



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

PALOMA AGUIRRE
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

MONICA MONTGOMERY STEPPE
Fourth District

JIM DESMOND
Fifth District

DATE: April 22, 2026

04

TO: Board of Supervisors

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

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)

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

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)

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

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)

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.

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)

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

ADVISORY BOARD STATEMENT

Department of Public Works' (DPW) staff regularly attend Community Planning and Sponsor Group meetings and consider input from stakeholders to develop project lists based upon safety, traffic congestion, connectivity, current roadway condition, bicyclist and pedestrian access, impacts to community health, number of customers the project will serve, community interests and backing, and project funding. DPW staff also conducted broad-based outreach including social media updates, tabling at events, as well as virtual and in-person open house meetings in 2025 and continuing into 2026. The meetings engaged stakeholders to gather input on capital project planning and prioritization. DPW used email notices, social media, flyers at parks and libraries, an event webpage, and direct outreach with community groups to advertise the meetings. Additionally, DPW manages a webpage to increase virtual engagement and education about capital improvement projects. In addition to broad-based outreach, DPW staff conduct stakeholder outreach during the project development process for each project.

BACKGROUND

In 1987, San Diego region voters approved the San Diego Transportation Improvement Program, or TransNet, a half-cent sales tax to provide revenue for the region's highest priority transportation

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)

projects. The initial 20-year TransNet program generated approximately \$3.3 billion between 1988 and 2008, and the money was distributed in equal thirds among transit, highway, and local road projects. On November 2, 2004, San Diego region voters approved a 40-year extension to TransNet, extending the original half-cent sales tax through 2048. The TransNet extension provided additional funds that could be used to strengthen the regional transportation system, expanded the original TransNet program, and identified specific projects and programs that would be funded. The accompanying TransNet Extension Ordinance and Expenditure Plan outlined the revenue allocations to reinforce transportation facilities and services countywide in a manner consistent with the Regional Transportation Plan, including allocating a fixed percentage of the available revenue for local street and road projects that are identified by local jurisdictions on a biennial basis.

Transportation funding, such as TransNet, ensures resources are available to develop, preserve, and advance reliable and sustainable transportation infrastructure. The San Diego Association of Governments (SANDAG) is the Metropolitan Planning Organization for the region and is responsible for administering the funds collected under TransNet and for integrating the TransNet projects, among other projects, into one long-term regional transportation plan. SANDAG is responsible for ensuring the projects that receive TransNet revenue align with the regional transportation plan that serves as the planning roadmap for the region's long-term transportation needs, priorities, and investments. It is also required by federal and State law to develop and approve a Regional Transportation Improvement Program (RTIP) for the region. The RTIP includes a list, or program, of all transportation projects in the region that will receive federal, State, and local funds over a five-year period, including the Program of Projects (POP) that are funded with sales tax revenue from TransNet.

The County of San Diego (County) represents more than 500,000 residents who live within unincorporated communities and rely on TransNet revenue to fund necessary transportation infrastructure. The Department of Public Works (DPW) is responsible for the maintenance and operation of the roadway transportation infrastructure, including nearly 2,000 centerline lines of roads that connect those communities to each other and the region. A percentage of the funds collected under TransNet are distributed to local agencies through the TransNet Local Streets and Roads Program (LSRP) based upon population and miles of road maintained within a jurisdiction. The County receives funds from the LSRP on an annual basis and is required to provide SANDAG with a five-year County POP every two years. The County POP consists of projects in DPW's Capital Improvement Program (CIP) that will lessen congestion, maintain roads, reduce flooding, bolster emergency response and evacuation routes, further develop vehicle and pedestrian safety, expand services for pedestrians and bicyclists, and enhance water quality. The County POP incorporates federal, State, and local design standards and guidelines to provide a safe, sustainable, integrated, and efficient transportation system.

