

2019 ANNUAL REPORT

ITOC Membership

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*Term ends May 2019

**Term ends May 2020

***Term ends May 2021

****Term ends May 2023

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#TransNetSD

Letter From The ITOC Chair

A new era is dawning for *TransNet* and its 40-year plan for increasing mobility across the San Diego region. It's a time of great progress, as hallmark projects rapidly take shape and come on line – changing the everyday lives of people across the region, home to more than 3.3 million people and covering more than 4,000 square miles. It's also a time of great challenge, as the *TransNet* Program comes to terms with declining tax revenues and a reassessment of what can actually be done moving forward. As SANDAG confronts these realities, it has an opportunity to rethink how it can best improve mobility in the region in the future with the limited resources available, while also meeting state obligations for reducing greenhouse gas emissions and protecting the natural environment. With a new executive director and an emerging new vision for the future, SANDAG and the *TransNet* program are poised for change.

What will not change is the *TransNet* Independent Taxpayer Oversight Committee (ITOC) commitment to its role in how taxpayer dollars are spent on transportation projects throughout the region. This 2019 Annual Report of the Independent Taxpayer Oversight Committee continues to fulfill that role, while also reporting on regional accomplishments and work in progress. In this report we showcase some of *TransNet's* highest-profile projects – the Mid-Coast Trolley Extension, the North Coast Corridor (NCC) Program, and the South Bay *Rapid*. In addition to these three features, this year's Annual Report provides shorter snapshots of progress for other important projects – all of which are designed to improve mobility and the overall quality of life for millions of people throughout the region.

This 2019 ITOC Annual Report also offers its many stakeholders a review of highlights from its Annual Fiscal and Compliance Audit, an update on *TransNet* funding compared with other sources, and where *TransNet* tax dollars are projected to be spent between FY 2019 and FY 2023. It also reviews progress on the 26 recommendations issued in 2018 by the Triennial Performance Audit, including completion of the SANDAG Plan of Excellence and its 7-Point Data Accuracy and Modeling Work Plan.

In a special note, there is a discussion of the current fiscal challenges that *TransNet* faces, and the importance of reevaluating what SANDAG can pay for today and plan for tomorrow as it develops its next Regional Transportation Plan over the next two years.

As the agency heads toward future challenges, it's important to recognize the achievements of the *TransNet* Ordinance. With 29 years still to go in the life of the tax initiative, *TransNet*-funded projects are already improving how people get around in our region.

On behalf of the *TransNet* team, I thank you for your interest and participation in this important ongoing effort to make our region a better place to live and a better place for future generations. To learn more about what the ITOC does and how you can get involved, visit sandag.org/itoc.

Dustin Fuller,
ITOC Chair

TransNet and Its Mission

The *TransNet* Ordinance and Expenditure Plan was originally approved by San Diego County voters for 20 years, from 1988 to 2008. In 2004, voters approved to extend *TransNet* for another 40 years, to 2048.

Revenue from the half-cent sales tax is leveraged with significant funds from federal, state, and other local sources along with borrowings against future revenue. Together, these resources pay for highway, transit, and bike/pedestrian improvements, as well as smart growth and environmental conservation across the San Diego region.

The *TransNet* Extension Ordinance and Expenditure Plan, passed in November 2004, mandated that an Independent Taxpayer Oversight Committee (ITOC) composed of volunteer citizens be formed to achieve three primary functions that focus on its role to ensure *TransNet's* accountability, transparency, and overall success:

- Provide an enhanced level of accountability for the expenditure of funds under the Plan;
- Help ensure that all Ordinance mandates are carried out as required; and
- Develop recommendations for improvements to the financial integrity and performance of the program.

ITOC, with the support of SANDAG staff, is designed to protect taxpayer dollars and ensure that *TransNet* is a success.



New Realities, New Directions – A Special Note

In 2004, when voters approved the *TransNet* Extension Ordinance and Expenditure Plan, SANDAG estimated that it would bring in \$1 in revenue from federal and state sources for every \$1 raised through local sales taxes under *TransNet*. In fact, *TransNet* has historically performed much better than that, raising about \$3 in outside funding for every \$1 raised locally in sales taxes.

But now, it's become clear that to pay for all the projects described under the extension, SANDAG would have to raise more than \$4 for every \$1 raised through local sales taxes—an increase of about 33 percent. This is unlikely to happen, as project costs for both raw materials and labor have grown faster than anticipated as the economy has grown stronger. For example, the cost of *TransNet* Managed Lanes and Highway projects has increased between 20 and 30 percent compared with preliminary estimates.

