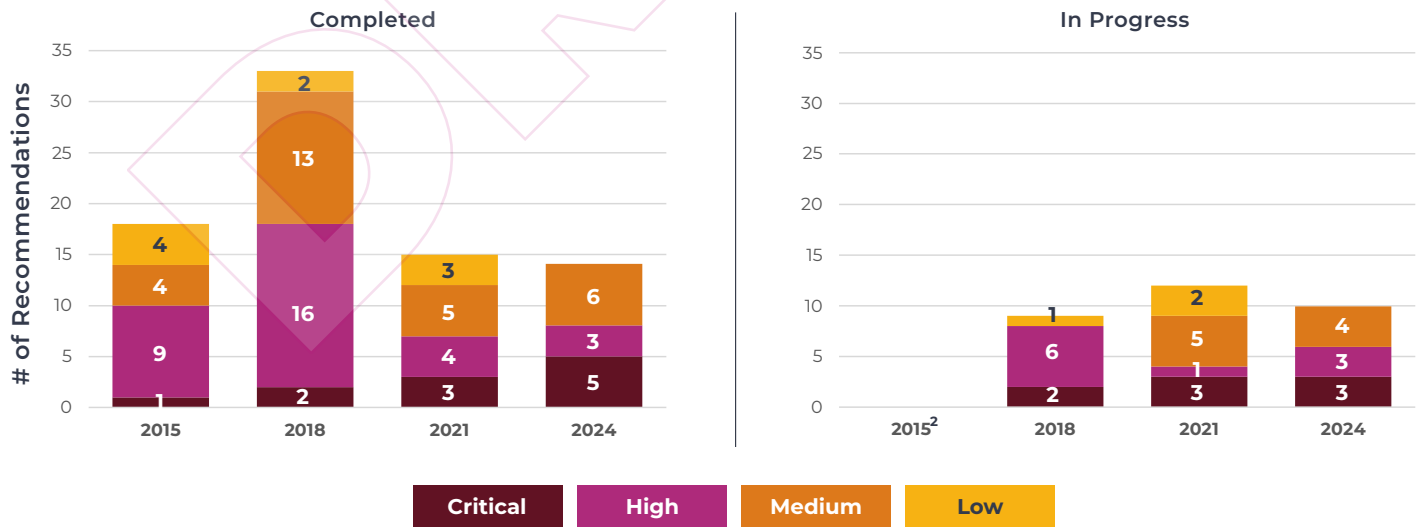
TransNet TPA Recommendation Completion Status



Overall Summary (2015–2024)

- 110 total recommendations issued
- 80 "Completed" since 2015
- 30 still "In Progress" as of 2025

“Completed” and “In Progress” Recommendations¹ by Year and by Priority



¹The ITOC tracks TPA recommendations based on two criteria:

Status Categories:

- "Completed" = Recommendations that are fully implemented
- "In Progress" = Recommendations that are actively being addressed but are not fully implemented

Priority Levels:

- "Critical" = Recommendations that require immediate action
- "High" = Recommendations that need significant improvements
- "Medium" = Recommendations that focus on enhancing efficiency or effectiveness
- "Low" = Recommendations that identify work of minor importance

²As of this report, all recommendations from FY 2015 TransNet Triennial Performance Audit have been fully implemented.



