

ITOC

Independent Taxpayer
Oversight Committee

2022

ANNUAL REPORT



Contents

Letter from the Chair	1
New Goals for FY 2022.....	2-3
Triennial Performance	
Audits Progress.....	4-5
Fiscal and Compliance	
Audit Results.....	6
Funding Highlights.....	7
Progress Highlights.....	8-10
How to Get Involved.....	11

ITOC Members*

SUNNIE HOUSE

Chair CEO, Private Sector
Term ends May 2025

STEWART HALPERN

Vice Chair Municipal/Public Finance
Term expires May 2023

JONATHAN FRANKEL

Real Estate/Land Economics
Term ends May 2024

DUSTIN FULLER

Biology/Environmental Science
Term ends May 2023

LES HOPPER

Engineer/Transportation
Term ends May 2024

MICHAEL KENNEY

Civil/Traffic Engineer
Term ends May 2026

PEDRO ORSO-DELGADO

Construction Project Management
Term ends May 2025

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 2021. In addition, all members participate in subcommittees established to focus on ITOC activities such as annual reports, triennial performance audits, annual fiscal and compliance audits, state of the commute reports, and ITOC goals, among others.*

Letter From the Chair

Fiscal Year 2022 has been marked by great developments in the ongoing effort to transform our regional transportation system – and consequently in the mission of the Independent Taxpayer Oversight Committee (ITOC) to ensure transparency and accountability for projects funded by the TransNet – the San Diego region’s half-cent sales tax for transportation improvements.

In December, the San Diego Association of Governments (SANDAG) Board of Directors approved the landmark 2021 Regional Plan, which details five key strategies for increasing personal mobility, promoting social equity, and protecting the environment. These 5 Big Moves include Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next OS. Together, they will create a regional transportation system for the 21st century.

Now that the new Regional Plan is adopted, the ITOC, Policy Advisory Committees, and the Board of Directors are reviewing TransNet subprograms to ensure consistency with the new Regional Plan, as the Ordinance requires. The analysis considers feedback from stakeholders, results and recommendations from our Triennial Performance Audit (TPA), and also the SANDAG Board’s 10-year review. This process will continue through the 2022 calendar year.

This year’s Annual Report begins with a look at specific goals that the ITOC and SANDAG are now pursuing to advance the ideals of transparency and accountability. The ITOC’s goals set in FY 2022 include increasing communication between it and the transit agencies, municipalities, and other recipients of TransNet funds; working with SANDAG to follow through on TPA recommendations; and increasing the diversity of ITOC members. Among SANDAG’s goals are to keep the ITOC consistently informed with clear and concise information on TransNet funded programs. A full review of these goals, and progress to date, can be found in the first feature of this report on Page 2. Those who wish to track continued progress on these goals can do so at [SANDAG.org/ITOC](#).

Following this review is a discussion of ongoing ITOC progress toward fulfilling the recommendations of our 2021 and 2018 Triennial Performance Reviews. The TPA is a vital instrument of accountability that ensures the ITOC fulfills its mission of being the best steward possible of public tax dollars.

Next in this report you will find the annual reporting of our fiscal and compliance audit results, as well as our annual presentation of TransNet funding highlights.

Finally, as you will see in every annual report of the ITOC, we review some of the concrete accomplishments that the TransNet Program, in partnership with SANDAG and its many stakeholders, has achieved in making our region a more mobile, equitable, and safer place. Some of the many projects completed, underway, or planned include the Mid-Coast Extension of the UC San Diego Blue Line Trolley, new HOV lanes on I-5 in North County, a pilot program to improve South Bay Rapid service, a new border crossing, new bikeways, and specialized transportation services for seniors.

As the 2021 Regional Plan is realized in coming years, taxpayers across our region can count on the Independent Taxpayer Oversight Committee to ensure that their investments in transportation infrastructure are sound, on track, and within budget.

Best Regards,

Sunnie House, ITOC Chair

New Goals for FY 2022

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 seven goals and progress to date adopted by the ITOC. To track more recent updates, please go online at [SANDAG.org/itoc](https://www.sandag.org/itoc).