So, the region now has some tough choices to make. Some projects planned under *TransNet* will take longer to complete. Others will have their scope narrowed. Still others may be canceled or delayed. The *TransNet* Ordinance has always been subject to a reevaluation of its plans: the *TransNet* Ten-Year Comprehensive Program Review recommends that SANDAG continuously monitor *TransNet* projects remaining to be completed to ensure that these are the best mix for achieving congestion relief and other goals of the *TransNet* Program. It also calls for investments in technology solutions to better manage the region's transportation network. Innovations in technology make transportation planning a dynamic and continually evolving endeavor.

As SANDAG re-evaluates what can be done in the future, the agency also is rethinking its next Regional Transportation Plan. How can the region offer people more choices for mobility in the future, given the financial constraints we face on the one hand, and state mandates for lowered greenhouse gas emissions on the other?¹

As the *TransNet* Program and SANDAG try to answer these questions, it's important to recognize that people more often than not continue to choose to drive alone. That's true not only in the San Diego region – it's a reality across the state of California, and a challenge for state leaders working to lower statewide greenhouse gas emissions. As the San Diego region charts a new course forward, it should not view its path as one that favors freeways over public transportation, or city residents over people who live in the suburbs. A more holistic approach is needed, one that leverages technology, as discussed in the Ten-Year Review (sandag.org/transnet10yearreview) and SANDAG's Emerging Technologies White Paper (sdforward.com/mobility-planning/emerging-technologies) finalized in 2018, to make freeways and neighborhood streets more efficient; better connects suburbs to expanded bus, rail, and other shared transportation options; and builds a region for the future that allows people to live closer to where they work. The *TransNet* Program and SANDAG have a new opportunity to pause, reconsider the region that people want, and rethink how to allocate limited financial resources for the benefit of everyone.

In the meantime, it's wise to recognize also that *TransNet* still has a long way to go. There are 29 years left in the *TransNet* Extension Ordinance and Expenditure Plan. There is still a lot to plan for, and a lot to build. And, *TransNet* can be proud of how far it's come. The ITOC looks forward to working with SANDAG to achieve a shared vision for the region's future.

¹ Throughout 2018, SANDAG heard from thousands of people about projects, programs, and policies to include in San Diego Forward: The 2019-2050 Regional Plan. Using the input received, staff developed a multimodal transportation network that would provide key connections to jobs and other destinations, support housing growth and environmental preservation, address safety and congestion relief, and meet climate targets. Modeling results for this draft network show that, while it comes close, the network does not meet the new and ambitious 19 percent greenhouse gas emissions reduction target for 2035 that was set by the California Air Resources Board (CARB) in 2018. This challenge presents an opportunity to pause work on the 2019 Regional Plan and develop a bigger and bolder transportation vision for the San Diego region that is efficient, equitable, and environmentally sustainable.



In fiscal year 2019, the *TransNet* Extension Program saw major projects advance throughout the region, from Oceanside to South County, and from the urban core to suburban East County. The overall goal: providing travelers with more choices. Commuters across the county, particularly along the Interstate 5 corridor, witnessed daily changes in fiscal year 2019 as some of the highest profile improvements to the region's transportation system continued to take shape. In this section we profile three projects in particular: the Mid-Coast Trolley Extension, the biggest transportation project ever undertaken in San Diego County; the North Coast Corridor Program, aimed at tackling I-5 congestion and improving coastal rail service; and the South Bay *Rapid*, which debuted in January 2019. We also offer snapshots of progress for numerous other transportation capital projects.

To learn more about what was accomplished last year, watch the 2018 recap video on [youtube.com/SANDAGregion](https://www.youtube.com/SANDAGregion) or read the *TransNet* website Keep San Diego Moving at [keepsandiegomoving.com](https://www.keepsandiegomoving.com).

MID-COAST TROLLEY EXTENSION



When completed in 2021, the Mid-Coast Trolley will extend the Blue Line Trolley 11 miles north along I-5, from Old Town to UC San Diego and University Town Center. Also serving Mission Bay Park and the VA Medical Center, the \$2.1 billion project will feature nine new stations. It is projected to attract 21,000 new daily transit riders.