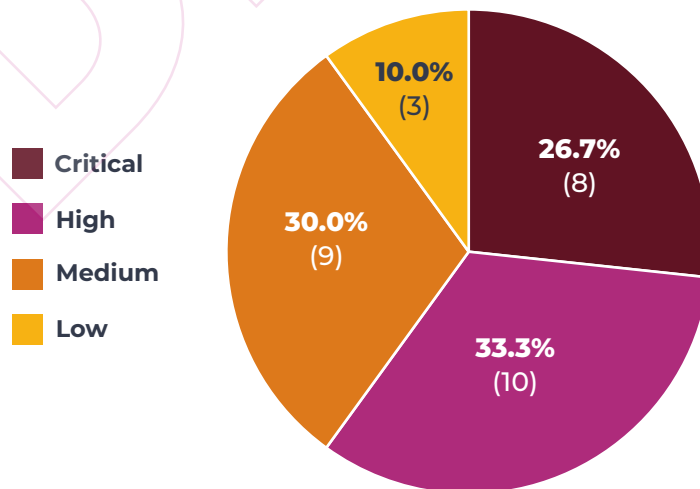
Observations and Next Steps

SANDAG and its partners have made significant progress in addressing TPA recommendations. This is particularly true in addressing "High" priority and "Critical" recommendations from the TPA conducted in FY 2018. However, SANDAG and its partners are still working on completing notable recommendations issued by TPAs in FY 2021 and 2024. This effort requires sustained attention and coordination.

Challenges such as staff turnover and vacancies in key technical and oversight roles have impacted the pace of implementation. Despite these obstacles, SANDAG, under the guidance of ITOC, remains committed to completing all outstanding recommendations. A continued emphasis will be on those categorized as "Critical" and "High" priority.

By monitoring the progress on TPA recommendations, the ITOC continues to promote transparency, accountability, and improved program effectiveness in the management of TransNet funds.

In-Progress Recommendations by Priority



FY 2024 Fiscal and Compliance Audit Results

Requirement	Audit Results
<p>As required by SANDAG Board Policy No. 031, each recipient agency is required to account for TransNet activities in a separate fund, or if an alternative approach is used, it must be approved by SANDAG.</p>	<p>Revenues for each recipient agency were recorded, and expenditures reported by all recipient agencies were allowable in accordance with the TransNet Ordinance, TransNet Extension Ordinance, and SANDAG Board Policy No. 031.</p>
<p>In accordance with Section 8 of the TransNet Extension Ordinance, each recipient agency receiving revenues pursuant to Section 4(D) shall annually maintain, at a minimum, the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years (FY) completed prior to the operative date of the TransNet Extension Ordinance.</p>	<p>All local street and road recipient agencies met their Maintenance of Effort (MOE) requirement, except for the City of Poway, for the year ended June 30, 2024, ensuring that TransNet revenues were used to augment and not supplant local revenues.</p> <p>CORRECTIVE ACTION: The City of Poway will make up the shortfall next year.</p>
<p>In accordance with the 30% Rule, a recipient agency that maintains a balance of more than 30% of its annual apportionment (after debt service payments) must use the remaining balance to fund projects. SANDAG will defer payment until the recipient agency's Director of Finance, or equivalent, submits a certification that the unused balance has fallen below the 30% threshold, and will remain below the threshold until such time that a new threshold is determined.</p>	<p>All reporting agencies were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring TransNet recipient agencies to maintain fund balances that do not exceed 30% of their annual apportionments.</p>
<p>As specified in Section 2(C)(1) of the TransNet Extension Ordinance, at least 70% of the revenues provided for local street and road purposes should be used for congestion relief, and the cities may not spend more than 30% for Maintenance purposes.</p>	<p>SANDAG appropriately allocated TransNet revenues – at least 70% for congestion relief purposes and up to 30% for maintenance purposes – in accordance with the Ordinance. All recipient agencies were in compliance with this requirement.</p>
<p>In accordance with Section 9(A) of the TransNet Extension Ordinance and Expenditure Plan, each local agency in the San Diego region shall contribute a minimum of \$2,000, subject to an annual adjustment based upon an index, in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. However, each jurisdiction may use their own fee schedule, as long as the fees are at a minimum the adjusted amount as approved by the SANDAG Board of Directors annually. The RTCIP revenue is to be used to construct improvements to the Regional Arterial System.</p>	<p>Revenues collected by each jurisdiction under the Regional Transportation Congestion Improvement Program were in compliance with the TransNet Extension Ordinance and Board Policy No. 31, except for the cities of Coronado and the County of San Diego.</p> <p>CORRECTIVE ACTION: The cities of Coronado and the County of San Diego are in the process of collecting the shortfall.</p>
<p>In accordance with the TransNet Extension Ordinance, each jurisdiction shall have up to but no more than seven fiscal years to expend Funding Program revenues on the Regional Arterial Systems projects (RTCIP funding), unless a planned need for such fees can be demonstrated and a justification for the delay can be provided that is acceptable to the ITOC. Funds not committed or expended within ten years of collection shall be refunded to the current record owner of the development project on a prorated basis.</p>	<p>RTCIP funding collected during FY 2017 was committed or expended within seven years of collection for each city and the County of San Diego, except for the city of Coronado in the amount of \$19,519.</p> <p>CORRECTIVE ACTION: The City of Coronado will work with SANDAG staff in FY 2025 to program the unexpended committed funds.</p>

