TransNet Fund Update

- Status of TransNet Fund
- FY 2019 Look-Back
- FY 2020 Major Planned Expenditures
# TransNet Cash Flow Estimate – 2020

## (in Millions)

<table>
<thead>
<tr>
<th>Fund Balance at SANDAG (July 1, Beginning of Fiscal Year)</th>
<th>Actual Fiscal Year 2016</th>
<th>Actual Fiscal Year 2017</th>
<th>Actual Fiscal Year 2018</th>
<th>Actual Fiscal Year 2019</th>
<th>Estimate Fiscal Year 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$55.5</td>
<td>$37.9</td>
<td>$33.3</td>
<td>$32.7</td>
<td>$27.7</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>55.3</td>
<td>37.6</td>
<td>32.9</td>
<td>32.3</td>
<td>27.2</td>
</tr>
<tr>
<td>Interest</td>
<td>0.3</td>
<td>0.3</td>
<td>0.4</td>
<td>0.4</td>
<td>0.5</td>
</tr>
<tr>
<td>Actual/Projected Sales Tax</td>
<td>30.8</td>
<td>31.9</td>
<td>32.7</td>
<td>34.7</td>
<td>35.3</td>
</tr>
<tr>
<td>Interest Revenue</td>
<td>0.3</td>
<td>0.4</td>
<td>0.4</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>Disbursement:</td>
<td>(48.7)</td>
<td>(37.0)</td>
<td>(33.7)</td>
<td>(40.2)</td>
<td>(37.6)</td>
</tr>
<tr>
<td>Congestion Relief</td>
<td>(39.2)</td>
<td>(27.4)</td>
<td>(24.1)</td>
<td>(30.1)</td>
<td>(26.9)</td>
</tr>
<tr>
<td>Admin &amp; Maintenance</td>
<td>(9.5)</td>
<td>(9.6)</td>
<td>(9.7)</td>
<td>(10.1)</td>
<td>(10.7)</td>
</tr>
<tr>
<td>Fund Balance at SANDAG (June 30, End of Fiscal Year)</td>
<td>$37.9</td>
<td>$33.3</td>
<td>$32.7</td>
<td>$27.7</td>
<td>25.4</td>
</tr>
</tbody>
</table>

Note: Fund Balance at SANDAG has decreased $30.1 million, or 54%, since the beginning of Fiscal Year 2016.
Fiscal Year 2020 Budgeted CIP Funds

- Developer Funds, 15.5, 3%
- Underground Surcharge, 21.1, 4%
- Gas Tax, 22.9, 5%
- General Fund, 35.6, 7%
- TransNet, 46.3, 10%
- Other, 59.1, 12%
- Financing, 62.5, 13%
- DIF/FBA, 105.2, 22%
- Grants, 113.8, 24%
Examples of Leveraging *TransNet* Funds

**Street Maintenance Program (FY2019)**

- Maintenance (O&M and Slurry Seal)
  - Total Expenditures: $74.6M  
  - *TransNet:* $9.9M
- Resurfacing (CIP) (SD96)
  - Total Expenditures: $22.7M  
  - *TransNet:* $8.5M

**Federal and State Grants**

- West Mission Bay Drive Bridge (SD70)
- Georgia St. Bridge Improvements (SD38)
- Otay Truck Route Widening - Phase 4 (SD102A)
Fiscal Year 2019 Look-Back

❖ **Total TransNet Drawdown Expenditures**
  - Projected: $38.6M   Actual: $40.2M

❖ **Congestion Relief (CIP & Project Implementation)**
  - Projected: $28.4M   Actual: $30.1M

❖ **Administration & Maintenance**
  - Projected: $10.2M   Actual: $10.1M
Fiscal Year 2019 Look-Back

- **Resurfacing of City Streets (SD96)**
  - Projected: $8.0M  Actual: $8.5M  Encumbered: $0.4M

- **Old Otay Mesa Road – Westerly (SD226)**
  - Projected: $2.5M  Actual: $2.2M  Encumbered: $0.0M

- **State Route 163/Friars Road (SD83)**
  - Projected: $3.5M  Actual: $3.3M  Encumbered: $0.0M

- **State Route 94/Euclid Avenue Interchange (SD200)**
  - Projected: $2.5M  Actual: $2.2M  Encumbered: $0.3M