#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 2022.

Progress

ITOC Chair Sunnie House presented the FY 2022 ITOC Goals at the CCTAC/ SANTEC/ ATWG joint meeting. The cities of El Cajon, San Marcos, San Diego, and Carlsbad, as well as SANDAG staff, have made presentations to ITOC on local transportation projects funded with TransNet proceeds. Other agencies, including MTS and NCTD, have also been invited to present to ITOC.

#2

Work with SANDAG to follow through on recommendations detailed in the FY 2021 TransNet Triennial Performance Audit. These recommendations are found in Chapter 5 of the audit, "Enhancements to SANDAG's Regional Safety Planning Efforts." An introductory report to ITOC, including best practices employed by peer agencies, is due by June 30, 2022.

Progress

A subcommittee was formed to manage and implement this goal. SANDAG staff has briefed ITOC on transportation safety and re-prioritizing regional bike projects as part of the proposed TransNet Extension Ordinance amendment as well as research findings on safety programs at peer agencies.

#3

Improve the diversity of ITOC members by increasing social equity as well as relevant technical expertise that will reflect the San Diego Region community and plans for future improvements consistent with recommendations from the most recent FY 2021 TransNet Triennial Performance Audit – Chapter 7: ITOC Practices. ITOC recommendations on the makeup and selection of committee members is due by June 30, 2022.

Progress

The ITOC has discussed audit recommendations that pertain to the makeup and selection of ITOC membership, as well as a conflict-of-interest policy, and considered potential amendments to the TransNet Extension Ordinance that would impact these topics. ITOC anticipates providing recommendations on proposed amendments to membership makeup and selection process by June 30, 2022.

#4

Enhance the effectiveness and impact of ITOC in achieving its mission to ensure that voter mandates are carried out and develop recommendations for improvements to the financial integrity and performance of the program. Obtain an ordinance amendment based on ITOC's recommendation during FY 2022.

Progress

ITOC selected an independent legal counsel and consulted with the counsel to develop draft amendment language to the TransNet Extension Ordinance. Draft amendment language was presented to ITOC at the February Meeting.

SANDAG Goals for ITOC

#1

Increase transparency and accountability to ITOC by clearly and concisely presenting information on the status of various TransNet Programs and how SANDAG plans to complete the approved TransNet Programs. Increase user satisfaction by continuing to accept ITOC feedback, and routinely incorporate this feedback into the reporting process by June 30, 2022.

Progress

SANDAG has routinely provided status updates for TransNet Programs, including updates on the TransNet Capital Program budget, long-term revenue forecast, and a breakdown of funding availability.

#2

Work closely with ITOC to complete the FY 2018 TransNet Triennial Performance Audit Recommendations. Produce semi-annual reports on the implementation process during FY 2022.