FY 2024 Fiscal and Compliance Audit Results (Continued)

Requirement	Audit Results
<p>In accordance with the TransNet Extension Ordinance, for transit operators to maintain eligibility for receipt of funds, the operator must limit the increase in its total operating cost per revenue vehicle hour for bus or revenue vehicle mile for rail services from one fiscal year to the next, to no more than the increase in the Consumer Price Index (CPI) for San Diego County over the same period.</p>	<p>Both the Metropolitan Transit System (MTS) and North County Transit District (NCTD) were in compliance with their operator eligibility requirements for bus services, but they did not meet requirements for rail services</p> <p>CORRECTIVE ACTION: In accordance with Ordinance provisions, the SANDAG Board, acting as the San Diego County Regional Transportation Commission, approved a three-year average calculation in calculating the requirements for MTS and NCTD, bringing both transit operators in compliance for rail services. MTS and NCTD will strive to meet the eligibility requirement next year.</p>
<p>As of July 1, 2020, SB 848 was enacted which limits the Indirect Cost Rate Proposal (ICRP) rates for self-help counties. Indirect costs are allocated to Regional Transportation Improvement Program (RTIP) projects at a rate of 71.57% of direct labor costs from 7/1/2023 - 7/10/2023 and a rate of 52.09% of direct labor costs from 7/10/2023 to 6/30/2024 associated with each project when the contributor is considered a self-help county. To correctly calculate indirect costs, projects need to be set up with the SANDAG contributor (TransNet) as a self-help county.</p>	<p>In FY 2024, Caltrans charged the incorrect ICRP rate of 56.17% for TransNet, as a result of several Caltrans project IDs not set up correctly with the SANDAG contributor (TransNet) as a self-help county. This resulted in certain projects being allocated an incorrect ICRP rate. A total of \$77,785 was overcharged for FY 2024.</p> <p>CORRECTIVE ACTION: In addition to identifying and amending the projects that were set up incorrectly, Caltrans is developing an ongoing process to verify that all the SANDAG projects are set up as self-help and are charging the correct ICRP rate.</p>



TransNet Funding Highlights

TransNet Dollars, Compared with Other Sources

The 2025 Regional Transportation Improvement Program (RTIP) is a multi-billion-dollar program of projects planned by SANDAG and jurisdictions throughout the county between FY 2025 and FY 2029. The RTIP relies on several sources of funding, which include TransNet funds and contributions from the federal government, the State of California, and local sources. The ITOC reviews projects proposed for funding with TransNet funds as part of its review of the RTIP. Local sales tax dollars raised by TransNet represent a relatively stable source of funding. However, when compared with the total number of dollars contributed by federal, state, and other funding sources, TransNet represents about 20 percent of about \$6.8 billion projected between FY 2025 and FY 2029.

TransNet Focuses Resources on Improving Major Corridors and Local Streets

TransNet funding between FY 2025 and FY 2029 is expected to improve the quality of life for people in the region as it pays for improvements to major corridors where many people travel to and from work, and local streets and roads where people live, shop, and go to school. Between FY 2025 and FY 2029, about \$183 million is earmarked for improving major corridors in the region such as I-5, I-15, and SR 78, while \$836 million is planned for local street improvements. Meanwhile, more than \$139 million is planned for improving the regional transit system; more than \$169 million will go to operating Bus Rapid Transit and rail service; and more than \$13.5 million will pay for bicycle, pedestrian, and neighborhood safety improvements. More than \$7 million is earmarked for the region's environmental mitigation program.

