Summary

- Data collection (taxable retail sales) during COVID-19 shows significant volatility
- Length and severity of economic disruption is unknown
- Federal/State stimulus add uncertainty to forecasts
- State of California revenue payments are unpredictable
  - Deferred payments
  - Accounting issues

Data only available thru Q1, which only includes 2 weeks of COVID-effect

**Recommendation:** Wait for Q2 data (Nov 12), prepare forecast Q1 2021
Challenges with CDTFA

Software transition effects sales tax data
The California Department of Taxes and Fees Administration (CDTFA) transitions to new reporting software – Centralized Revenue Opportunity System (CROS) creating many issues with the data and caused reporting shortfalls or anomalies.

Software issues yet to be resolved
MuniServices adjustments for delayed payments and other reporting deficiencies indicate that statewide receipts from the local one cent tax rose 5.2% over the first three quarters of 2018 versus the comparison period.

Slow start to 2019
Local sales and use tax receipts from January through March sales were 1.0% higher than the first quarter of 2018 after factoring out accounting anomalies and back payments from previous state reporting shortfalls. This was the lowest percentage increase since first quarter 2010.

Online filing issues
The local 1% share of California’s sales and use tax from April through June sales was 20.4% higher than the same quarter of 2018. However, the actual gain came to 2.9% after factoring for online filing issues and accounting anomalies.

Marketplace Facilitator Act
Effective October 1, 2019, companies such as Amazon, eBay, and Google who provide sales tax related services to other retailers are required to assume the obligation for collecting and remitting their client's sales and use tax. This was implementation of the Wayfair v. South Dakota ruling that requires out-of-state retailers to collect and remit sales tax on merchandise sold to California customers.

COVID-19 Pandemic
Taxpayer relief programs accounted for much of the decline with receipts down roughly 3.1% after factoring for payment deferrals and other accounting anomalies. Severe drops in auto sales, general consumer goods, service stations, and restaurants were largely offset by new revenue from implementation of the Wayfair v. South Dakota decision that now requires out-of-state retailers to collect and remit California’s sales and use tax.
### CDTFA Actual Sales Tax Revenues vs. Adjustments

#### CA Department of Tax and Fee Administration (CDTFA)

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<tbody>
<tr>
<td>Actual</td>
<td>$247,221,162</td>
<td>$260,114,931</td>
<td>$268,840,549</td>
<td>$275,500,023</td>
<td>$284,456,260</td>
<td>$294,501,324</td>
<td>$312,303,669</td>
<td>$305,851,214</td>
<td>$313,864,516</td>
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<td>4.3%</td>
<td>5.2%</td>
<td>3.4%</td>
<td>2.5%</td>
<td>3.3%</td>
<td>3.5%</td>
<td>6.0%</td>
<td>-2.1%</td>
<td>2.62%</td>
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#### CDTFA with Adjustments

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<td>2.5%</td>
<td>3.3%</td>
<td>6.0%</td>
<td>1.3%</td>
<td>0.2%</td>
<td>-6.0%</td>
</tr>
</tbody>
</table>

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**CDTFA Actual Sales Tax Revenues vs. Adjustments**

SANDAG
Monthly TransNet Receipts

In Millions (seasonally adjusted)

- Great Recession

SANDAG
Quarterly Collections Compared to Taxable Sales

Sales Tax Forecasting During the COVID-19 Pandemic
Estimated COVID-19 Impact on the San Diego Regional Economy

**Jobs Lost**
- 450,000 (May 2020)
- 176,000 (Sept. 2020)

**Lost Wages**
- $4.5-5.5 billion (March to Sept. 2020)

**San Diego GRP**
- Calendar year 2020
  - $10-15 billion
  - -3.8% to -5.7%

**Taxable Sales**
- Calendar year 2020
  - $5-7 billion
  - -8% to -11%

---

Estimated Job Loss in the San Diego Region by Employment Sector
August 2019 to August 2020