Construction began in 2016, and in fiscal year 2019 the project continued to reshape the landscape along the I-5 corridor near UC San Diego and University Town Center. The new Gilman Drive Bridge, which was built in conjunction with the Mid-Coast Trolley, now spans I-5 just north of the La Jolla Village Drive interchange.

Beginning in fall 2018 and extending through spring 2019, the overhead trolley bridge was constructed along Genesee Avenue and will connect the future stations at Voigt Drive, Executive Drive, and the UTC Transit Center. In March 2019, construction work began on the La Jolla Colony Drive underpass, which will allow the trolley to pass under the roadway as it travels along the eastern side of I-5. Work on the underpass is expected to continue through late 2019.

Work also continued on the Elvira to Morena Double Track project. This segment will add a 2.6-mile second track from State Route 52 to just south of Balboa Avenue. When linked to double-tracked segments on either end of the project, the result will be a continuous 10.3-mile stretch of double track to improve passenger and freight operations in the corridor.



NORTH COAST CORRIDOR PROGRAM



The \$6 billion North Coast Corridor (NCC) Program focuses on highway, rail, environmental, and coastal access improvements along the 27-mile corridor connecting Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and North San Diego.

The NCC Program includes upgrades to I-5 from La Jolla to Oceanside, including express lanes for carpools, vanpools, and buses; adding transit and freight capacity; and enhancing rail service for commuters. It also includes improvements to more than 30 freeway overpasses for bike riders and pedestrians.

Work continued in various locations in fiscal year 2019, including construction of the new highway bridge over the San Elijo Lagoon, bike and pedestrian facilities at the Encinitas Boulevard and Santa Fe Drive/I-5 undercrossings, and carpool lanes from Manchester Avenue to Palomar Airport Road. Additionally, NCC crews successfully completed the new double-tracked rail bridge over the San Elijo Lagoon and brought 1.5-miles of new double-tracked railroad into service from Cardiff-by-the-Sea to northern Solana Beach.

SOUTH BAY RAPID



The new South Bay *Rapid* service debuted in January 2019. The \$139 million project provides travelers with a frequent and reliable transportation choice between Downtown San Diego and South County. The route includes 12 stations along a 26-mile route from the Otay Mesa Port of Entry to Downtown San Diego via eastern Chula Vista, connecting to employment and activity centers in Downtown San Diego and South County.

At the heart of the South Bay *Rapid* is the dedicated transit guideway – a nearly six-mile long transit-only lane that includes a guideway bridge with access for pedestrians and bicyclists across State Route 125. The transit guideway is equipped with state-of-the-art transit signal priority technology that will reduce delays and improve service schedule adherence. In addition, *Rapid* buses use a direct access ramp on East Palomar Street to connect directly to the Interstate 805 Express Lanes and will begin operating on shoulders through a Bus on Shoulder Demonstration Project during peak traffic times in 2020.

The *TransNet* program made progress on numerous other important projects throughout the region in FY 2019. The next few pages include updates.



ENCINITAS COASTAL RAIL TRAIL

With construction underway in 2018 and 2019, the Encinitas segment of the 44-mile Coastal Rail Trail will help improve biking and walking connections to several destinations in the Encinitas community, including local parks and businesses, beaches, and schools. Completed in spring 2019, the Encinitas segment now provides a 1.3-mile walking and biking path along the east side of the railroad tracks near San Elijo Avenue, from Chesterfield Drive to the Santa Fe Drive undercrossing.



ROSE CREEK BIKEWAY

The Rose Creek Bikeway, also part of the Coastal Rail Trail, broke ground in 2018. When completed in 2020, the bikeway will fill a key two-mile gap in the Regional Bike Network between points to the north such as Sorrento Valley, University City, and UC San Diego, and points to the south such as Mission Bay, Pacific Beach, Mission Valley, and Downtown San Diego. The Rose Creek segment will be completely separated from vehicle traffic and will connect existing sections of the Rose Canyon and Rose Creek bike paths in the City of San Diego.



SAN DIEGO RIVER DOUBLE TRACK

Construction continued in FY 2019 to add a second main track along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor between Tecolote Road and Friars Road, including a new double track bridge across the San Diego River. The new 0.9 mile track will improve passenger and freight rail service by connecting existing railway to create a continuous 7-mile stretch of double track along the southernmost segment of the LOSSAN corridor. Construction began in 2016 and is anticipated to conclude in 2020.



