

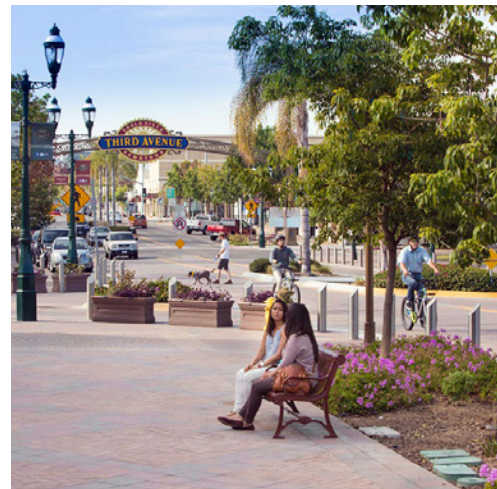
SANDAG

Info

April 2018

TransNet

Ten-Year Review: Look-Back



SANDAG

Info

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.

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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-Back¹ 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.

Figure 1
TransNet Extension Major Corridor Improvement Program
Progress through FY 2017



¹ *TransNet* Extension Ordinance: 10 Year Look-Back report prepared by Sjoberg Evashenk Consulting, Inc., January 2018: sandag.org/10YearLookBackReport

Progress Toward *TransNet* Goals

- Relieve congestion
- Improve safety
- Match state/federal funds
- Expand freeways
- Maintain or improve local streets and roads
- Increase transit for seniors and those with disabilities
- Expand commuter express bus, Trolley, and COASTER services

completed in progress

“Overall, much has been accomplished over the first 10-year period of the 40-year *TransNet* life cycle with approximately 61 percent of Major Corridor projects delivered or in-progress even though only one-quarter of the *TransNet* Program’s time has elapsed. Along the way, SANDAG and its *TransNet* partners demonstrated great collaboration and cooperation, employed leading project management practices, and took advantage of financing opportunities as they have arisen.”

TransNet Extension Ordinance:
Ten-Year Look-Back report (page 79)

TransNet Accomplishments: The First Ten Years

According to the Ten-Year Review Look-Back report, through June 30, 2017, “TransNet results show improved transportation facilities across a wide range of modes in addition to strong performance” (page 22).

Figure 2

TransNet Program Successes



Highways, Managed Lanes, and Transit Major Corridors

More than \$2.9 billion invested in highway improvements

23 highway segments¹ completed

Commute time for majority of San Diegans **less than 30 minutes²**

\$1.5+ billion invested in transit capital improvements

25 transit projects¹ completed



Transit Service

Transit Ridership



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



Local Streets and Roads

\$714+ million dedicated for local streets and roads

136+ projects completed

Pavement generally in good condition



Environmental Mitigation Program

\$222+ million invested in project mitigation and habitat conservation

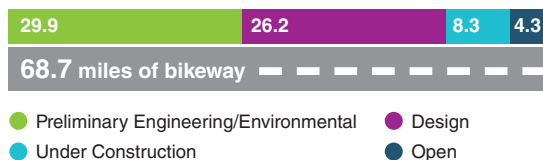
\$120 million saved on land acquisition

8,900+ acres acquired, more than seven times the size of Balboa Park



Bike Early Action Program

FY 17 Bikeway Project Status³



- Preliminary Engineering/Environmental
- Design
- Under Construction
- Open

Dedicated \$200 million to the Bike Early Action Program, which will build 77 miles of bikeways regionwide

Annually, bike commuters increased 25 percent⁴ 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 Acquisition⁵

\$15.9 million awarded for 5,400+ acres

EMP Land Management and Habitat Conservation

\$14.6 million through nearly 100 grants

¹ See Exhibit 62 (page 89); 48 Ordinance projects resulted in 78 project segments

² Despite the 2% decrease from 2005 to 2015 (from 67% to 65%), in the number of commuters traveling less than 30 minutes in their daily commutes, the San Diego County Urbanized Area remained amongst the lowest vehicle commute times when compared to similar cities in size and population. See TransNet Extension Ordinance: 10-Year Look Back report (page 3)

³ Bike Early Action Program, a total of 68.7 miles were programmed (funded for various phases) in the FY 17 budget.

⁴ See Exhibit 9 (page 22)

⁵ 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%).

“Given historic revenue generation and the continuation of strong practices, it is reasonable to expect the *TransNet* Program could be delivered in the 40-year timeframe.”

TransNet Extension Ordinance:
Ten-Year Look-Back report
(page 64)

Figure 3
Leveraging *TransNet* Program Funding (through FY 17)



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

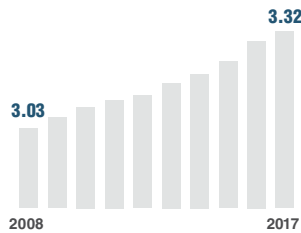
This information, while not included in the Ten Year Look-Back report, provides further context for the first ten years of *TransNet* accomplishments.



population in millions

9.3%

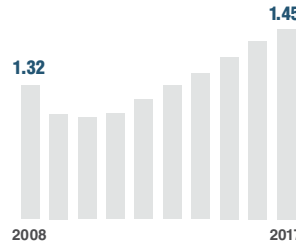
2008 – 2017



employment in millions

10.4%

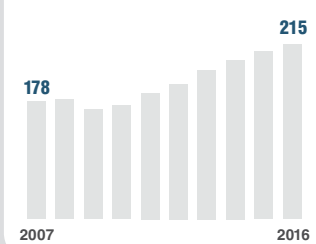
2008 – 2017



gross regional product in billions of dollars

21.1%

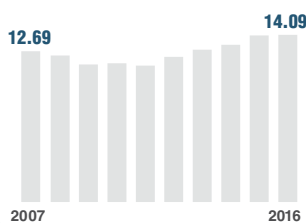
2007 – 2016



total freeway travel in millions of vehicle miles

11.0%

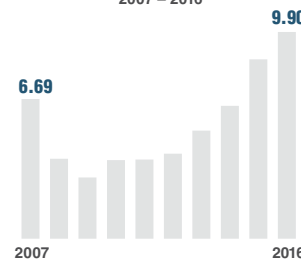
2007 – 2016



peak period freeway delay in millions of vehicle hours

48%

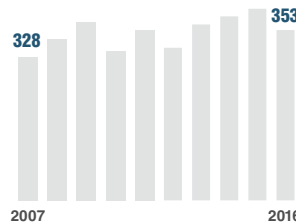
2007 – 2016



transit boardings average weekday in thousands

7.6%

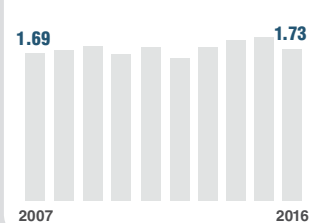
2007 – 2016



transit travel average weekday in millions of passenger miles

2.8%

2007 – 2016



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