- Tourism: 141,000 unemployed (78,000)
- Retail: 80% of new unemployed workers (36,000)
- Education: -37% (28,000)
- Healthcare: -6% (12,000)
- Manuf.: -14% (9,000)
- F.I.R.E: -3% (9,000)
- Const.: -5% (5,000)
- Transp.: -4% (2,000)
- Innovation: -1% (1,000)
- Govt.: +1%

20% of new unemployed workers
- 35,000 unemployed

Activity Levels at Businesses in the San Diego Region

TransNet Collection compared to Economic Activity data (year over year change)
Transnet Sales Tax Forecast

Economic Outlook
A Look at the San Diego Region

Updated Schedules
TransNet Environmental Mitigation Program

Large Scale Acquisition, Management, and Monitoring

Reduce Cost; Accelerate Delivery of Transportation Projects; Implement Regional Habitat Conservation Plans; Reduce Listing of Species
Regional Management and Monitoring Implementation Process

- MOA
  - $4 million annually for 20 years
- SANDAG staff and Environmental Mitigation Program Working Group develop Two-Year Work Plan
- Annual Funding Approved by SANDAG Board of Directors
- Contracts and Land Management Grants

Two-Year Work Plan

- Management Strategic Plan (MSP)
  - Technical Recommendations
  - Prioritizes activities for species/habitats based on threats and opportunities
- FY 2021-2022 Work Plan
  - Defines goals and milestones
  - Track and Monitors Implementation Actions
Two-Year Work Plan

Strategic Goals

Discussion

The ITOC is asked to discuss the proposed FY 2021-2022 Environmental Mitigation Program (EMP) Work Plan for regional management and monitoring and allocate $4 million in funding for FY 2021.
Transportation Performance Management Update
Independent Taxpayer Oversight Committee
October 14, 2020

Agenda
• Study Background
• TPM Definition
• OWP Mapping
• TPM Vision and Goals
• Next Steps
Study Background

• Short 8-month study
• Project genesis – *TransNet* FY18 Triennial Performance Audit

Federal Highways Administration Framework

Source: FHWA Transportation Performance Management Guidebook
Definition of TPM

TPM Activities

- Goal Setting / Performance Measures
- Target Setting
- Data Collection (i.e., collect and measure outcome and output data)
- Analytics and Data Management (i.e., validate, analyze and manage transportation data)
- Performance Monitoring and Reporting

<table>
<thead>
<tr>
<th>TPM Activities</th>
<th>Applies To</th>
<th>Performance Measurement Requirements</th>
<th>Example Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal Setting / Performance Measures</td>
<td>Highways</td>
<td>Internal / External</td>
<td>Quality Assurance</td>
</tr>
<tr>
<td>Target Setting</td>
<td>Streets and Roads</td>
<td>Programmatic Level</td>
<td>TransNet</td>
</tr>
<tr>
<td>Data Collection (i.e., collect and measure outcome and output data)</td>
<td>Bridges</td>
<td>Regional Level – SANDAG as MPO</td>
<td>Input to Regional Plan</td>
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<tr>
<td>Analytics and Data Management (i.e., validate, analyze and manage transportation data)</td>
<td>Transit</td>
<td>Caltrans/State Level</td>
<td>TDA Audit, Regional targets</td>
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<tr>
<td>Performance Monitoring and Reporting</td>
<td>Environmental Mitigation</td>
<td>Federal (FHWA, FTA)</td>
<td>MAP 21, FAST Requirements</td>
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</table>

Study Progress to Date

- Inventory existing work program performance activities
  - Final FY2021 Budget
- Assess existing performance monitoring and reporting activities
  - 18 OWP-owner interviews
  - 4 peer agencies
  - Survey - 12 local stakeholder
- Develop TPM framework and implementation plan
  - Current stage
TPM Goals

