

# ITOC

The Independent Taxpayer Oversight Committee

## 2016 ANNUAL REPORT

The Independent Taxpayer Oversight Committee (ITOC) monitors the expenditure of *TransNet* funds, the voter-approved, half-cent sales tax for transportation improvements in the San Diego region. This task is required by the 2004 *TransNet* Extension Ordinance. The Committee helps ensure all voter mandates are carried out and develops recommendations for improving the financial integrity and performance of the *TransNet* program.

### ***TransNet***

In 2004, 67 percent of the region's voters supported the extension of *TransNet* from 2008 to 2048. This is expected to generate \$14 billion for transit, highway, local road, and active transportation projects, and to fund programs focused on environmental protection, smart growth, and active transportation.

*TransNet* is helping to fund major highway projects along Interstates 5, 8, 15, and 805, as well as State Routes 52, 54, 56, 67, 75, 76, 78, 94, 125, and 905. It supports improvements to the public transportation system, including new *Rapid* transit services and High Occupancy Vehicle Lanes and Express Lanes along many of the major corridors. *TransNet* funds also help pay for discounted transit passes for seniors, persons with disabilities, and youth. In addition, the *TransNet* Extension Ordinance includes the \$850 million Environmental Mitigation Program, and the \$280 million Smart Growth Incentive Program. Under the Bicycle, Pedestrian, and Neighborhood Safety Program, 2 percent of the available funds are earmarked annually for bicycle paths and facilities, pedestrian improvements, and neighborhood safety projects.



### TROLLEY RENEWAL

In summer 2015, SANDAG wrapped up the five-year, \$660-million Trolley Renewal project, an effort to modernize the entire San Diego Trolley system. With the addition of low-floor vehicles to the Blue Line, the entire Trolley system now has low-floor service, which facilitates faster boarding and provides additional comfort and convenience. In September, work was completed on all station upgrades—including new shelters, next-train arrival signs, enhanced lighting, security cameras, and other amenities.



### DOWNTOWN RAPID STATIONS

Construction began last spring on the Downtown *Rapid* stations on and near Broadway between India Street and Park Boulevard. Of 11 planned stations, six are open for business. The remaining five are scheduled to be completed in 2016.

### FY 2016 *TransNet* Progress Highlights



#### I-5/I-8 CONNECTORS

In fall 2015, work was completed on the I-5/I-8 Connectors. The upgrades provide an additional northbound lane and auxiliary lanes on I-5 between I-8 and SeaWorld Drive, as well as an additional lane to the westbound I-8 to northbound I-5 connector to relieve congestion at the interchange. The work is part of a larger effort by SANDAG and Caltrans to build new or upgraded connectors, on-/off-ramps, and auxiliary lanes throughout San Diego County.

## ITOC Activities for Fiscal Year 2016

The ITOC reviewed and advised on many key *TransNet*-supported programs during the July 1, 2015, to June 30, 2016, fiscal year, including:

- Conducted the FY 2015 *TransNet* Fiscal and Compliance Audits
- Continued to review implementation of the recommendations from the FY 2015 *TransNet* Triennial Performance Audit (covering fiscal years 2012 to 2014)
- Reviewed the Regional Transportation Improvement Program and its amendments
- Continued to oversee the Environmental Mitigation Program (EMP), including review of the EMP funding recommendations, proposed grant amendments, progress reports, acquisition of new parcels, and habitat management and monitoring activities
- Reviewed funding recommendations, progress reports, proposed grant amendments, and performance for the *TransNet* Senior Mini-Grant, Smart Growth Incentive, and Active Transportation Grant programs
- Reviewed the proposed Statewide Active Transportation Program and *TransNet* program funds exchange
- Continued to receive regular updates on the status of financial markets, state and federal budgets, and potential impacts to the *TransNet* program, as well as the performance of the *TransNet* debt program
- Reviewed *TransNet* program FY 2016 revenue revisions and FY 2017 to FY 2021 revenue estimates
- Recommended approval of the 2015 *TransNet* Plan of Finance, 2015 *TransNet* Transit Operations Plan of Finance, and reviewed the proposed 2016 *TransNet* Bond Issuance
- Reviewed quarterly financial reports and other financial data
- Recommended an annual ITOC operating budget for FY 2017 with a reduction in the annual allocation to ITOC, continuing to operate under budget during the year
- Accepted the annual Regional Transportation Congestion Improvement Program (RTCIP) submittals from local jurisdictions, and reviewed the annual RTCIP fee adjustment
- Continued reviewing the City of San Diego Transportation Capital Improvement Program streamlining plan and periodic reports on the city's balance of *TransNet* local street and road funds
- Reviewed the County of San Diego Local Street and Road Program update
- Reviewed the San Diego Forward: The Regional Plan
- Reviewed the proposed FY 2017 budget for the *TransNet* Early Action Program
- Reviewed progress reports on the *TransNet* program, including updates from corridor directors and project managers



### INLAND RAIL TRAIL

The first phase of construction on the San Marcos to Vista segment of the Inland Rail Trail, between Cherimoya Drive and the intersection of West Mission Road and North Pacific Street, began construction in December 2015. Work on this mile-long phase is expected to be complete in summer 2016. The Inland Rail Trail is a proposed Class I bikeway located through the cities of Oceanside, Vista, San Marcos, and Escondido, as well as within a portion of the unincorporated County of San Diego.



### FREEWAY CONNECTION GROUNDBREAKING

In October 2015, leaders from the U.S. and Mexico broke ground on a freeway-to-freeway connection project linking SR 905 and the recently-completed first segment of SR 11 to northbound SR 125. The project will reduce border congestion and accommodate the growing volume of freight trucks. When completed, the project will provide a seamless system for vehicles departing the Otay Mesa Port of Entry – the region's main commercial border crossing.



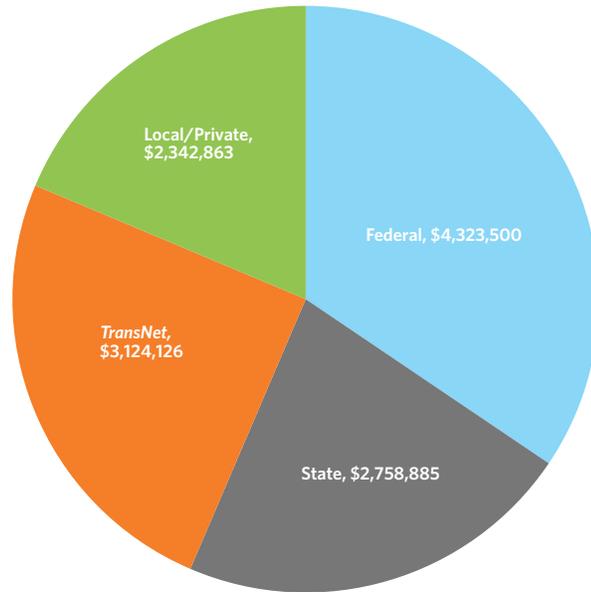
### I-805 NORTH

Stage 1 of the I-805 North Express Lanes Project – designed to ease congestion in the Golden Triangle area – is on track to be completed ahead of schedule and open fully to traffic in early summer 2016. This phase of the project includes two HOV lanes – one in each direction from SR 52 to Mira Mesa Boulevard, as well as a south-facing Direct Access Ramp at Carroll Canyon Road. In June 2015, the newly built southbound carpool lane from just south of La Jolla Village Drive to just north of SR 52 opened early to traffic.

### TransNet Leverages Other Fund Sources

The SANDAG Board of Directors is responsible for selecting and prioritizing the timing of *TransNet* projects. The role of the ITOC is to ensure projects carried out as a result of SANDAG Board actions meet the requirements of the *TransNet* Extension Ordinance. Billions of dollars in *TransNet* funding are being administered by SANDAG to improve and better manage our well-traveled highways, local streets and roads, public transportation, and bicycle and pedestrian facilities. These funds are leveraged with state and federal dollars to maximize the effectiveness of transportation funding.