The Regional Transportation Improvement Program (RTIP)

SANDAG.org/rtip

Financial programming in the Regional Transportation Improvement Program, or RTIP, is an essential and central responsibility of SANDAG. This work requires budgeting, forecasting, and an understanding of the eligible uses for different types of funds. The federal government requires SANDAG to detail projects in the RTIP, in order to receive funding for those projects.

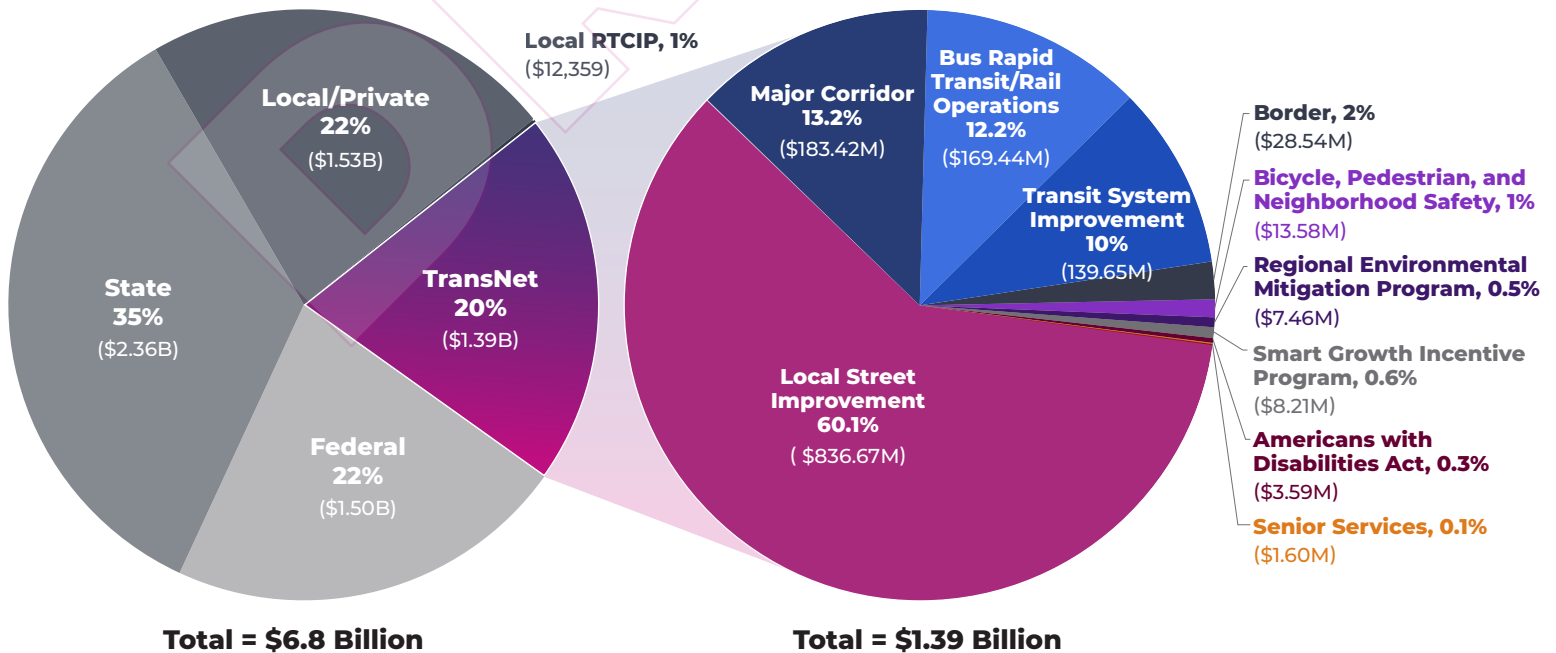
The RTIP is a five-year funding document that details projects to be implemented during the first five years of SANDAG's Regional Plan. It outlines near-term funding which is committed to projects in both the Regional Plan and the SANDAG Program Budget.