Progress

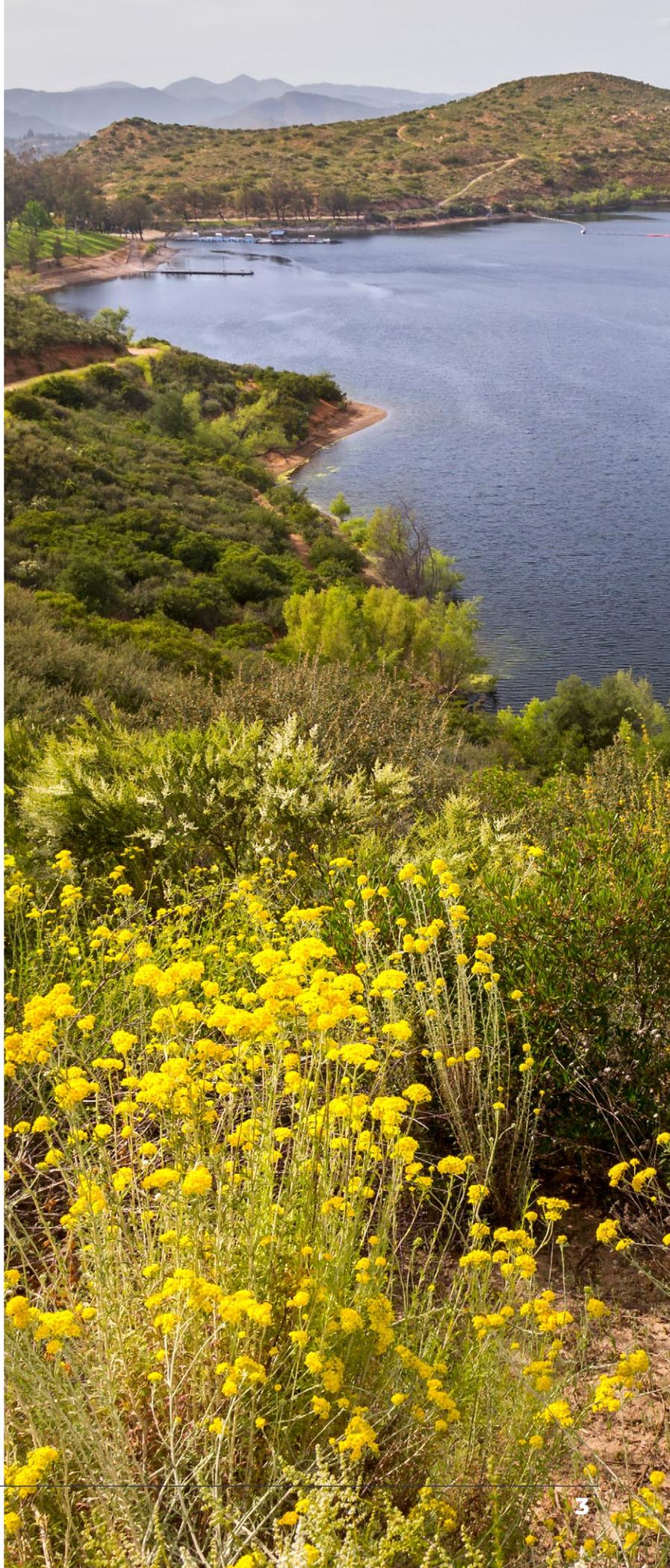
Staff provides updates on progress made toward implementing recommendations from the FY 2018 TransNet Triennial Performance Audit.

#3

Work closely with ITOC to achieve its goals for FY 2022 by June 30, 2022.

Progress

During FY 2022, SANDAG worked with ITOC to establish and track progress against ITOC goals. The TransNet ITOC Subcommittees on Regional Safety and TransNet Ordinance Amendments have met and provided regular updates to the ITOC.



Progress on 2021 and 2018 TPAs

The Independent Taxpayer Oversight Committee (ITOC) provides an increased level of accountability for expenditures made under the TransNet Extension Ordinance. In addition to conducting independent annual fiscal and compliance audits, the ITOC also conducts triennial performance audits of SANDAG and partner agencies involved in the implementation of TransNet-funded projects and programs to provide recommendations for improvement. The most recent Triennial Performance Audits and recommendations were conducted in FY 2018 and FY 2021, and the next performance audit is scheduled for FY 2024.

FY 21 Implementation Status

● Implemented ● In progress ○ Upcoming

Major Corridor Capital Construction

With only 16 years of the 40-Year TransNet Extension Ordinance timeframe elapsed, SANDAG completed many projects. However, delivery of remaining future projects depends on 2021 Regional Transportation Plan adoption.

- Identify whether the remaining TransNet Extension Ordinance projects will be part of the 2021 Regional Transportation Plan
- Develop crosswalks to compare planned major corridor projects outlined in the TransNet Extension Ordinance with current improvement implementation status

Finance

Through renewed focus on improving revenue forecasts and expenditure models over the past few years, SANDAG identified a funding shortfall for the TransNet Extension Ordinance Major Corridor Program that needs to be addressed.