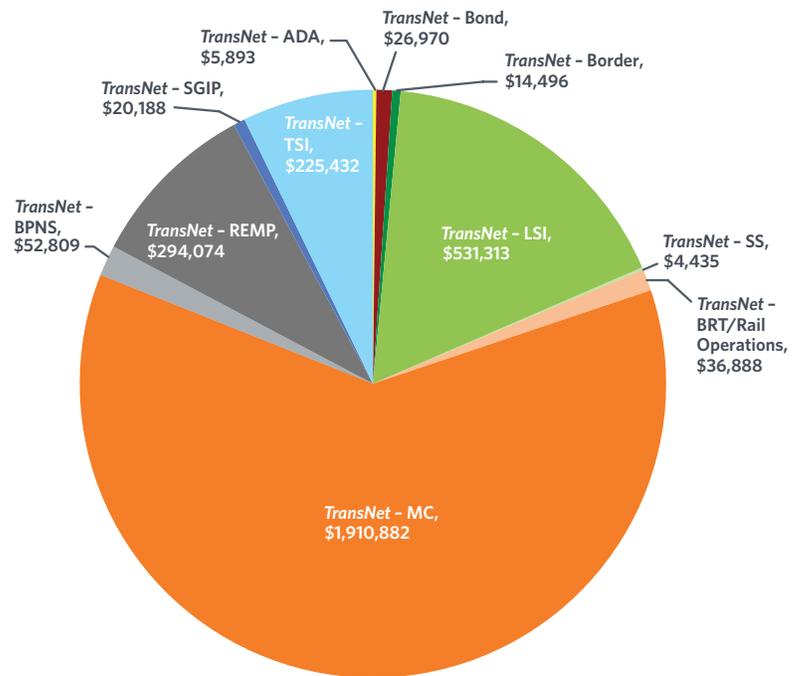
### TransNet AND OTHER FUNDING Regional Transportation Improvement Program FY 2015 - FY 2019 (\$000)



### TransNet Continues to Improve Transportation Infrastructure

The ITOC is responsible for reviewing projects proposed for funding with *TransNet* funds and does this as part of its review of the Regional Transportation Improvement Program or RTIP, which is the multi-billion dollar program of projects funded by federal, state, local *TransNet* sales tax, and other local funding sources. Approximately \$3.1 billion, of the total \$14 billion expected to be generated by *TransNet*, has been spent as of June 30, 2015. Another \$2.6 billion is committed to be spent over the next four years.

### TransNet FUNDING Regional Transportation Improvement Program FY 2015 - FY 2019 (\$000)



- |                                                                |                                                         |
|----------------------------------------------------------------|---------------------------------------------------------|
| <b>ADA</b> - American with Disabilities Act                    | <b>MC</b> - Major Corridor                              |
| <b>BPNS</b> - Bicycle, Pedestrian and Neighborhood Safety      | <b>SS</b> - Senior Services                             |
| <b>BRT/Rail Operations</b> - Bus Rapid Transit/Rail Operations | <b>REMP</b> - Regional Environmental Mitigation Program |
| <b>LSI</b> - Local Street Improvements                         | <b>SGIP</b> - Smart Growth Incentive Program            |
|                                                                | <b>TSI</b> - Transit System Improvement                 |



## LOCAL ROADS

Since taking effect in 2008, the *TransNet* Extension has raised more than \$550 million (as of June 30, 2015), for the region's 18 cities and the County of San Diego to fix, maintain, and expand local streets. As with the original *TransNet*, the extension program allocates local road revenue to each jurisdiction using a formula based on population and maintained road miles.