The RTIP includes projects funded with federal, state, TransNet, and local dollars, and it includes the TransNet Program of Projects.

The RTIP allows local jurisdictions to access TransNet funding that is allocated to them.

TransNet and Other Funding

FY 2025–FY 2029



Source: 2025 Regional Transportation Improvement Program



TransNet Project Highlights

TransNet funding plays an important role in bringing SANDAG projects to life by contributing to safer streets, transportation choices, environmental mitigation, and better connectivity throughout the region. SANDAG accomplishes this through planning and infrastructure projects, operational programs, and customer services.

Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds.

TransNet also helps fund competitive grant programs and improvements in local jurisdictions. The agency collaborates with local governments, transit operators, community partners, neighboring regions, and state and federal agencies to deliver long-lasting solutions to the region's challenges.

As of June 30, 2023, 56% of the 48 major corridor capital construction projects listed in the TransNet Extension Ordinance were completed and 28% were in progress (according to the FY 2024 TransNet Triennial Performance Audit). This is a significant accomplishment 16 years into the 40-year program. Completed projects

include:

- I-5 HOV lanes and related highway improvements
- Mid-Coast Trolley Blue Line Extension from Downtown San Diego to the UTC mall in La Jolla
- Modernization of the Blue and Orange Trolley lines
- Construction of the I-15 Express Lanes
- Widening of SR 76
- I-15, Mid-City, and South Bay Rapid Transit projects

For specific information on the status of projects under the TransNet program, visit [SANDAG.org](https://www.sandag.org).

Appendix A of the FY 2024 TransNet Triennial Performance Audit (TPA) details the status of major corridor projects ([SANDAG.org/transnetreporting](https://www.sandag.org/transnetreporting)).

Find the current status of all TransNet Major Corridor projects, a new comprehensive matrix of TransNet projects, corresponding Regional Plan projects, and Capital Improvement Projects (CIPs) on the TransNet Dashboard (transnetdashboard.sandag.org).

The Regional Plan [SANDAG.org/regionalplan](https://www.sandag.org/regionalplan)

Planning, SANDAG's core responsibility, is where everything begins. It encompasses budgeting, data and research, community engagement, and more. All SANDAG's planning projects aim to improve the quality of life for residents and visitors.

The Regional Plan is the guiding document for much of SANDAG's work. It considers how the region will grow, where people will live, and how residents and visitors will move around the region. It then lays out a data-driven vision to achieve the near- and long-term goals of the region. Many of our major projects originated as part of the vision of the Regional Plan. TransNet is an important funding source for many projects and programs in the Regional Plan.

MAJOR CORRIDORS AND REGIONAL BIKEWAY PROGRAM

SANDAG's Capital Program budget includes the multiyear TransNet Major Corridors and Regional Bikeway Program and other transit and capital improvements. Capital projects include near-term and long-term infrastructure projects and encompass activities such as environmental clearance efforts, design, outreach, engineering, and construction.



Corridor Projects

[SANDAG.org/highwayprojects](https://sandag.org/highwayprojects)

SANDAG plans and constructs improvements to the region's highways and freeways and plans new transit routes. These efforts help reduce traffic congestion along our busiest corridors, saving commuters countless hours and reducing greenhouse gas emissions. Caltrans is a major partner in this work, and TransNet is a key funding source.