On April 10, 2024 (04), the Board of Supervisors (Board) adopted the County's five-year 2025 TransNet Local Street Improvement Program of Projects for Fiscal Years (FY) 2024-25 through 2028-29 (2025 Program). The County's 2025 Program totaled \$203.6 million in County forecasted TransNet-funded expenditures over the five-year period for projects in DPW's Capital

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)

Improvement Program that relieve congestion, advance safety, and maintain roads in the unincorporated area. The list of projects and funding allocated in the County's 2025 Program is included as Attachment A. The 2027 Program proposes a five-year total of \$214.5 million which includes savings from prior years as well as revenues that are anticipated to be higher compared to the 2025 Program.

2027 TransNet Local Street Improvement Program of Projects

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. 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. 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 County's 2025 Program and 2027 Program are included in Attachments A and B, respectively, and the proposed resolution for adoption of the 2027 Program is included in Attachment C.

The 2027 Program comprises \$214.5 million in County's forecasted TransNet expenditures for ten current projects and debt service payments for past projects. The 2027 Program serves as both a mechanism to allow the County to use the funds, as well as a general plan for how the funds will be used. While the 2027 Program identifies funding levels for each project by year, the funds must still be budgeted in annual Operational Plans or encumbered on task orders, for example on a contract for a vendor to construct the project, which budgets the funds for specific uses. The funding identified in the 2027 Program consists of unspent funds from the 2025 Program that will be reprogrammed, as well as anticipated future revenues.

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

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)

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.

The following paragraphs describe the projects that will be funded by TransNet, as well projects that were included in the 2025 Program but will not be included in the 2027 Program. Attachment B totals are the amounts of TransNet funding that will be programmed and made available for each project in future years.

Newly Added Projects

Roadway Structure Major and Minor Maintenance (Countywide)

- This funding is for two separate roadway structure maintenance projects, one for major maintenance and one for minor maintenance. The 2027 Program includes \$23.4 million in funding for major maintenance and \$18.8 million for minor maintenance. The projects will maintain and improve various roadway structures such as roadway culverts, culverts larger than sixteen square feet, and bridges both on and off the National Bridge Inventory to ensure they remain safe and functional for roadway users. These projects are prioritized to maintain and enhance existing infrastructure that supports reliable travel throughout the unincorporated region.
- The scope of work for this multi-year effort includes repairs, erosion and scour mitigation, landscape maintenance, and related improvements to County-maintained roads and bridges. The projects are separated in the 2027 Program to follow TransNet spending rules and to maintain transparency for the public and audit purposes. Bridge replacements and retrofits are considered capital improvements and will be funded by the Roadway Structure Major Maintenance project. Other maintenance work, such as minor drainage improvements, will be funded by the Roadway Structure Minor Maintenance project.

Continuing Projects from the 2025 Program

South Santa Fe Avenue South (District 5)

- This project will improve traffic operations and reduce congestion on South Santa Fe Avenue by reconstructing the intersection at South Santa Fe Avenue and Buena Creek Road. It is adjacent to the North County Transit District's Buena Creek Sprinter Station (Sprinter Station), the only transit station in the unincorporated area, and next to a planned mobility hub that was identified in the SANDAG 2021 Regional Transportation Plan. The project was prioritized to assist with public safety response time, multi-modal access, and traffic congestion adjacent to the Sprinter Station and between the City of Vista and the

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)

City of San Marcos. The project area is identified in the County's Transportation Study Guide as an infill development area.

- The project is a continuation of past improvements on the northern segment of South Santa Fe Avenue which was widened to improve traffic operations. The current phase will modify South Santa Fe Avenue between Robelini Drive and Buena Creek Road to address immediate traffic operation and safety issues related to the Sprinter Station. Designs are in progress and the project will be ready for construction in 2027. The estimated total project cost is approximately \$15 million for the current phase which is expected to be completed by the end of 2027.
- The project is in the unincorporated community of North County Metro in the vicinity of the City of Vista with a population of approximately 45,375 and Healthy Places Index (HPI) of 40%.

