SANDAG serves as the San Diego region’s clearinghouse for information and data. Infos publish timely, relevant information as well as provide context on complex issues facing the region.

For more information, call (619) 699-1950 or email pio@sandag.org
TransNet Funds Transportation Improvements and More

Passed in 2004 by 67 percent of voters countywide, the TransNet Extension Ordinance enacted a half-cent sales tax to fund transportation improvements in the San Diego region. TransNet funds a variety of capital construction projects on highways and transit corridors, local streets and roads, and bikeways, in addition to an Environmental Mitigation Program, new transit services, and grants for smart growth, active transportation, and subsidized transit for seniors and persons with disabilities.

The TransNet Extension Ordinance (2008–2048) calls for an evaluation of program performance every ten years. The first review is being conducted as a two-step process, with “look-back” and “look-ahead” phases. The Ten-Year Review Look-Back\(^1\) was conducted by an independent auditing firm and reviewed performance of the overall TransNet Program to date. The look-back report concluded that TransNet delivered on its plans to expand freeways, improve local roads, add capacity to rail service, and increase transit for seniors. This SANDAG Info includes information from the look-back report, as well as other relevant data to allow readers to evaluate the success of the TransNet program to date.

Delivering on TransNet Projects

The TransNet Extension Ordinance included a Major Corridors program to fund 48 highway and transit capital improvement projects. These were later broken up into 78 segments as part of the project implementation process.

Even during the depths of the Great Recession (2008–2011), SANDAG succeeded in advancing projects by using long-term borrowing secured by future TransNet sales tax revenue to capitalize on low construction costs and interest rates, as well as to seize competitive funding opportunities. Overall, ten years into the TransNet Extension Ordinance — with a quarter of the 40-year measure having elapsed — SANDAG has completed, begun construction, or substantially started the planning/design on 61 percent of the projects listed in the measure.

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\(^1\) TransNet Extension Ordinance: 10 Year Look-Back report prepared by Sibert Evashenk Consulting, Inc., January 2018; [sandag.org/10YearLookBackReport](http://sandag.org/10YearLookBackReport)
TransNet Accomplishments: The First Ten Years


Figure 2
TransNet Program Successes

**Highways, Managed Lanes, and Transit Major Corridors**

- More than $2.9 billion invested in highway improvements
- 23 highway segments\(^1\) completed
- Commute time for majority of San Diegans less than 30 minutes
- $1.5+ billion invested in transit capital improvements
- 25 transit projects\(^1\) completed

**Local Streets and Roads**

- $714+ million dedicated for local streets and roads
- 136+ projects completed
- Pavement generally in good condition

**Transit Service**

- **Transit Ridership**
  - **10% increase**
  - 94.5 million riders in 2007
  - 105 million riders in 2017
  - Senior transportation mini-grants
    - $14.7 million awarded through 69 grants
    - 1.4+ million one-way rides provided
    - 9,300 seniors trained to use transit services

**Environmental Mitigation Program**

- $222+ million invested in project mitigation and habitat conservation
- $120 million saved on land acquisition
- 8,900+ acres acquired, more than seven times the size of Balboa Park

**Bike Early Action Program**

- FY 17 Bikeway Project Status\(^2\)
  
<table>
<thead>
<tr>
<th>29.9</th>
<th>26.2</th>
<th>8.3</th>
<th>4.3</th>
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</thead>
<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
<td>Design</td>
<td>Under Construction</td>
<td>Open</td>
</tr>
</tbody>
</table>
  
  - Dedicated $200 million to the Bike Early Action Program, which will build 77 miles of bikeways regionwide
  - Annually, bike commuters increased 25 percent\(^1\) from 8,000 to 10,000

**Grant Programs**

- **Smart Growth**
  - $31.7+ million awarded through 43 grants
  - 12 Complete Street projects constructed
  - 5 downtown streetscape revitalization projects completed

- **Active Transportation**
  - $30+ million awarded through 77 grants
  - 300+ bike parking infrastructure projects
  - 24.8 miles of bike lanes constructed

- **EMP Land Acquisition\(^3\)**
  - $15.9 million awarded for 5,400+ acres

- **EMP Land Management and Habitat Conservation**
  - $14.6 million through nearly 100 grants

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\(^1\) See Exhibit 82 (page 89); 48 Ordinance projects resulted in 78 project segments
\(^2\) Of the 77 miles in the Bike Early Action Program, a total of 68.7 miles were programmed (funded for various phases) in the FY 17 budget.
\(^3\) See Exhibit 9 (page 22)