### Local Agency Street & Road Balances (\$000s) AS OF JUNE 30, 2015

On a regular basis, the ITOC reviews local agency street and road balances to assist in monitoring expected use of local *TransNet* funds. Agencies anticipating to spend less than 75 percent of their cumulative allocation provide ITOC with a report on their jurisdiction's project delivery status and plans to spend down funds. During FY 2015, the cities of Carlsbad, Chula Vista, Coronado, Encinitas, Escondido, Lemon Grove, and Oceanside submitted a status report on delivery and spend-down plans for ITOC review. Of the \$552 million raised for local street and road improvements, more than \$441 million has been spent or is committed to be spent over the next five years.

Local Agency	LOCAL STREET AND ROAD IMPROVEMENT ALLOCATIONS		BALANCES HELD	ITOC MONITORING	Remaining (Unused) Programming <sup>4</sup> FY14/15
	Cumulative (Actuals) Received	Cumulative Disbursed <sup>1</sup>	Fiscal Year End Balances Total	Actual spent (Cumulative) Target =75%	
(IN THOUSANDS)					
City of Carlsbad	\$24,237	\$(7,497)	\$16,397	32.3%	\$6,908
City of Chula Vista	36,404	(27,889)	11,755	67.7%	14,117
City of Coronado	4,295	(2,885)	1,406	67.3%	1,494
City of Del Mar <sup>2,3</sup>	1,442	(4,863)	427	307.7%	(2,003)
City of El Cajon	16,146	(13,594)	2,739	83.0%	4,058
City of Encinitas	13,309	(7,782)	5,648	57.6%	3,343
City of Escondido	25,232	(13,158)	10,703	57.6%	13,556
City of Imperial Beach	4,750	(4,479)	499	89.5%	967
City of La Mesa <sup>2,3</sup>	12,259	(12,127)	2,194	102.5%	2,885
City of Lemon Grove	4,733	(2,376)	1,833	61.3%	2,413
City of National City <sup>2,3</sup>	9,217	(15,973)	2,052	163.3%	1,923
City of Oceanside	35,222	(19,283)	9,768	72.3%	11,216
City of Poway	10,072	(9,566)	773	92.3%	1,976
City of San Diego	210,380	(154,834)	51,709	75.4%	81,670
City of San Marcos <sup>2,3</sup>	14,949	(26,092)	6,361	167.5%	843
City of Santee <sup>2,3</sup>	9,511	(20,466)	1,669	214.1%	1,963
City of Solana Beach <sup>2,3</sup>	3,058	(7,881)	714	257.0%	562
City of Vista	16,771	(12,599)	2,867	82.9%	4,022
County of San Diego <sup>2,3</sup>	100,262	(78,038)	28,204	77.6%	34,982
<b>TOTAL</b>	<b>\$552,249</b>	<b>\$(441,382)</b>	<b>\$157,718</b>		<b>\$186,894</b>

<sup>1</sup>Disbursements include formula-based regular monthly payments to local agencies as requested and may include program costs, debt service payments and payments using debt proceeds.

<sup>2</sup>For participants in the San Diego County Regional Transportation Commission Debt Program, bond and commercial paper proceeds are used in advance of future sales tax revenues and may include interest earned on the unspent proceeds (cash and investment balances). Borrowing will be paid with participant's future sales tax revenue. Revenue used for borrowing plus disbursements to each jurisdiction will not exceed funding allowable per the *TransNet* Extension Ordinance.

<sup>3</sup>Monitoring threshold. Amounts exceeding 100% may show estimated percentage spent in excess of available funds that may be due to debt proceeds disbursed and/or programming based on two years of allocations.

<sup>4</sup>Remaining biennial programmed amounts unused at June 30, 2015, that are available to the cities to request through June 30, 2016.