Bradley Avenue Widening and Overpass at SR-67 (District 2)

- This project resulted from collaboration with Caltrans, the City of El Cajon, and members of the residential and business community to modify Bradley Avenue in the unincorporated community of Bostonia. The first segment of the project on Bradley Avenue from Mollison Avenue to Magnolia Avenue is currently under construction. The second segment of the project includes a new bridge and widened overcrossing at State Route 67 between Graves Avenue and North Magnolia Avenue. The project area is identified in the County's Transportation Study Guide as an infill development area.
- The project was prioritized to reduce congestion at State Route 67, further develop multi-modal access and water quality, encourage economic development, reduce localized flooding, and increase access to Gillespie Field Airport for regional emergency response. The project will incorporate Green Street features, including replacing an existing concrete channel with a vegetated permeable surface to capture runoff, remove pollutants and infiltrate stormwater runoff as it moves downstream to enhance water quality throughout the length of the project. The project will also amplify Americans with Disabilities Act (ADA) compliant structures such as sidewalks and curb ramps where required to make the public right-of-way accessible to people with disabilities.
- The project is located within an area that is designated a Senate Bill (SB) 535 Disadvantaged Community, which means it ranks in the bottom 25th percentile of communities in the state based on social and environmental factors. The Bostonia community has a population of approximately 77,701 and Healthy Places Index of 16.4%-31.9%. The estimated total project cost is \$70 million which increased by \$11 million since the 2025 Program because of increased construction costs, additional project requirements for storm water quality features, and Caltrans oversight of project development and construction administration.

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)

- The project was started in the early 2000s and was shelved after the 95% design was submitted to the County in late 2014 pending construction funding. The project is now fully funded, and the construction on the first segment is anticipated to be completed by mid-2027 and the second segment will be completed by early 2030.

Cole Grade Road (District 5)

- This project was requested by the Valley Center Community Planning Group to improve 2.83 miles of Cole Grade Road from Fruitvale Road to Pauma Heights Road in the community of Valley Center. The project was prioritized to address public safety response and evacuation, multi-modal access, stormwater flooding, water quality, and to reduce traffic congestion that will therefore reduce vehicle idling and air pollution in this community. The project is being phased to accommodate project development and minimize community impacts. The project will widen Cole Grade Road to include a center left-turn lane to enhance safety and traffic flow along Cole Grade Road during peak commuting hours at key intersections. The widening will also include bike lanes and a multi-use pathway for pedestrian, equestrian, bicycle, and other recreational uses. This project will provide ADA compliant pathways and curb ramps in the public right-of-way, which increases accessibility to people with disabilities. Additionally, stormwater protection best management practices will be incorporated to infiltrate and convey stormwater reducing pollutants and trash from entering creeks and streams.
- Phase 1 of the project, from Pauma Heights Road to Cool Valley Road, including a new bridge, is anticipated to begin construction in the summer of 2026. Phase 2 of the project, from Cool Valley Road to Fruitvale Road, is still being developed and is planned for construction in 2028. The project's estimated total cost is \$68 million which increased by \$6.7 million since the 2025 Program. Increased programming is required to finalize design, acquire right-of-way, and fund construction costs which have increased. The community of Valley Center has a population of approximately 11,077 and Healthy Places Index of 51.6%-53.8%.
- The Board of Supervisors previously certified the Final Environmental Impact Report for both Phase 1 and Phase 2 on November 20, 2019, allowing the design to move forward to construction. Phase 1 is anticipated to be completed in 2027, and Phase 2 in 2029.

Ashwood Street Corridor Improvements (District 2)

- This project will improve approximately 1.3 miles of Ashwood Street in the community of Lakeside, from Mapleview Street to approximately 1000ft north of the intersection of Wildcat Canyon Road and Willow Road. The project will improve safety and traffic flow from the SR-67 to Wildcat Canyon Road by widening the road to allow for left-turn lanes and straightening sharp roadway curves. The project will include sidewalk, bike lane, and a trail improvements to increase multi-modal access between the El Capitan High School and Cactus Park, as well as between the El Monte Valley River Trail and the various equestrian facilities near Willow Road. This project will provide ADA compliant facilities and upgrades in the public right-of-way, which increases accessibility to people with

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)

disabilities. The project will also provide stormwater best management practices to convey stormwater while reducing pollutants and trash from entering creeks and streams. The project is supported by the Lakeside Community Planning Group and includes partnerships with the Grossmont Union High School District (GUHSD) and the Barona Tribe of Mission Indians (Barona). Part of the project area is identified in the County's Transportation Study Guide as an infill development area.