8,900+ acres acquired through EMP includes 5,400+ acres acquired by outside agencies using EMP grants.
More than Matching: Major Corridors Program Leveraged TransNet Funding

TransNet always was envisioned to be only one of the funding mechanisms to pay for projects identified in the TransNet Extension Ordinance and Expenditure Plan; the Ordinance assumed 50 percent of net capital costs would be funded by federal, state, and other sources. Over the past ten years, TransNet funds have played a crucial role in the region’s ability to secure matching funds and advance completion of major capital projects. At the close of FY 2017, total program funding was $7.84 billion. TransNet funds represented $2.58 billion (33%) and helped leverage $5.26 billion (67%).

Future Challenges and Opportunities

While SANDAG and its partners accomplished a lot in the first ten years of the TransNet Extension, there are still another 30 years of transportation improvements ahead. The Ten Year Look-Back report concluded that “it is reasonable that the TransNet Program could be delivered as expected given the nearly 30-year historic leveraging… if SANDAG continues to employ strong project management and fund management practices” (page 64). Funding a long-term capital program is complex. Knowing that the industry may change in ways that are difficult to predict, SANDAG will need to continue working toward ensuring that capital projects meet current needs and achieve the longer-term goals of TransNet. Continuing these historical practices in long-term transportation planning efforts will help SANDAG deliver intended results.

Look-Back Completed, Look-Ahead Underway

The SANDAG Board of Directors built a requirement into the TransNet Extension Ordinance that each 10-year review evaluate performance and make recommendations for continued improvement over the 40-year TransNet program. The “look-ahead” began in March 2018 and, during the months ahead, the Board will evaluate future considerations from the look-back, including regionwide performance tracking and reporting, investments in technology solutions to mitigate the region’s transportation challenges, and the mix of future TransNet projects, among other areas. This look-ahead will take place as part of the ongoing development of San Diego Forward: The 2019-2050 Regional Plan, which includes a vision for the region’s future transportation system.

Visit sandag.org/TransNet10YearReview for more information.
The Difference a Decade Makes

During the first decade of the TransNet Extension Ordinance, several factors — such as changes in population, gross domestic product, and employment — impacted TransNet performance. Population grew almost 10 percent and the number of jobs in the region increased 10 percent. During the Great Recession (2008–2011), the region experienced job losses and saw relatable decreases in rush hour traffic and vehicle miles traveled (VMT). As the economy recovered, gas prices declined and the number of commuters who chose to drive increased.

Amidst significant economic downturn and subsequent growth, TransNet delivered on its voter-approved goals to expand freeways, improve local roads, add capacity to rail service, and increase transit ridership. With these investments, and despite the increase in population and corresponding increase in freeway travel, traffic congestion in the region held steady at near pre-TransNet levels and, compared with congestion relief in comparable metropolitan areas over the last decade, the San Diego area is among the lowest for commute time.

Ten Year Trends

This information, while not included in the Ten Year Look-Back report, provides further context for the first ten years of TransNet accomplishments.

Ten Year Trends

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<tbody>
<tr>
<td>Population</td>
<td>9.3%</td>
<td>2008</td>
<td>3.32</td>
<td>2017</td>
</tr>
<tr>
<td>Employment</td>
<td>10.4%</td>
<td>2008</td>
<td>1.32</td>
<td>2017</td>
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<tr>
<td>Gross Regional Product</td>
<td>21.1%</td>
<td>2007</td>
<td>178</td>
<td>2016</td>
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<tr>
<td>Total Freeway Travel</td>
<td>11.0%</td>
<td>2007</td>
<td>12.69</td>
<td>2016</td>
</tr>
<tr>
<td>Peak Period Freeway Delay</td>
<td>48%</td>
<td>2007</td>
<td>6.69</td>
<td>2016</td>
</tr>
<tr>
<td>Transit Boardings</td>
<td>7.6%</td>
<td>2007</td>
<td>328</td>
<td>2016</td>
</tr>
<tr>
<td>Transit Travel</td>
<td>2.8%</td>
<td>2007</td>
<td>1.69</td>
<td>2016</td>
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Sources:
2015–2016 State of the Commute available at sandag.org/ infos
California Department of Finance
California Employment Development Department
Bureau of Economic Analysis, U.S. Department of Commerce as of June 30, 2017