INLAND RAIL TRAIL

In FY 2019, work continued on the Inland Rail Trail bikeway. The Inland Rail Trail's San Marcos to Vista segment will eventually run seven miles through San Marcos, Vista, the unincorporated County of San Diego, and a small section in Oceanside. The three-mile segment of the project, currently under construction, is anticipated to open to the public in mid-2019. When completed, the Inland Rail Trail will span 21 miles along North County Transit District's SPRINTER line on a path that is separated from motor vehicle traffic.



SUPERLOOP RAPID

SuperLoop Rapid transit service provides frequent, high-speed service, and innovative vehicle amenities within the North University City area of San Diego. The third and final phase of *SuperLoop Rapid* construction was completed in October 2018. Five stations in the University City area were upgraded to include new modern shelters, seating, energy-efficient lighting, and electronic next-bus arrival signs.



I-5 GENESSEE AVENUE INTERCHANGE

Work was completed in 2018, with a widened ten-lane bridge, more efficient on- and off-ramps, and three miles of separated bicycle paths in both directions from Roselle Street to Voigt Drive.



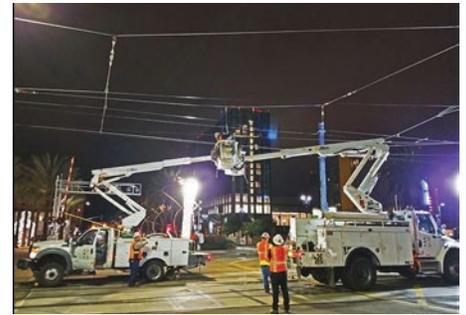
SAN ELIJO LAGOON RESTORATION

Since breaking ground in late 2017, the San Elijo Lagoon Restoration has made significant progress. The project is part of the first phase of the North County Coastal program, known as Build NCC. Dredging of the east basin, immediately east of I-5, came to a close in mid-April 2019 as lagoon channels running northeast toward MiraCosta College were restored. Restoration of the central basin also was completed as part of the San Elijo Lagoon Restoration project. Recently, crews began dredging the bottom of the main channel between the San Elijo Lagoon Nature Center and the railroad bridge to remove built-up sediment and help improve lagoon tidal flow.



POINSETTIA STATION IMPROVEMENTS

Renovations, which began in the spring of 2018, will improve traveler wait times, reduce train delays, provide easier access, enhance pedestrian safety, and upgrade station amenities at the Carlsbad station. The new platform will be lengthened to 1,000 feet and elevated 15 inches to accommodate longer trains, facilitate level boarding for passengers, and increase capacity. New canopies, signs, and lighting will improve overall amenities. Existing rail tracks are being relocated about 25 feet west to accommodate a new pedestrian undercrossing. This safety improvement will also allow two trains to use the station concurrently. Construction is expected to be completed in 2020.



ORANGE LINE TROLLEY IMPROVEMENTS

Upgrades to the Orange Line Trolley's Overhead Contact System, which was originally installed in 1985, are expected to be completed in 2019. Work crews have replaced the catenary assembly, including cantilever arms, brackets, and pulleys, and adjusted the overhead electrical lines that power the trolley.



INTERSTATE 805 SOUTH

Work began in summer 2018 to add five new sound wall segments along I-805, which will help abate freeway noise for nearby residents. The improvements are part of the I-805 South Corridor Enhancement Projects, which will help alleviate congestion, improve traffic flow, and enhance the quality of life for nearby residents along this segment of the I-805 corridor.



LEMON GROVE ALIGNMENT PROJECT

Work progressed in FY 2019 to realign and reconstruct segments of Lemon Grove Avenue and North Avenue in Lemon Grove. Improvements have included new striping, the installation of traffic signals, upgrades at the trolley/railroad crossing, the relocation and replacement of sewer, water, and storm drains, and undergrounding SDG&E, COX, and AT&T overhead lines.



STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY

Increasing demand, insufficient capacity, and idling vehicles at existing border crossings in the San Diego-Baja California region cost the United States and Mexico billions of dollars in foregone economic output each year and have a major impact on air quality. The new Otay Mesa East Port of Entry is intended to significantly reduce border wait times by providing fast, predictable, and secure crossings through a new state-of-the-art POE serving both personal and commercial vehicles. *TransNet* has allocated more than \$11 million to help construct this new connection between the U.S. and Mexico, which has helped the project team successfully leverage local, state, and federal funding for construction of the remaining transportation infrastructure.