- **Traffic Signals (New, Mods, Interconnects) (SD16A)**
  - Projected: $2.0M  Actual: $1.9M  Encumbered: $1.1M
Fiscal Year 2020 TransNet Expenditures (First Half)

- July 1 through December 31, 2019
  - CIP Expenditures: $5.5 million
  - CIP Encumbrances: $4.9 million

- Non-CIP on track to fully expend by fiscal year end
  - $14.0 million projected
    - $10.7 million - Maintenance and Admin
    - $ 3.3 million - Project Implementation (Congestion Relief)
Fiscal Year 2020 Major Planned Expenditures

- Resurfacing of City Streets (SD96)
  - Construction ($7.9M)

- Traffic Signals (New, Mods, Interconnects) (SD16A)
  - Construction ($3.0M)

- Otay Mesa Truck Route – Phase 4 (SD102A)
  - Construction ($2.0M)

- State Route 163/Friars Road (SD83)
  - Construction ($1.6M)
Street Resurfacing – Tambor Rd. and Viacha Dr. (SD96)

Before

After
TransNet-Funded Project Photos

SR94/Euclid Interchange Phase 2 (SD200)

Before

Current
Old Otay Mesa Road – Westerly (SD226)

Before

Current
TransNet-Funded Project Photos

State Route 163/Friars Road (SD83)

Before

Current
TransNet-Funded Project Photos

West Mission Bay Drive Bridge (SD70)

Before

Current
Transportation & Storm Water

TransNet Fund Update

- Ensure funding is allocated to maximize expenditures
- Ongoing coordination between departments to enhance project execution
- Implementation of citywide asset management system
Questions?
QUARTERLY FINANCE REPORT AND UPDATE ON FINANCIAL MARKETS – THROUGH DECEMBER 2019

Independent Taxpayer Oversight Committee
Item 14
February 12, 2020
US – 2020/21 Outlook

US Gross Domestic Product

- Stronger world growth driven by EMEs
- Key global downside risks receding (US-China Phase I trade deal, lower likelihood of a no-deal Brexit).
- Monetary stimulus in US and elsewhere
- Fiscal stimulus to unwind in 2020
- Persisting uncertainty, rising geopolitical risks

Fed Funds

Dow Jones


28,536
San Diego’s economy remains strong

Economic Condition Index

House prices

Unemployment rate

Real Wages

Real hourly earning, $, past 12 months average

Source: Federal Reserve Bank of St. Louis

Source: BLS
REGIONAL BIKEWAY STATUS REPORT

Item #16 ITOC | February 12, 2020
EAP STATUS

70 OF 77 MILES OPEN OR UNDER DEVELOPMENT

1. PLANNING
2. PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE
3. FINAL DESIGN
4. CONSTRUCTION
5. PROJECT COMPLETE

WE ARE HERE
DESIGN PRINCIPLES

SAFER “LOW STRESS” STREETS

• Safer movement of people
• Connected network
• Everyday people, everyday trips
• Separated bikeways
• Traffic calming to reduce speeds
• Challenges in urban areas due to limited space and competing uses
PROJECT FEATURES

BICYCLE/PEDESTRIAN

- Separated bikeways
- Neighborhood traffic circles, traffic calming
- High visibility crosswalks, ADA improvements
- Signal improvements
- Wayfinding signage
PROJECT FEATURES

CAPITAL IMPROVEMENTS

• Structures, walls, bridges
• Drainage and stormwater improvements
• Utility conflicts and relocations
• Upgrading to current standards
• Roadway (curb and gutter, repaving)
RECENT PROGRESS
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

- Two miles in City of San Diego
- Construction is 80% complete
- Expected to open to public in fall 2020
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA

• Three miles in County of San Diego, cities of Vista and Oceanside
• Construction is 90% complete
• Expected to open to public in April 2020
NORTH PARK | MID-CITY BIKEWAYS: GEORGIA-MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA-MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA-MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS: GEORGIA-MEADE AND LANDIS BIKEWAYS

• 6.5 miles in City of San Diego
• Construction is 2% complete
• Expected to open to public in Spring 2022
CITY OF SAN DIEGO URBAN BIKEWAYS