- Develop a formal process to address identified issues during annual Plan of Finance updates
- Develop a risk-based approach for QA/QC testing to strengthen documentation of employed QA/QC activities and their results
- Enhance organization of Peer Review Process supporting documents to better link plans, actions taken, and how issues were addressed
- Describe to the Board the QA/QC sampling methodology, limitations of the data, and associated cost-benefits or risks of the approach
- Continue efforts to formalize and implement a mature system of QA/QC policies and procedures

Compliance, Transparency, and Accountability

SANDAG demonstrated commitment to compliance with TransNet Extension Ordinance provisions and focused efforts toward continued improvement but could further incorporate certain leading practices to better demonstrate its accountability to taxpayers.

- Report on actual progress and accomplishments on project scope, cost, schedule and outcomes periodically and on a regular basis
- Demonstrate compliance with the TransNet Extension Ordinance by identifying, tracking, and reporting on various requirements and provisions
- Implement shorter-term performance reporting while waiting on Transportation Performance Management Framework
- Create summarized graphics to indicate TransNet Extension Ordinance status based on data in the quarterly reports

AB 805 Impacts

Assembly Bill 805 affected the composition of the SANDAG Board and its voting structure. The weighted voting changes, however, did not significantly impact the delivery of TransNet Extension Ordinance programs and projects.

No recommendations for this Chapter

Safety

With safety as a stated TransNet Extension Ordinance goal, SANDAG conducted regional safety planning efforts, and bicycle and pedestrian safety improved in San Diego County over the past few years.

- Consider identifying a regional safety planning coordinator to synchronize safety efforts of the region
- Prepare a regional safety plan to address regional trends, road conditions, and driving behaviors
- Consider ways to encourage emergency planning and response entities to include SANDAG in discussions and local plans related to emergency capacity

Bike Early Action Program

The Bike Early Action Program (EAP) experienced significant delays that will likely impact its 2024 completion target and may require changes to future Regional Bikeway Program projects.

- Estimate the quantifiable impact of permit delays on the overall Regional Bikeway Program
- Work with the Board to rectify critical Bike EAP project permit issues
- Develop a crosswalk that compares planned Bike EAP projects outlined in the Regional Bikeway Program with project segment status
- Revise quarterly status reports to compare progress against initial Bike EAP plans for costs, schedules, and miles expected
- Modify TransNet Dashboard data or Board reports to compare actual project data against baseline budgets and schedule
- Track and analyze more granular project milestones within Bike EAP project phases
- Provide extra scrutiny on less certain Regional Bikeway Program funding during updates to the Plan of Finance
- Ensure TransNet Dashboard Bike Early Action Program schedule and budget fields include explanatory notes on why particular data may not be applicable to a project stage

ITOC

With recent trends in transportation planning broadening the spectrum of topics and related challenges beyond freeway expansion or adding transit routes, additional member expertise areas could further strengthen ITOC's efforts in advising SANDAG and providing taxpayer oversight of the TransNet Extension Ordinance.

- Incorporate conflict-of-interest policy clarifications from ITOC new member on-boarding resources into recruitment materials
- Modify the TransNet Extension Ordinance language to be consistent with the service limits for all members
- Consider expanding the ITOC qualifications to include knowledge of emerging topics SANDAG represents before the committee
- Explore options and feasibility of moving ITOC candidate screening and selection process outside of the SANDAG Board to maximize transparency and minimize any bias

The 2018 TPA: Progress on Critical Audit Recommendation

In addition, certain critical audit recommendations from the [FY 2018 TransNet Triennial Performance Audit](#) are in progress as follows.

Performance Framework

Establish a comprehensive performance framework by:

- Setting targets to measure TransNet performance against TransNet Extension Ordinance goals in line with federally mandated deadlines or at a faster pace. At minimum, some narrative could accompany performance reporting to help others understand whether data and results were favorable or unfavorable.
- Capturing performance outcome data related to safety metrics, pavement condition, and bridge condition for highways, local roadways, and bicycle and pedestrian modes.

