

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, APRIL 22, 2026**

MINUTE ORDER NO. 4

SUBJECT: A RESOLUTION ADOPTING THE COUNTY OF SAN DIEGO'S 2027 TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2026-27 THROUGH 2030-31 AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

In 1987, voters in the San Diego region approved the San Diego Transportation Improvement Program (TransNet), establishing a half-cent sales tax for 20 years to reduce traffic congestion, improve safety, and enhance air quality. In 2004, voters extended the tax for an additional 40 years, through 2048. The TransNet Extension Ordinance and Expenditure Plan identifies funding for specific highway and transit corridor projects and allocates a portion of the revenue to local street and road projects selected by jurisdictions on a biennial basis. The San Diego Association of Governments (SANDAG) administers the TransNet program and incorporates all TransNet-funded projects into the region's long-term transportation plan. SANDAG is also required under federal and State law to prepare a Regional Transportation Improvement Program (RTIP), a five-year list of transportation projects receiving federal, State, or local funds, including TransNet revenue.

The County of San Diego (County) serves more than 500,000 residents living in unincorporated communities. The Department of Public Works (DPW) maintains and operates the County's transportation network, which includes nearly 2,000 centerline miles of roadway. A share of the region's TransNet revenue is distributed to local jurisdictions, including the County, through the TransNet Local Streets and Roads Program (LSRP), based on population and the number of road miles each jurisdiction maintains. The County receives LSRP funds annually to support roadway improvements. Every two years, the County must submit an updated five-year County Program of Projects (POP) to SANDAG detailing how it will use LSRP funds. SANDAG then incorporates the County's POP into the regionwide POP for approval and allows quarterly amendments to reflect changes in project scope, schedule, or cost as projects progress.

The County approved the 2025 POP on April 10, 2024 (4) which covered fiscal years 2024-25 through 2028-29 and totaled approximately \$203.6 million. The POP must be updated again to coincide with the 2027 RTIP. The County's proposed 2027 TransNet POP (2027 Program) covers fiscal years 2026-27 through 2030-31 and programs savings from the 2025 POP and approximately \$23 million in anticipated annual revenues, for a total of \$214.5 million for DPW Capital Improvement Plan projects. This is an increase of nearly \$11 million compared to the 2025 POP due to savings from prior years that will be used in the 2027 Program, as well as revenues that are anticipated to be higher than are programmed for later years.

The County's proposed 2027 Program includes projects that reduce congestion, maintain roads, reduce flooding, revamp emergency response and evacuation routes, advance vehicle and pedestrian safety, expand services for pedestrians and bicyclists, and improve water quality from storm runoff. These projects take into consideration input from community members and Community Planning and Sponsor Groups. The proposed 2027 Program updates the forecasted TransNet-funded expenditures for the

remaining three years (FY 2026-27 through 2028-29) from the 2025 Program and adds two years (FY 2029-30 and 2030-31) of additional TransNet-funded expenditures based on current forecasted revenue as described below and included in Attachment B. Projects have been selected for funding based on their eligibility for TransNet funding, regional significance, community support and benefits, operational considerations, and health and safety benefits.

The following projects from the 2025 Program will continue to be funded in the 2027 Program:

- South Santa Fe Avenue South in North County Metro will reconstruct the intersection at South Santa Fe Avenue and Buena Creek Road
- Bradley Avenue in Bostonia will widen Bradley Avenue at the SR-67 interchange
- Cole Grade Road in Valley Center will reconstruct the roadway on Cole Grade Road between Pauma Heights Road and Fruitvale Road
- Ashwood Street in Lakeside will reconstruct the roadway on Ashwood Street between Mapleview Avenue to approximately 1,000 feet north of Willow Road
- Camino Del Rey Drainage project in Bonsall will reconstruct the roadway to the east of Camino Del Cielo to solve drainage issues
- Etcheverry Street in Ramona will improve portions of Etcheverry Street from Main Street to Hunter Street in Ramona
- Rancho Santa Fe Roundabouts in San Dieguito will construct three roundabouts on Paseo Delicias

In addition to these continuing projects, the County will continue making bond debt service payments for funds that the County borrowed in 2005 as part of the TransNet Debt Service Financing Program (SANDAG Memorandum of Understanding 5000703). This debt was previously refinanced in 2008, 2012, and 2023 with a final payment scheduled for 2038. The County's bond debt service is approximately \$1.3 million annually, but actual payment amounts may vary depending on current financing. Bond debt service payments are made prior to TransNet revenues being disbursed to the County.

“Roadway Structure Major Maintenance” and “Roadway Structure Minor Maintenance” will be newly added to the 2027 Program because they will be funded by TransNet for the first time. These projects are critical investments designed to address the County's deteriorated culverts and bridge structures before they reach a point of costly failure. These projects provide targeted repairs and essential structural improvements that keep our roadway network safe and functional. By proactively funding major and minor maintenance now, the County can significantly reduce long-term rehabilitation costs, avoid disruptive emergency repairs, and extend the life of vital infrastructure, ultimately saving taxpayer dollars while ensuring reliable travel for all roadway users.

The following projects from the 2025 Program will be removed from the RTIP and excluded from the 2027 Program because they no longer require TransNet funding:

- Dye Road in Ramona
- Ramona Street in Ramona
- Countywide Roadway Resurfacing and Overlay
- Countywide Regionals Arterial Management System

In addition to the aforementioned changes, the resolution proposed today will reprogram funds from three inactive projects to an active project. The inactive projects are the intersection project at SR-67 Highland Valley Road to Dye Road, the Dye Road project, and the Ramona Street project. The funds from these three projects may be reprogrammed to any active project. To simplify tracking, all the funds

will be programmed to a single active project, the South Santa Fe Avenue South project in North County Metro which is currently in design. The total amount to be transferred is estimated to be \$471,525 but may vary at the time of transfer depending on accrued interest and future Transportation Impact Fee collections for the SR-67 project.