- Anticipating signed contract for Uptown Bikeways Fourth and Fifth Avenues
- Pershing, Imperial Avenue, Bayshore Bikeway Barrio Logan, and Howard Bikeway continue to be under review
- Central Bikeway under Public Works review
PROJECT EVALUATION AND MONITORING
BAYSHORE BIKEWAY SEGMENTS 4B AND 5

Thursday Bike Counts
Pre-Project, Post-4A, Post-4B&5

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2015</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>135</td>
<td>333</td>
<td>351</td>
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</tbody>
</table>

Sunday Bike Counts

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2015</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>246</td>
<td>600</td>
<td>661</td>
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## BIKE EAP – PRIORITY FOR FINANCING

<table>
<thead>
<tr>
<th>Project</th>
<th>Priority for Financing</th>
<th>Communities Served</th>
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</thead>
<tbody>
<tr>
<td>Bayshore Bikeway: Barrio Logan</td>
<td>A</td>
<td>Barrio Logan, Downtown, 32nd Street Naval Station</td>
</tr>
<tr>
<td>Border to Bayshore Bikeway</td>
<td>A</td>
<td>Imperial Beach, San Ysidro</td>
</tr>
<tr>
<td>Coastal Rail Trail Encinitas: E Street to Chesterfield Dr (Santa Fe-G St)</td>
<td>A</td>
<td>Encinitas</td>
</tr>
<tr>
<td>Downtown to Imperial Avenue Bikeway</td>
<td>A</td>
<td>East Village, Sherman Heights, Grant Hill, Mountain View</td>
</tr>
<tr>
<td>Inland Rail Trail: Vista (portion)</td>
<td>A</td>
<td>Vista</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: University Bikeway</td>
<td>A</td>
<td>City Heights, Rolando, La Mesa</td>
</tr>
<tr>
<td>Uptown Bikeways: Eastern Hillcrest Bikeways</td>
<td>A</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Uptown Bikeways: Park Boulevard Bikeway</td>
<td>A</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Pershing Drive Bikeway</td>
<td>B</td>
<td>Downtown, North Park</td>
</tr>
<tr>
<td>Central Avenue Bikeway</td>
<td>B</td>
<td>Kensington, Normal Heights, City Heights</td>
</tr>
<tr>
<td>Inland Rail Trail: Vista (remaining gap segment)</td>
<td>B</td>
<td>Vista</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Orange Bikeway</td>
<td>B</td>
<td>Normal Heights, City Heights</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Howard Bikeway</td>
<td>B</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Robinson Bikeway</td>
<td>B</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>Uptown Bikeways: Washington St and Mission Valley Bikeways</td>
<td>B</td>
<td>Mission Hills, Hillcrest, Hotel Circle, Fashion Valley</td>
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<tr>
<td>San Diego River Trail: Stadium Segment</td>
<td>C</td>
<td>Mission Valley, SDSU West</td>
</tr>
<tr>
<td>Bayshore Bkwy: 8B Main Street to Palomar</td>
<td>C</td>
<td>Chula Vista</td>
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<tr>
<td>San Diego River Trail: Carlton Oaks Segment</td>
<td>C</td>
<td>Santee</td>
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<tr>
<td>Uptown Bikeways: Mission Hills and Old Town Bikeways</td>
<td>C</td>
<td>Mission Hills, Old Town</td>
</tr>
<tr>
<td>Central Mobility Bikeway (Coastal Rail Trail: Pacific Highway)</td>
<td>C</td>
<td>Downtown, Little Italy, Middletown, Old Town</td>
</tr>
<tr>
<td>El Prado Cross Park (Balboa Park)</td>
<td>C</td>
<td>Bankers Hill, Hillcrest, Balboa Park</td>
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<tr>
<td>North Park/Mid-City Bikeways: Monroe Bikeway</td>
<td>C</td>
<td>Kensington, Talmadge</td>
</tr>
<tr>
<td>Park Blvd (Upas to Village Pl)</td>
<td>C</td>
<td>Balboa Park, Hillcrest</td>
</tr>
</tbody>
</table>
EAP FUNDING

• $279 million in approved FY2020 SANDAG Program Budget
  – $171 million from TransNet Bicycle, Pedestrian, Neighborhood Safety
  – $48 million from State Active Transportation Program
  – $60 million other active transportation funds
• $123 million spent to date
• $77 million - $117 million needed over next 12-18 months