### COASTAL RAIL CORRIDOR

Along the LOSSAN (Los Angeles-San Diego-San Luis Obispo) coastal rail corridor, construction is ongoing to add a second main line track between Oceanside and Downtown San Diego. More than half of the 60-mile San Diego segment of rail corridor has been double-tracked to allow two trains to operate simultaneously. Other improvements in development include bridge and track replacements, and new station platforms. Four grade-separated pedestrian crossings are planned for the City of Encinitas. The first crossing, at Santa Fe Drive, opened in 2013.



### BIKE/PEDESTRIAN ENHANCEMENTS

The SANDAG Board has allocated \$200 million in *TransNet* funds to expand the regional bike network as part of the Regional Bike Plan Early Action Program (EAP). Heading into this summer, of the 77 miles of new bikeways proposed under the EAP, 33 miles are entering final design and another 24 miles are in preliminary engineering and environmental review. To date, two miles have been built and three miles are under construction. An additional 15 miles are planned but have yet to enter the planning phase.



### I-805 SOUTH

The I-805 South Express Lanes Project, and the East Palomar Street Direct Access Ramp (DAR), Transit Station, and Park & Ride are scheduled to be completed in mid-2016, with landscaping to follow. Construction of a northbound auxiliary lane from SR 54 to East Plaza Boulevard and a southbound through lane at East Plaza Boulevard were completed in winter 2016.



### MID-COAST CORRIDOR TRANSIT PROJECT

After receiving its final environmental clearance from the SANDAG Board of Directors and the Federal Transit Administration (FTA) in late 2014, the Mid-Coast Corridor Transit Project entered into final engineering in spring of 2015. Preliminary construction work to relocate utilities out of the project alignment began in 2015. SANDAG is now working to secure a full funding grant agreement (FFGA) from the FTA's New Starts program. Anticipated for later this year, the FFGA would provide 50 percent of the project funding, with the balance provided by *TransNet*, the San Diego region's voter-approved half-cent sales tax for transportation.



### SR 76 CORRIDOR

The SR 76 East Segment Project in inland North County experienced a major milestone in November 2015 when newly constructed lanes on the south side of the roadway between South Mission Road and Via Monserate opened to traffic. One project component that crews are actively working on is replacing the Live Oak Creek Bridge, seen in the photo above. The original bridge was built in 1948 and is being replaced with a wider, longer, and higher bridge to accommodate the new SR 76 expansion. The entire project, including the expansion of the Park & Ride lot at SR 76 and I-15, is on track to be completed by fall 2017.



### HABITAT CONSERVATION

In FY 2016, the *TransNet* Environmental Mitigation Program helped to preserve five properties with biologically significant habitat for a variety of animal and plant species. The largest of those open space acquisitions was a 1,129-acre site that connects the Laguna Mountains, the Anza-Borrego Desert State Park and Cuyamaca Rancho State Park. To date, the EMP has preserved more than 8,200 acres of habitat in conjunction with local, state, and federal agencies, as well as conservation groups.

## FY 2015 *TransNet* Annual Fiscal and Compliance Audit

The *TransNet* Extension Ordinance requires recipients of *TransNet* funds to comply with the requirements for an independent annual fiscal and compliance audit. The ITOC is responsible for issuing an annual audit statement on each jurisdiction's compliance with this requirement. The fiscal and compliance audit report for the year ending June 30, 2015, is available on the SANDAG website at [sandag.org/itoc](http://sandag.org/itoc).

Recipient agencies were in compliance with the major *TransNet* provisions. The annual audit report noted the following key results:

- As required by SANDAG Board Policy No. 031, each recipient agency accounted for *TransNet* activities in a separate fund, or via an alternative method, as approved by SANDAG.
- 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.
- 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 *TransNet* Extension Ordinance.
- All recipient agencies were in compliance with the Maintenance of Effort (MOE) requirements ensuring that *TransNet* revenues were used to augment, not supplant, local revenues; the report also re-indexed the MOE, as required per the *TransNet* Extension Ordinance, resulting in increased MOE levels for fiscal years 2018, 2019, and 2020.