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, with the exception of cities of Del Mar and San Marcos, for the year ended June 30, 2021, ensuring that TransNet revenues were used to augment and not supplant local revenues.</p> <p>CORRECTIVE ACTION: The Cities of Del Mar and San Marcos will have the next 3 years to make up the shortfall.</p>
<p>In accordance with the 30% Rule, a recipient agency that maintains a balance of more than 30 percent 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 percent threshold, and will remain below the threshold until such time that a new threshold is determined.</p>	<p>All reporting agencies, with the exception of the cities of Lemon Grove and National City, 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.</p> <p>CORRECTIVE ACTION: Local Street and Road Funds will be withheld from the cities of Lemon Grove and National City, until the Director of Finance certifies that the cities are in compliance.</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 percent for congestion relief purposes and up to 30 percent for maintenance purposes – in accordance with the Ordinance.</p> <p>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 city and the County of San Diego under the Regional Transportation Congestion Improvement Program were compliant with the TransNet Extension Ordinance and Board Policy No. 31, except for the cities of El Cajon, Escondido, Lemon Grove, and Oceanside.</p> <p>CORRECTIVE ACTION: The cities of El Cajon, Escondido, Lemon Grove, and Oceanside are in the process of collecting the shortfall.</p>
<p>In accordance with the TransNet Extension Ordinance, in order 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>The North County Transit District (NCTD) did not meet their operator eligibility 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 certain cost exclusions in calculating the rail requirement for NCTD. With the cost exclusion adjustments, NCTD achieved compliance for both the bus and rail services. NCTD will continue to strive in meeting the eligibility requirement next year.</p>

TransNet Funding Highlights

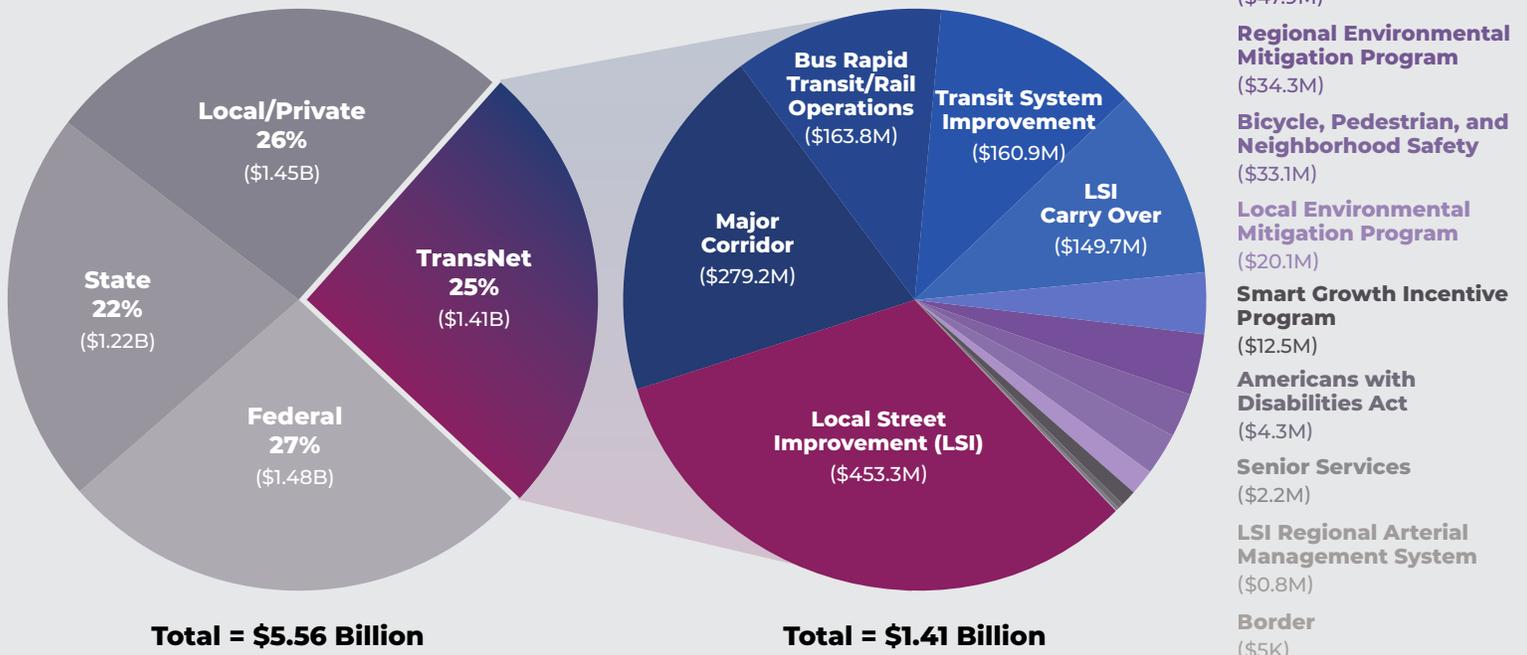
TransNet Dollars, Compared with Other Sources