The ITOC conducted, reviewed, and provided recommendations on many key *TransNet*-supported programs during the 2019 fiscal year. These included:

- Quarterly Progress Report on *TransNet* Major Corridors and Regional Bikeway Program Projects
- *TransNet* Senior Mini-Grant Program, Smart Growth Incentive Program, Active Transportation Grant Program: Quarterly, Status Updates and *TransNet* Environmental Mitigation Program: New Memorandum of Agreement for the Environmental Mitigation Program Land Management Grants.
- Specialized Transportation Strategic Plan and Grant Program Cycle 10 Call for Projects: Senior Mini-Grant Funding
- Regional Transportation Improvement Program
- Plan of Excellence Implementation
- *TransNet* Ten-Year Review: Implementation Update
- Implementation of FY 2018 *TransNet* Triennial Performance Audit Recommendations
- Proposed amendments to the Regional Transit Comprehensive Fare Ordinance and *TransNet* Ordinance
- Proposed Amendment to SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules
- Regional Monitoring Report
- North Coast Corridor Program Status Update
- Mid-Coast Corridor Transit Project update
- *TransNet* Local Street and Road Program Annual Status, including: City of San Diego Transportation Capital Improvement Program
- *TransNet* Program Update
- *TransNet* Regional Transportation Congestion Improvement Program
- Quarterly *TransNet* Financial Reports and Other Financial Data
- FY 2020 to FY 2024 *TransNet* Program Revenue Estimates
- FY 2018 *TransNet* Fiscal and Compliance Audits
- FY 2018 *TransNet* Triennial Performance Audit: Transit Operator Funding Eligibility
- Quarterly Overview of Developments in the Financial Markets
- San Diego Forward: The Regional Plan
- Airport Connectivity Project



The *TransNet* Extension Ordinance requires recipients of *TransNet* funds to undergo an independent annual fiscal and compliance audit. These audits are in the form of agreed-upon procedures (AUP), and include certain requirements of the Ordinance, SANDAG Board Policy, and requests of the ITOC. The ITOC is responsible for issuing an annual audit statement for each jurisdiction's compliance with these requirements. The Summary of Results and AUP reports for the year ended June 30, 2018, are available on the SANDAG website at sandag.org/itoc. FY 2018 was the tenth year that an audit of the recipient agencies was required under the Ordinance. Recipient agencies were generally in compliance with the major *TransNet* provisions with a few exceptions.

The audit noted the following key results:

- As required by SANDAG Board Policy No. 031, each recipient agency accounted for *TransNet* activities in a separate fund, or via an alternative method, as approved by SANDAG.
- 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.
- SANDAG appropriately allocated *TransNet* revenues – at least 70 percent for congestion relief purposes and up to 30 percent for maintenance purposes – in accordance with the Ordinance.
- All but two street and road recipient agencies met their Maintenance of Effort (MOE) requirement, ensuring that *TransNet* revenues were used to augment and not supplant local revenues. The cities of Del Mar and San Marcos reported an unmet MOE requirement in the amounts of \$932 and \$292,229, respectively, for the year ended June 30, 2018. The SANDAG Board of Directors voted to give these cities until June 30, 2021, to make up the deficit in accordance with the Ordinance.
- The Agreed-Upon-Procedures (AUP) report also re-indexed the Maintenance of Effort (MOE) requirement, as required per the *TransNet* Extension Ordinance, resulting in increased MOE levels for fiscal years 2021, 2022, and 2023. In addition, the report highlights three cities – Lemon Grove, Poway, and San Diego – that have each incurred more than 28 percent in cumulative maintenance spending and are approaching the 30 percent threshold.
- Revenues collected by each city and the County of San Diego under the Regional Transportation Congestion Improvement Program were compliant with Section 9 (a) of the *TransNet* Extension Ordinance and SANDAG Board Policy No. 031, except for the cities of Imperial Beach and National City. These cities are in the process of collecting the shortfall.
- All reporting agencies, except the City of Coronado, were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring *TransNet* recipient agencies to maintain a fund balance that does not exceed 30 percent of its annual apportionment. Local Street and Road funds will be withheld from the City of Coronado until the Director of Finance certifies that the City is compliant.
- The North County Transit District (NCTD) and the Metropolitan Transit System (MTS) met their operator eligibility requirements for bus services. The SANDAG Board of Directors approved an adjustment to both the NCTD and MTS annual calculation for operator rail eligibility requirements, as allowed by the Ordinance, thereby rendering the agencies compliant.