FY 2015 was the seventh year recipient agencies were required to perform the agreed-upon procedures under the *TransNet* Extension Ordinance. Based upon results of the procedures performed, the report also noted the following:

- The SANDAG Board of Directors approved allowing the City of National City to meet a prior year MOE shortfall in accordance with the *TransNet* Extension Ordinance. As of June 30, 2015, National City reduced its MOE shortfall and is on track to eliminate its unmet MOE by June 30, 2017.
- All reporting agencies, with the exception of the cities of Chula Vista, Del Mar, Imperial Beach, National City, and San Marcos were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring *TransNet* recipient agencies to maintain a fund balance that doesn't exceed 30 percent of its annual apportionment. The intent of this Board Policy

requirement was reviewed as part of the FY 2012 *TransNet* Triennial Performance Audit. The ITOC has implemented additional effective measures to manage fund balances.

- Revenue collected by all recipient agencies under the Regional Transportation Congestion Improvement Program was in compliance with Section 9 (a) of the *TransNet* Extension Ordinance and SANDAG Board Policy No. 031 with the exception of the City of Encinitas, which collected less than the minimum amount. Encinitas cured its shortfall, as noted in its management response.
- The North County Transit District (NCTD) and Metropolitan Transit System (MTS) were in compliance with the operator bus eligibility requirements. The SANDAG Board of Directors approved an adjustment to the transit operators' annual calculation for operator rail eligibility requirements, as allowed by the Ordinance, thereby rendering the agencies in compliance.

The FY 2015 audit results for the Local Street Improvement and MOE requirements are highlighted in the following charts.

### FY 2015 *TransNet* Triennial Performance Audit

The *TransNet* Extension Ordinance requires that the ITOC conduct triennial performance audits of the program to review project delivery, cost control, schedule adherence, and related activities. The third triennial performance audit report, covering the three-year period FY 2012 through FY 2014, was completed during FY 2015 with the assistance of an independent auditor and is available on the SANDAG Web site at [sandag.org/itoc](http://sandag.org/itoc).

The auditors found strong practices in place at SANDAG and its partner agencies to guide and implement the wide variety of complex programs envisioned under the *TransNet* Extension Ordinance. Of particular importance, the audit concluded that SANDAG and its regional partners are operating a well-run *TransNet* program encompassing many best practices for program development and delivery, environmental mitigation, cost and schedule control, contracting and construction, and general management and oversight. The audit also revealed that all parties involved with *TransNet* activities are highly focused. The ITOC continues to focus on the implementation of performance audit recommendations and receives regular updates on the completion status for each of the recommendations. The next performance audit is scheduled to be conducted by the ITOC during FY 2018.



### Compliance with Allocation of Local Street Improvements Revenues

The *TransNet* Extension Ordinance requires at least 70 percent of revenues provided for local street and road purposes to be used for congestion relief purposes and up to 30 percent for maintenance purposes. The FY 2015 audits found that SANDAG appropriately allocated *TransNet* revenues to local jurisdictions – at least 70 percent for congestion relief and up to 30 percent for maintenance purposes – in accordance with the *TransNet* Extension Ordinance.

#### FISCAL YEAR 2015

Recipient Agency	Allocation of Sales Tax Revenues Received	At least 70% Congestion Relief Allocated	Up to 30% Maintenance Allocated
Carlsbad	\$2,666,613	\$1,866,629	\$799,984
Chula Vista	5,499,234	3,849,464	1,649,770
Coronado	556,121	389,284	166,836
Del Mar	209,790	146,853	62,937
El Cajon	2,268,009	1,587,606	680,403
Encinitas	1,539,369	1,077,558	461,811
Escondido	3,325,515	2,327,861	997,655
Imperial Beach	655,178	458,625	196,553
La Mesa	1,461,700	1,023,190	438,510
Lemon Grove	676,272	473,390	202,882
National City	1,314,299	920,009	394,290
Oceanside	4,291,865	3,004,306	1,287,560
Poway	1,410,803	987,562	423,241
San Diego, City	29,883,198	20,918,238	8,964,959
San Marcos	1,987,085	1,390,959	596,125
Santee	1,339,816	937,871	401,945
Solana Beach	412,456	288,719	123,737
Vista	2,133,025	1,493,117	639,907
County of San Diego	14,144,103	9,900,872	4,243,231

Result: SANDAG appropriately allocated *TransNet* revenues for the Local Street Improvements program in accordance with the *TransNet* Extension Ordinance.