The 2023 Regional Transportation Improvement Program (RTIP) is a multi-billion-dollar program of projects planned by SANDAG and jurisdictions throughout the county between FY 2023 and FY 2027. 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 about 25 percent of the approximately \$5.56 billion projected between FY 2023 and FY 2027.

TransNet Focuses Resources on Improving Major Corridors and Local Streets

TransNet funding between FY 2023 and FY 2027 is expected to improve the quality of 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 2023 and FY 2027, nearly \$280 million is earmarked for improving major corridors in the region such as I-5, I-15, and SR78, while \$453 million is planned for local street improvements. Meanwhile, more than \$160 million is planned for improving the regional transit system; more than \$163 million will go to operating Bus Rapid Transit and rail service; and \$33 million is budgeted for bicycle, pedestrian, and neighborhood safety improvements. Over \$54 million is earmarked for the region's environmental mitigation program.

TransNet and Other Funding
FY 2023–FY 2027



Source: 2023 Regional Transportation Improvement Program

TransNet Progress Highlights

With historic levels of state and federal infrastructure investments expected this year, SANDAG is positioned to deliver key projects and programs for the San Diego region in coming months. TransNet funding will continue to play an important role in moving these initiatives forward. Completion of these projects is contingent upon availability of full funding. Adoption of the 2021 Regional Plan on December 10, 2021 – supported by ongoing revenues from the TransNet Extension Ordinance, paves the way toward a transformative transportation system. Helping to ensure that the Plan’s many projects supported with TransNet funding progress with clear transparency and a high degree of accountability, and reach completion on time and within budget, are top priorities for ITOC.

High-profile SANDAG accomplishments* and upcoming milestones include:

- **Otay Mesa East Port of Entry:** Breaking ground on the Otay Mesa East Port of Entry, a modern border crossing for the San Diego-Baja California region.
- **Del Mar Bluffs/LOSSAN Rail Corridor:** Moving forward on the final phase of stabilization of Del Mar bluffs and identifying the funding to move the LOSSAN rail corridor off the bluffs.
- **Central Mobility Hub:** Advancing the environmental review process to determine a future location for the Central Mobility Hub, a multimodal transportation center with direct transit connections to the San Diego International Airport.
- **Youth Opportunity Pass:** Launching one year of free transit fares for youth 18 and younger, new service improvements, and studying free transit for all – key moves to make transit access equitable for all people.
- **Purple Line and Blue Line Express Trolley:** Moving forward on the future Purple Line service from South Bay to Sorrento Valley and the Blue Line Express Trolley.
- **Digital Equity:** Launching a regionwide campaign to improve access to high-speed internet for underserved populations – an important effort toward achieving digital equity.
- **Active Transportation:** Promoting active transportation and safe streets by opening 11 miles of new bikeways, breaking ground on more than 19 miles, and advancing a new regional active transportation plan.
- **Housing:** Providing \$6 million to accelerate housing production regionwide.

These major initiatives build on accomplishments from an eventful 2021. [SANDAG's 2021 Annual Report](#) provides a look back at the most impactful projects across the San Diego region.

**Some, but not all, of these accomplishments are being funded by TransNet.*

Here, we profile progress in key program areas where TransNet funding contributions are essential for the success of our region’s transformed transportation system.