- Address FY2018 TransNet Audit recommendations
- Support SANDAG interest in improving monitoring performance of RTP/SCS (e.g., VMT and GHG reduction)
- Strengthen a data-driven organization
- Strive to become a technology forward organization both internally and externally
- Demonstrate transparency and clarity

Next Steps

- Develop two conceptual scenarios for framework (e.g., VMT and GHG reporting, congestion reporting, Safety performance reporting)
- Finalize framework recommendations
- Sketch out implementation plan (e.g., process improvements, level of effort, analytical tools)
Regional Bikeway Program Status Update and City of San Diego Bikeway Approvals and Projects

Linda Culp, SANDAG
Everett Hauser and Corson Smith, City of San Diego

ITOC Item 10 | October 14, 2020

EARLY ACTION PROGRAM 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

0 5 10 15 20 25 30 35 40 45 50

7 1.4 43.3 16.1 8.8
WHO WILL USE THESE BIKEWAYS?

RECENT PROGRESS
COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY

[Image of construction site]

COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY

[Image of worker preparing rail]
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

- Two Miles in City of San Diego
- Construction is 87% 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

• Three Miles in County of San Diego, Cities of Vista and Oceanside
• Construction is 94% Complete
• Expected to Open to Public in Fall 2020

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 34% Complete
• Expected to Open to Public in Spring 2022

UPTOWN BIKEWAYS:
FOURTH AND FIFTH AVENUE BIKEWAYS
UPTOWN BIKEWAYS:
FOURTH AND FIFTH AVENUE BIKEWAYS

UPTOWN BIKEWAYS:
FOURTH AND FIFTH AVENUE BIKEWAYS

SANDAG TransNet

SANDAG TransNet
UPTOWN BIKEWAYS:
FOURTH AND FIFTH AVENUE BIKEWAYS

• 4.5 Miles in City of San Diego
• Construction Began in August and is 8% Complete
• Expected to Open to Public in Spring 2022
CITY OF SAN DIEGO URBAN BIKEWAYS

• Continuing Under Development Services Department Review:
  – Pershing Bikeway
  – Imperial Avenue Bikeway
  – Bayshore Bikeway Barrio Logan
  – Howard Bikeway
  – Border to Bayshore Bikeway
  – Robinson Bikeway
  – Eastern Hillcrest Bikeway

• Central Avenue Bikeway Under Public Works Review

BIKE VOLUMES INCREASE 42%

FIGURE 1
Percent Increase in Average Bike Volume for Months 1 to 5 for the San Diego Regional Bike Network, 2019 to 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>March to August, 2019 to 2020</th>
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<tbody>
<tr>
<td></td>
<td>0%</td>
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<tr>
<td>Month 1</td>
<td>18%</td>
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<tr>
<td>Month 2</td>
<td>66%</td>
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<tr>
<td>Month 3</td>
<td>62%</td>
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<td>Month 4</td>
<td>28%</td>
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<tr>
<td>Month 5</td>
<td>22%</td>
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Got you know:
- “It’s Not Just Riding a Bike,” bybike.org in the San Diego Region, Since COVID-19

Key Findings:
- Biking and cycling increased on the right track to record levels.
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City of San Diego

Bicycle Program

- Goal of 40 miles new and/or improved per fiscal year
Resurfacing Coordination

Harbor Drive

Resurfacing Coordination

Montezuma Road
Downtown Mobility

3 Phases

Various sources of funding

- Downtown Development Impact Fee ($7.5M)
- TransNet/Smart Growth Incentive Program ($2.5M)
- Affordable Housing & Sustainable Communities
  - Round 3 ($2.0M)
  - Round 4 ($4.0M)
J Street
Bicycle Signal

Upcoming Projects
Market Street Complete Street
Coastal Rail Trail (2021)
New Website

Bike Lane Latest

- Bike Infrastructure Projects
- Bicycle Master Plan
- Lanes and Routes
- Capital Improvement Program (CIP) Project Map Viewer
- Community Plans
- Vision Zero