### Compliance with the Maintenance of Effort Requirement

The *TransNet* Extension Ordinance includes a Maintenance of Effort (MOE) requirement to ensure *TransNet* revenues are used to augment, not supplant, existing local funding. *TransNet* funds are used to leverage other revenues available for local street and road improvements - making the most of every *TransNet* dollar. The FY 2015 audits found that all recipient agencies were in compliance with the MOE requirement.

#### FISCAL YEAR 2015

Recipient Agency	In Compliance	Streets and Roads	Specialized Transportation Services	Transit Bus Subsidies	Deficit Amount
Carlsbad	Yes	\$4,897,196	—	—	—
Chula Vista	Yes	2,999,670	—	—	—
Coronado	Yes	685,316	—	—	—
Del Mar	Yes	368,365	16,973 <sup>2</sup>	—	—
El Cajon	Yes	1,403,896	—	—	—
Encinitas	Yes	1,665,638	46 <sup>2</sup>	—	—
Escondido	Yes	2,534,929	—	—	—
Imperial Beach	Yes	217,840	—	—	—
La Mesa	Yes	1,530,076	—	—	—
Lemon Grove	Yes	147,377	—	—	—
National City	Yes	1,459,882	—	—	—
Oceanside	Yes	2,321,866	—	—	—
Poway	Yes	884,681	—	—	—
San Diego	Yes	19,384,257	143,433 <sup>2</sup>	772,157 <sup>2</sup>	—
San Marcos	Yes	3,804,565	—	—	—
Santee	Yes	485,044	—	—	—
Solana Beach	Yes	416,150	—	—	—
Vista	Yes	2,098,885	—	—	—
County of San Diego <sup>1</sup>	Yes	0	—	—	—

Yes = In Compliance    No = Not in compliance    — = Not applicable

<sup>1</sup>The County does not have discretionary revenues and therefore there are no discretionary expenditures which are basis for the MOE.

<sup>2</sup>Only the cities of Del Mar, Encinitas, and San Diego have a specialized transportation services requirement. The City of San Diego also has a transit bus subsidy requirement.



### Maintenance of Effort Re-Indexing

The *TransNet* Extension Ordinance requires *TransNet* recipient agencies to maintain a certain minimum level of local discretionary funds expended for street and road purposes. The minimum Maintenance of Effort (MOE) level is based on a three-year average that is adjusted every three years. The FY 2015 *TransNet* Fiscal and Compliance Audit reports re-indexed the MOE levels resulting in the following MOE levels for local agencies for fiscal years 2018, 2019, and 2020.