- The SR-67 Highland Valley Road to Dye Road project has approximately \$419,525 in funds from the Transportation Impact Fee program and from cost savings from Caltrans' work on the project. These funds will be reimbursed to the County for work on the project and the equivalent amount of TransNet funds will be reprogrammed to the South Santa Fe Avenue South project.
- The Dye Road project has a cash balance of approximately \$30,000 in TransNet funds from the 2025 Program. This project was cancelled so the funds are no longer needed and may be used to fund other projects in the 2027 Program. The funds will be reprogrammed to the South Santa Fe Avenue South project.
- The Ramona Street project has a cash balance of approximately \$22,000 in TransNet funds from the 2025 Program. This project was cancelled so the funds are no longer needed and may be used to fund other projects in the 2027 Program. The funds will be reprogrammed to the South Santa Fe Avenue South project.

Today's request is for a resolution to adopt the County's 2027 TransNet Local Street Improvement Program of Projects for fiscal years 2026-27 through 2030-31 and reallocating programming from the SR-67 Highland Valley Road to Dye Road project, the Dye Road project, and the Ramona Street project to the South Santa Fe Avenue South project. Upon Board approval, the resolution will be submitted to SANDAG for approval as part of the biennial 2027 POP adoption.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the recommended action to approve the County of San Diego's (County) 2027 TransNet Local Street Improvement Program is exempt from review under the California Environmental Quality Act (CEQA) pursuant to Sections 15061(b)(3) and 15276 of the CEQA Guidelines because it relates to the development or adoption of a regional transportation improvement program and involves the identification of potential projects to establish funding without a commitment to a specific project so that it can be seen with certainty the activity will have a significant effect on the environment.
2. Adopt a Resolution entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS ADOPTING THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2026-27 THROUGH 2030-31.
3. Direct that projects in the 2027 TransNet Local Street Improvement Program of Projects (POP), along with road and bridge projects receiving federal and State funds, be integrated into the County element of the POP for Fiscal Years 2026-27 through 2030-31, respectively.
4. Authorize the Director, Department of Public Works, to submit the County's TransNet Local Street Improvement Program of Projects Resolution to the San Diego Association of Governments and the TransNet Independent Taxpayer Oversight Committee.

EQUITY IMPACT STATEMENT

The transportation system must be safe and accessible for all road users and modes of transportation in all communities, and for people of all income levels, races, ethnicities, ages, and abilities. Data-driven safety and access initiatives are developed and administered considering equity as a key factor. The County of San Diego's 2027 TransNet Local Street Improvement Program of Projects for Fiscal Years 2026-27 through 2030-31 (2027 Program) provides vital transportation infrastructure improvements and road maintenance services to unincorporated communities in the region. To ensure that underserved populations are prioritized during the project selection process, the most recent available data is used by the Department of Public Works to evaluate and identify vulnerable populations, including data from the Healthy Places Index, CalEnviroScreen, San Diego Live Well communities, Environmental Justice Communities, and other relevant data sources. The County's proposed 2027 Program includes projects that reduce congestion, maintain roads, reduce flooding, enhance emergency response and evacuation routes, elevate vehicle and pedestrian safety, expand services for pedestrians and bicyclists, and improve water quality.

SUSTAINABILITY IMPACT STATEMENT

The 2027 TransNet Local Street Improvement Program of Projects for Fiscal Years 2026-27 through 2030-31 (2027 Program) includes development and construction of projects from Department of Public Works's Capital Improvement Program. The 2027 Program will contribute to social, economic, and environmental sustainability benefits. Maintenance projects funded by the 2027 Program will extend the useful life of roadways and reduce future repair costs for the County and save motorists money on vehicle repairs. The roadway improvement projects in the 2027 Program aim to increase safety for road users and expand services for pedestrians and cyclists, which supports reduction of greenhouse gas emissions and other pollution from vehicles. The projects also incorporate enhancements that improve water quality, which will reduce the amount of pollution that reach streams and the ocean. Additionally, to advance sustainability goals, DPW requires contractors to recycle or reuse construction materials, use products with recycled content, and use low-emissions construction equipment and vehicles whenever possible.

FISCAL IMPACT

There is no current year fiscal impact associated with these recommendations in Fiscal Year (FY) 2025-26. There will be future fiscal impact beginning in FY 2026-27 through FY 2030-31. If approved, costs and revenue of an estimated \$18.5 million for the first year will be included in the FY 2026-27 CAO Recommended Operational Plan in the Department of Public Works Road Fund. Individual projects will be brought before the Board of Supervisors for consideration as part of future years' Operational Plans. Total projects' costs are estimated at \$214,491,702 beginning in FY 2026-27 through FY 2030-31. The funding source will be TransNet revenue. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Montgomery Steppe, seconded by Supervisor Desmond, the Board of Supervisors took action as recommended, on Consent, and adopted Resolution No. 26-027 entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS ADOPTING THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2026-27 THROUGH 2030-31.

AYES: Aguirre, Anderson, Lawson-Remer, Montgomery Steppe, Desmond

State of California)
County of San Diego)

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

ANDREW POTTER
Clerk of the Board of Supervisors



Signed
by Andrew Potter