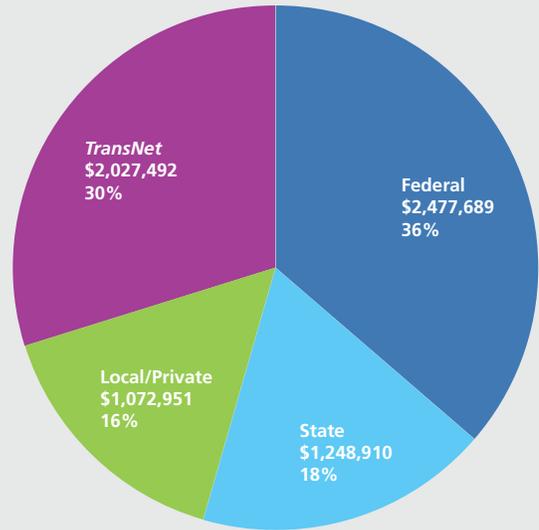
TransNet Dollars, Compared with Other Sources

The 2018 Regional Transportation Improvement Program (RTIP) is a multi-billion dollar program of projects planned by SANDAG and jurisdictions throughout the county between FY 2019 and FY 2023. The RTIP relies on several sources of funding, which include *TransNet* funds and contributions from the federal government, the State of California, and other 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 only about 30 percent of the approximately \$6.8 billion projected between FY 2019 and FY 2023.

Source: 2018 Regional Transportation Improvement Program

**TransNet and Other Funds (\$000)– \$6.8 Billion
FY 2019–FY 2023**

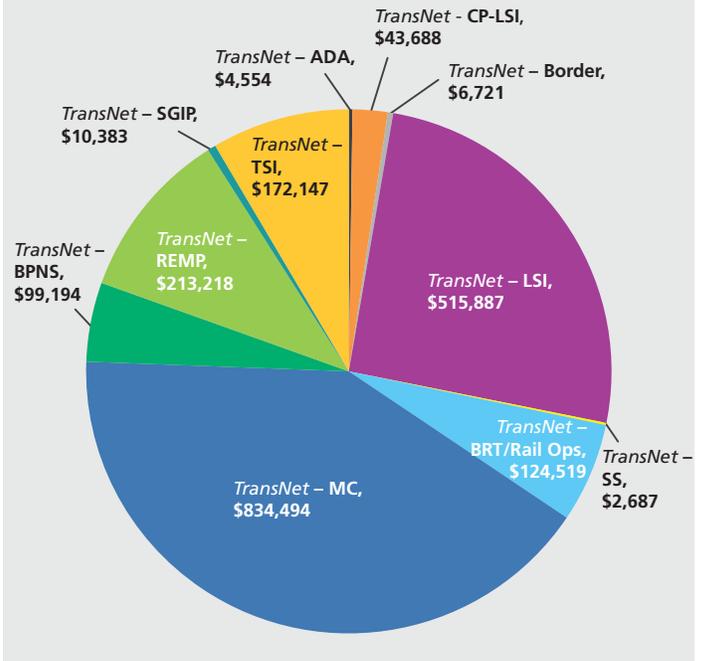


TransNet Focuses Resources on Improving Major Corridors and Local Street Improvements

TransNet funding between FY 2019 and FY 2023 is expected to improve life for people in the region as the program focuses funding on 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 2019 and FY 2023, more than \$834 million is earmarked for improving major corridors in the region such as Interstates 5 and 15, while nearly \$516 million is planned for local street improvements. Meanwhile, more than \$172 million is planned for improving the regional transit system; more than \$124 million will go to Bus *Rapid* Transit and rail service; and nearly \$100 million is budgeted for bicycle, pedestrian, and neighborhood safety improvements. More than \$213 million is earmarked for the region’s environmental mitigation program.