- **State Route 78**—direct connectors between Interstate 15 and SR 78, and I-5 and SR 78; new managed lanes on SR 78; proposed *Rapid* 483 from Temecula to Escondido, San Marcos, and Carlsbad
- **SR 67**—enhancing evacuation capacity; new *Rapid* 277 from Downtown Ramona to Poway and Sabre Springs Transit Center
- **SR 52**—proposed *Rapid* 880 from the El Cajon Transit Center to Santee, Kearny Mesa, and the University Towne Center area
- **Interstate 805**—HOV to express lane conversions; new *Rapid* 688 from the San Ysidro Transit Center to City Heights, Kearny Mesa, and University Towne Center or Sorrento Mesa
- **I-5**—new *Rapid* 640 from the San Ysidro Transit Center to Downtown San Diego via City College and Santa Fe Depot
- **SR 94/125**—construct direct connector from southbound SR 125 to eastbound SR 94; operational improvements on both roadways including auxiliary lanes



SR 11/Otay Mesa East Port of Entry

[SANDAG.org/ome](https://sandag.org/ome)

The SR 11/Otay Mesa East Port of Entry will create an innovative new land port of entry that will shorten border wait times, strengthen border security, improve mobility and air quality in the border region, fuel economic growth, and bolster binational trade. The project includes a new commercial vehicle enforcement facility, infrastructure to accommodate 100% nonintrusive inspections, and a four-lane highway (SR 11) that will connect directly to the new port of entry. The project will use dynamic tolling to enable fast, secure, and predictable crossings with a goal of 20- to 30-minute wait times at the new facility.



Bikeway Projects

[SANDAG.org/bikeprojects](https://sandag.org/bikeprojects)

One of SANDAG's key priorities in planning the region's transportation system is providing an extensive network of bikeways and walkways to ensure that biking, walking, and rolling are comfortable and convenient forms of everyday travel. All SANDAG's bikeway projects are part of the TransNet Regional Bikeway program. Active bikeway projects include:

- **Eastern Hillcrest Bikeways**—1.7 miles in Hillcrest and the Normal Street Promenade
- **Imperial Avenue Bikeway**—3.3 miles between Downtown and Southeast San Diego
- **Border to Bayshore Bikeway**—6.7 miles between Imperial Beach and San Ysidro
- **Inland Rail Trail Phase 3**—1 mile from Mar Vista Drive to Civic Center Drive in Vista
- **University Bikeway**—2.8 miles along University Avenue and Estrella Avenue in Southeast San Diego

*Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.

ENVIRONMENTAL MITIGATION

[SANDAG.org/emp](https://sandag.org/emp)



The TransNet Environmental Mitigation Program (EMP) is a model for proactively protecting and conserving the environment while responsibly delivering critical transportation infrastructure. Efforts include preserving thousands of acres of open space and native habitats across the region, protecting endangered species, reducing greenhouse gas emissions, addressing climate change, protecting wetlands and coastal lagoons, and restoring sand to beaches. SANDAG dedicates a portion of its EMP funding to provide Land Management Grants (EMP LMG) to local agencies and nonprofits to further enhance the region's habitat and species conservation goals.

RAIL PROJECTS



Batiquitos Lagoon Double Track

[SANDAG.org/bltd](https://sandag.org/bltd)

As part of a suite of projects to increase the frequency and reliability of train service along the LOSSAN Corridor, SANDAG and Caltrans are constructing a second set of train tracks across the Batiquitos Lagoon in Carlsbad to allow trains to pass more easily. An 80-year-old wooden trestle bridge is also being replaced to improve lagoon tidal flow.



San Dieguito Double Track

[SANDAG.org/sddt](https://sandag.org/sddt)

The San Dieguito Double Track and Special Events Platform project will include 2.1 miles of double tracking, replacement of the San Dieguito Railway River Bridge above the 100-year floodplain, a special events transit platform at the Del Mar Fairgrounds, and other improvements.



Palomar Grade Separation

[SANDAG.org/palomar](https://sandag.org/palomar)

In partnership with the City of Chula Vista and MTS, SANDAG plans to construct a grade separation at the Palomar Street and MTS rail crossing at Industrial Boulevard. The project will build a new two-lane bridge for Industrial Boulevard with a double-tracked rail bridge over the lowered Palomar Street. The project will also include maintenance and improvements to associated bike lanes and sidewalks.