MAJOR CORRIDORS

In the fall of 2021, the Interstate 5 corridor between Downtown San Diego and La Jolla saw the completion of the **Mid-Coast Extension of the UC San Diego Blue Line Trolley** – one of the largest transportation infrastructure projects in the history of the San Diego region. Construction of the \$2.17 billion project began in the fall of 2016 and was completed on time and within budget. About half the project was funded by the Federal Transit Administration (FTA), and the other half was funded by TransNet. Operated by the Metropolitan Transit System (MTS), the extended line serves Mission Bay, the VA Medical Center, UC San Diego, Westfield UTC, and other major employment and activity centers – and now provides a one-seat ride from the U.S./Mexico Border to the University community.

In February 2022, Caltrans and SANDAG celebrated the completion of nine **new miles of carpool/HOV lanes on northbound I-5** from Lomas Santa Fe Drive to Palomar Airport Road. Parallel southbound lanes were completed in early March 2021. The new HOV lanes are part of a larger \$875 million Build NCC (North County Coastal) project under construction by Caltrans and SANDAG since 2016 to improve rail, active transportation, and freeway service along the corridor. These integrated NCC improvements are designed to provide people with reliable travel options that help our region reduce greenhouse gas emissions, lower the number of vehicle miles that people travel every day, alleviate congestion, and reduce noise levels along the freeway.



RAIL TRANSIT

The effort to **stabilize the Del Mar bluffs** is ongoing, with heavy construction tasks completed in early 2022 and work now focused on landscaping. Stabilizing the bluffs, which in February 2021 collapsed just south of 4th Street in Del Mar and resulted in a slowdown of train traffic, has been critical to preserve the integrity of the entire Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. Emergency repairs have included installing steel support columns into the bluffs to protect the tracks, rebuilding the bluff slope from the bottom up, installing sea walls to protect the toe of the bluffs, and installing drainage infrastructure to prevent further erosion. Meanwhile, SANDAG and NCTD have been exploring a long-term strategy to move the tracks off the bluffs.



BUS RAPID TRANSIT

Several improvements have been made to **South Bay Rapid** service. Among them: a demonstration project that would allow buses to drive along the freeway shoulder made progress in December 2021 with driver training beginning on the I-805 and SR 94 freeway shoulders between National City and Downtown San Diego. The pilot project includes the San Diego region's first use of vehicle-to-infrastructure technology that allows buses to communicate with ramp meters. South Bay Rapid buses are equipped with innovative driver assistance technology, including sensors that monitor the lanes and provide audio and visual alerts to the bus drivers to help avoid potential conflicts. Safety is a top priority, and buses will only enter the freeway shoulder when travel lanes operate under 35 miles per hour (mph) and will travel at a maximum speed of 35 mph on the shoulders. The shoulders will always be available for law enforcement, emergencies, and incident management. The \$30.9 million pilot project, which is funded by TransNet, includes \$17 million for new Rapid buses.



BORDER ACCESS IMPROVEMENTS

In mid-December, Caltrans and SANDAG marked the completion of **new freeway connectors in Otay Mesa** – an important step toward the completion of the planned Otay Mesa East Port of Entry. The \$74 million construction of connectors was funded in part by \$55 million from Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017. The new port of entry is designed to alleviate traffic, reduce wait times, and cut air pollution along the international border with Mexico. The new southbound State Route 125 to eastbound State Route 905 and eastbound State Route 11 connectors will provide a direct highway connection from East San Diego County and Chula Vista to the Otay Mesa area and the existing Otay Mesa Port of Entry. The connectors offer people

direct access to key employment centers in the Otay Mesa area, including Amazon, warehouses, and detention facilities, and increased access to job opportunities for residents in Chula Vista and East San Diego County. It also improves travel times for South Bay Rapid by providing a more direct travel route between Chula Vista and the Otay Mesa Transit Center.

In mid-February, more than 50 local, state, and federal representatives from the U.S. and Mexico joined private sector leaders from both countries for a binational summit highlighting the importance of developing the **Otay Mesa East POE**. The U.S. Ambassador to Mexico Ken Salazar led the summit, and California Lieutenant Governor Eleni Kounalakis moderated it. The summit focused on ways the U.S. and Mexico can continue their pledged commitment to work together to make the new port of entry a reality by meeting construction milestones, resolving policy issues, and establishing a framework to share toll revenues for project funding.