Source: 2018 Regional Transportation Improvement Program

**TransNet Funding (\$000)– \$2 Billion
FY 2019–FY 2023**



- ADA** – Americans with Disabilities Act
- BPNS** – Bicycle, Pedestrian and Neighborhood Safety
- BRT** – Bus Rapid Transit
- CP** – Commercial Paper
- LSI** – Local Street Improvements
- MC** – Major Corridor
- REMP** – Regional Environmental Mitigation Program
- SGIP** – Smart Growth Incentive Program
- SS** – Senior Services
- TSI** – Transit System Improvement

Last year, the FY 2018 *TransNet* Triennial Performance Audit included 26 recommendations to improve the efficiency, effectiveness, and accountability of the *TransNet* Program to the region's taxpayers. Over the past year, SANDAG has completed five of the 26 recommendations, and a sixth has been partially completed. Two of the audit's recommendations specified as "critical" are among the five that SANDAG has implemented.

The first critical recommendation completed is the implementation of a "Plan of Excellence" and its 7-point Data Accuracy and Modeling Work Plan to reduce the potential for data errors. The Work Plan includes:

- the development of formal procedures covering version control;
- the periodic archival of dynamic or continuously updated data and documents;
- data validation and accuracy; and
- the release and reporting of data.

The new "Plan of Excellence" ensures the accuracy, transparency, and reliability of the data that SANDAG produces, and which the Board uses to make decisions regarding the future of the SANDAG region. Two internal improvements point to the agency's commitment:

- First, staff have created an electronic data request system that enables tracking what data requests the Data, Analytics, and Modeling Department is being asked to fulfill.
- Second, a formalized Peer Review Process has been created to ensure that data, analyses, reports, and other information are valid, reliable, and easy to understand.

The second critical recommendation completed is the modification of staff reports for the SANDAG Board and other oversight committees, so that they summarize elements related to public input, pros and cons on recommended actions, and implications or impacts of those recommended actions. A new short-form report has been in use since October 2018 for Board, Policy Advisory Committee, and ITOC meetings. Staff also is developing internal guidelines, and formal training sessions are underway.

Progress is being made on a third "critical" recommendation to establish a comprehensive performance framework. This involves setting targets to measure *TransNet* performance against the *TransNet* Extension Ordinance goals. This is done partly by capturing data related to safety, and other data related to the condition of pavement and bridges, for highways, local roadways, bike riders, and pedestrians.

Other recommendations completed include:

- Improving project management practices and the delivery of Bike Early Action Program projects;
- Continuing efforts to establish a new Memorandum of Agreement (MOA) with Caltrans, the California Department Fish and Game, and the U.S. Fish and Wildlife Service (the SANDAG Board of Directors approved a new MOA in February 2019), and
- Ensuring that data on completed projects is maintained in the *TransNet* Dashboard, and that this data is separated into past and future expenditures between the original *TransNet* amounts and the *TransNet* Extension Ordinance amounts. Details on completed project expenditures have been added to the Dashboard, and these are available for public viewing. See transnettrip.com.

In addition to the five completed recommendations, SANDAG has made progress on a sixth recommendation to enhance the Plan of Finance (POF) process and the information the agency provides to decision makers. Among the improvements:

- SANDAG staff have develop a process for more frequent and detailed reporting on cost increases to oversight committees.
- Status reports on each major corridor are now presented quarterly to the Transportation Committee.
- The *TransNet* Project Office now presents a quarterly report to ITOC that summarizes:
 - » The completion of project milestone accomplishments;
 - » Monthly and annual program expenditures;
 - » Trends in construction costs; and
 - » Number of bidders on each project.

The *TransNet* ITOC looks forward to working with SANDAG as it continues to implement remaining recommendations in the year ahead. To see progress being made on remaining recommendations, please visit www.sandag.org/auditprogress.



KeepSanDiegoMoving.com

Offers real time information about *TransNet* projects, including a Dashboard that shows budgets and schedules.



sandag.org/TransNet

Contains key documents related to the *TransNet* Extension Ordinance.



Meetings

I TOC meets on a regular basis, usually the second Wednesday of the month at 9:30 a.m. at SANDAG offices 401 B Street, Suite 800, San Diego, CA 92101. A list of past and upcoming agendas for all I TOC meetings can be found at sandag.org/itoc.



Questions?

Inquiries to the I TOC can be directed to itoc@sandag.org.

Any persons interested in serving on the committee, as vacancies occur, are encouraged to email SANDAG to be placed on the vacancy notification list.

Questions?

The I TOC welcomes your feedback on this report or other *TransNet*-related matters. Inquiries can be directed to itoc@sandag.org.

A few seats for membership on the I TOC will open soon. Individuals interested in serving on the committee, as vacancies occur, are encouraged to email itoc@sandag.org to be placed on the vacancy notification list.