LOCAL STREETS AND ROADS



Since 1988, more than \$1 billion in TransNet funding has been provided to the cities and the county to help with street improvement projects. Benefits of these funds include new major roads, repaved and widened streets, pothole repairs, local bikeway and walkway improvements, median and landscaping projects, bridge repairs, drainage improvements, traffic calming and signal adjustments, and other major congestion relief and rehabilitation projects. Individual jurisdictions spend these funds according to their priorities and needs.

**Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*

GRANTS

[SANDAG.org/grants](https://sandag.org/grants)

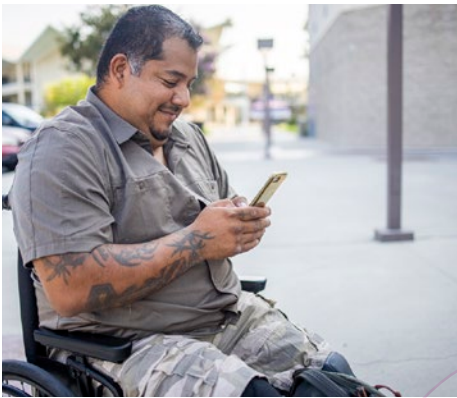
SANDAG provides a variety of competitive grant programs to local jurisdictions, nonprofit organizations, community groups, and transportation partners. Through SANDAG grant programs, millions of dollars are allocated each year in local, state, and federal funds to create safer streets, promote travel choices, increase connectivity, and expand ways for older adults and individuals with disabilities to get around the region.

In FY 2025, SANDAG provided an inaugural report on grantee performance measures and the quantifiable deliverables provided by grantees through their use of grant funding.



TransNet Land Management Grant Program

SANDAG has awarded approximately \$18.8 million in TransNet Environmental Mitigation Program Land Management grants over a total of ten cycles. This competitive program awards projects to land managers to protect threatened, rare, and endangered species and their habitats while promoting regional habitat conservation planning.



Specialized Transportation Programs

The Specialized Transportation Grant Program (STGP) expands mobility options for older adults and individuals with disabilities. STGP consists of two programs—the Senior Mini-Grant Program and Section 5310—which have awarded more than \$24 million and \$22 million, respectively, to private nonprofits and local governments. In FY 2025, the STGP Cycle 13 call for projects provided approximately \$2.8 million in TransNet and \$6.5 million in Section 5310 funding.

Additionally, the SANDAG Access for All Grant Program (AFA) funds projects and programs that expand on-demand wheelchair-accessible vehicle services. Using fees collected by the California Public Utilities Commission, AFA has awarded more than \$4.8 million. In FY 2025, the AFA Cycle 2 call for projects resulted in a signed agreement awarding approximately \$2.3 million.



TransNet Active Transportation and Smart Growth Incentive Programs

SANDAG provides jurisdictions with funds to revitalize downtown areas and create economic growth opportunities by improving walking and biking facilities, creating transit-oriented communities, enhancing streetscapes, beautifying public spaces, and increasing connectivity. Since 2009, \$59 million in TransNet Smart Growth Incentive Program (SGIP) funding and more than \$29 million in Active Transportation funding contributed to projects throughout the region.

In FY 2025, the SGIP Cycle 6 call for projects made \$45 million—the largest-ever single-cycle funding amount—available for transportation-related planning and capital projects.

Also see the [2024 SANDAG Annual Report](#).



**Local TransNet funding is a key component in the SANDAG budget and helps the agency leverage other local, state, and federal funds. Not all projects and programs listed in this section are funded by TransNet.*



How To Get Involved



SANDAG.org/transnet

This web page contains key documents related to the TransNet Extension Ordinance.



Meetings

Members of the Independent Taxpayer Oversight Committee (ITOC) meet regularly, usually on the second Wednesday of the month at 9:30 a.m., at the SANDAG Board Room at 1011 Union Street, San Diego, CA 92101. Find meeting agendas for all ITOC meetings at [SANDAG.org/itoc](https://www.sandag.org/itoc).



Questions?

The ITOC encourages feedback on this report and other matters related to TransNet. Individuals interested in serving on the committee, as vacancies occur, can be placed on the vacancy notification list. Direct feedback and inquiries to itoc@sandag.org.