BIKEWAYS

Much progress has been seen in making our region a more bike friendly place. Below we show several examples of this progress. In January 2022, construction began on the 2.3 mile **Pershing Bikeway**, which will offer people a two-way bikeway separated from vehicle traffic with a landscaped median, a downhill bike lane with a painted buffer zone, and a dedicated walking path, improving connectivity through Balboa Park between North Park and Downtown San Diego and enhancing access to park amenities. TransNet is funding the \$13.4 million project, which is anticipated to open to the public in 2024.

On February 25, 2022, the City of San Diego celebrated the opening of the **4th and 5th Avenue Bikeway**.

The **Landis Bikeway**, which became open to the public on April 23, 2022, now allows people to walk and bike safely between North Park and City Heights. The bikeway runs along Landis Street between Alabama Street and Chamoune Avenue, and it will connect to the future Robinson Bikeway. The Landis Bikeway includes buffered bike lanes, raised crosswalks, reverse angle parking, and traffic calming features. The Landis Bikeway is one of seven segments planned as part of the North Park/Mid City Bikeways, which will add about 13 miles of bike boulevards and protected bikeways and connect the North Park and Mid-City neighborhoods.

Construction of the **Bayshore Bikeway** began in 2022. This bikeway will extend 2.5 miles along Harbor Drive between Park Boulevard and 32nd Street, connecting two existing segments of the Bayshore Bikeway.



LOCAL STREETS AND ROADS

The City of San Marcos is engaged in a 5-year, \$216 million program to improve local streets and roads – \$26 million of which is being funded through TransNet dollars. Key projects include improving infrastructure along San Marcos Creek, preventative maintenance, the reconstruction of San Marcos Boulevard, and numerous traffic management enhancements throughout the city. San Marcos Creek improvements, scheduled for completion in early 2023, include two new bridges, a levee, road widening, a new neighborhood park, and habitat restoration.



SENIOR SERVICES AND ADA

SANDAG released the [Specialized Transportation Grant Program](#) Cycle 11 Supplemental Call for Projects in January, and is developing the Cycle 12 Call for Projects. The program funds projects and programs that expand mobility options for seniors and individuals with disabilities through the Federal Transit Administration and the Senior Mini-Grant Program, which is authorized under the TransNet Extension Ordinance.



SMART GROWTH INCENTIVE PROGRAM

In 2021, nine SANDAG-funded grant projects were completed throughout the region, including the City of Vista's Paseo Santa Fe Smart Growth Incentive Program project, which received an APWA award for Project of the Year, and the City of Oceanside's enclosed bike parking facility. The City of San Diego also completed the 14th Street Pedestrian Promenade Demonstration Block, completing the first phase of a linear park connecting East Village and Barrio Logan to City College. Many more projects that received funds in past years moved forward with planning and construction.



ENVIRONMENTAL

On October 25th, 2021, the SANDAG Board of Directors approved and released the TransNet Environmental Mitigation Program 10th Cycle of Land Management Grants Call for Projects. The Board allocated \$2.4 million in funding for the 10th cycle of Land Management Grants. The TransNet Environmental Mitigation Program funded the restoration of the San Elijo Lagoon, which was completed in the fall of 2021.



How to Get Involved

According to the FY 2021 TransNet Triennial Performance Audit, as of June 30, 2020, 35 percent of the 48 major corridor capital construction projects were completed and 23 percent were in progress — a significant accomplishment 13 years into the 40-year program. Completed projects include the modernization of the Blue and Orange Trolley lines, construction of the I-15 Express Lanes; the widening of SR 76; I-15, Mid-City, and South Bay Rapid Transit projects, and others. For specific information on the status of projects under the TransNet program, readers can go to the following sources online:

- [FY 2021 TransNet Triennial Performance Audit \(FY 2021 TPA\)](#) Appendix C details the status of major corridor projects.
- A status of all TransNet Major Corridor projects can be found on the TransNet Dashboard at transnettrip.com.



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

ITOC 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 ITOC meetings can be found at sandag.org/itoc.



Questions?

The ITOC encourages your feedback on this report and other TransNet-related matters. Inquiries can be directed to itoc@sandag.org. 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.