	PREVIOUS APPROVED MOE BASE			GROWTH RATE		ADJUSTED MOE AS OF JUNE 30, 2015		
	Streets and Roads	Specialized Transportation Services	Transit Bus Subsidies	Jurisdiction Growth Rate	Caltrans Cost Index Growth rate	Streets and Roads	Specialized Transportation Services	Transit Bus Subsidies
Carlsbad	\$ 4,897,196	\$0	\$0	1.23	1.35	\$6,023,551	\$0	\$0
Chula Vista	2,999,670	0	0	1.17	1.35	3,509,614	0	0
Coronado	685,316	0	0	1.26	1.35	863,498	0	0
Del Mar	368,365	16,973	0	1.23	1.35	453,089	20,877	0
El Cajon	1,403,896	0	0	1.22	1.35	1,712,753	0	0
Encinitas	1,665,638	46	0	1.16	1.35	1,932,140	53	0
Escondido	2,534,929	0	0	1.14	1.35	2,889,819	0	0
Imperial Beach	217,840	0	0	1.01	1.35	220,018	0	0
La Mesa	1,530,076	0	0	1.16	1.35	1,774,888	0	0
Lemon Grove	147,377	0	0	1.23	1.35	181,274	0	0
National City	1,459,882	0	0	1.39	1.35	1,970,841	0	0
Oceanside	2,321,866	0	0	1.20	1.35	2,786,239	0	0
Poway	884,681	0	0	1.23	1.35	1,088,158	0	0
San Diego	19,384,257	143,433	772,157	1.17	1.35	22,679,581	167,817	903,424
San Marcos	3,804,565	0	0	1.18	1.35	4,489,387	0	0
Santee	485,044	0	0	1.17	1.35	567,501	0	0
Solana Beach	416,150	0	0	1.10	1.35	457,765	0	0
Vista	2,098,885	0	0	1.15	1.35	2,413,718	0	0
County of San Diego <sup>1</sup>	0	0	0	N/A	N/A	0	0	0

<sup>1</sup>The County does not have discretionary revenues and therefore there are no discretionary expenditures which are basis for the MOE.

### Future ITOC Activities

Many of the projects and initiatives addressed by the ITOC during FY 2016 will continue in the coming year. This includes ongoing support for the *TransNet* Early Action Program (EAP), continued implementation of recommendations from the second and third triennial performance audits, and completion of the FY 2016 annual fiscal and compliance audits. The ITOC will continue supporting progress on the EAP and review the agency’s work preparing additional “shovel-ready” projects for future funding opportunities.

### Future Challenges and Opportunities

FY 2016 *TransNet* revenues are projected to be three and one-half percent higher than actual FY 2015 revenues. SANDAG has experienced positive growth in sales tax revenues consistent with expectations that revenue increases would occur as the economy experiences job growth. The ITOC continues to closely monitor the latest developments in the financial markets and the economy to minimize possible impacts on the *TransNet* program. A modest three and one-half percent increase in *TransNet* revenue is projected in FY 2017.

### How Can You Get Involved?

The ITOC is made up of citizens with selected expertise to provide effective oversight to protect the substantial investment the region has made in our transportation system.

Citizens can receive real-time information on *TransNet* projects and programs on [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com). Through this website, visitors can access the *TransNet* Dashboard, which lists detailed project descriptions, updated schedules, and budgetary information for the region’s major transportation corridors.

ITOC information also is available by visiting the SANDAG website at [sandag.org/transnet](http://sandag.org/transnet). Here you will find key documents related to the *TransNet* Extension Ordinance and a listing of past and upcoming agendas for all ITOC meetings. The ITOC meets on a regular basis, usually every second Wednesday of the month at 9:30 a.m. The meetings are held at SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101, and all meeting agendas are posted to the website. Attendance by the public is welcomed and encouraged.

Inquiries to the ITOC can be directed to [itoc@sandag.org](mailto:itoc@sandag.org). Any persons interested in serving on the committee, as vacancies occur, are encouraged to use this same contact to request being placed on the vacancy notification list.

### ITOC Membership

- BRAD BARNUM\***, Chair  
Construction Project Management
- STEWART HALPERN\*\***, Vice Chair  
Municipal/Public Finance
- DUSTIN FULLER\*\***  
Biology/Environmental Science
- CAROLYN LEE\***  
Real Estate/Right-of-Way Acquisition
- KAI RAMER\*\***  
Professional Licensed Engineer
- JONATHAN TIBBITTS\*\***  
Traffic/Civil Engineering
- RICHARD VORTMANN\***  
Private Sector Senior Decision Maker
- TRACY DRAGER**  
San Diego County Assistant Auditor and Controller  
*Non-voting member*

\*Term ends May 2017  
\*\*Term ends May 2019