- The project is scheduled to begin construction in 2027 and the total project estimated cost is \$43 million. The 2027 Program includes \$25 million in TransNet revenues and the project will also be funded by an estimated contribution of \$8.6 million from Barona. The community of Lakeside has a population of 21,917 and Healthy Places Index of 33.2%. The project was started in 2016 and is anticipated to be complete by 2029.

Camino Del Rey Drainage (District 5)

- This project will address localized flooding on a section of Camino Del Rey Road in Bonsall by raising the elevation of the roadway out of the flood plain and installing new drainage culverts to prevent the road from becoming inundated from stormwater runoff. This project enhances traffic safety by eliminating ponding on the road during heavy rain events that may cause vehicles to lose control when the roadway is flooded. The widened roadway reduces curves to improve motorist visibility and improves safe access to adjoining roads and driveways. The project design incorporates storm drain improvements, Green Street features such as trash capturing devices, and biofiltration systems. A multi-use trail spans the length of the project alignment.
- Construction is scheduled to begin in 2028 and will be completed in early 2029. The estimated total project cost is \$12.3 million. The community of Bonsall has a population of approximately 4,458 and Healthy Places Index of 71.3%.

Etcheverry Street (District 2)

- The project will improve Etcheverry Street by paving the unpaved decomposed granite portions of the road between Main Street (SR67) and Hunter Street. This project was prioritized to further develop public safety and provide improved access for the area. The total estimated cost for the project is \$1.8 million. The 2027 Program has \$1.2 million programmed to fund final design and construction. Project design development is scheduled to be completed in FY 2026-27, and construction to be completed by summer 2028. Construction will begin after SDG&E completes its power pole design and relocation process, which is expected to take at least 18 months.
- This project was initiated through coordination between the DPW, San Diego County Supervisorial District 2, the Ramona Community Planning Group, and property owners along Etcheverry Street in the community of Ramona. The community of Ramona has a population of approximately 36,540 and Healthy Places Index of 40.5%.

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)

Riverford Road Intersection at SR-67 (District 2)

- This project will improve Riverford Road in the community of Lakeside, from North Woodside Avenue to Woodside Avenue in the vicinity of the State Route 67 interchange. The project will reduce congestion by consolidating four existing intersections into two roundabouts. The project will also include sidewalks and provide bicycle lane continuity, as well as stormwater best management practices to convey stormwater while reducing pollutants and trash from entering creeks and streams. The project area is identified in the County's Transportation Study Guide as an infill development area.
- The project was initiated by the County and includes a partnership with a private developer to help mitigate additional traffic impacts along the roadway corridor resulting from development adjacent to Riverford Road. The total project cost is estimated to be \$43.2 million which is partially funded until an additional funding source is identified to cover the funding gap. The project is currently funded by approximately \$7.2 million of Traffic Impact Fees collected by the County, a \$3.1 million fair-share contribution from a private developer, and TransNet funding in the amount of \$16.5 million. If fully funded, the project is anticipated to have a 24-month construction duration between 2028 and 2030. The community of Lakeside has a population of approximately 21,917 and Healthy Place Index ranking between 40% and 64%. The project was started in 2023 and is anticipated to be completed by mid-2030 if fully funded.

Rancho Santa Fe Roundabouts (District 3)

- This project will install roundabouts on Paseo Delicias to reduce traffic congestion, increase safety, facilitate multi-modal connectivity, and enhance the village feel along the historic district within the community of San Dieguito. The project will incorporate updates to stormwater drainage, crossings for pedestrians and equestrians that improve visibility, and graded pathways with connections to trails, all with sensitivity and inclusion of aesthetic elements reflective of the surrounding area.
- TransNet funding in the amount of \$5.2 million will be programmed to construct a roundabout on Paseo Delicias at El Camino Del Norte. In 2016, an Environmental Impact Report (EIR) was certified by the Board of Supervisors that included this roundabout and two more on Paseo Delicias with a total estimated project cost of \$17.5 million. The other two roundabouts will be constructed when additional funding becomes available. The community of Rancho Santa Fe is located within the rapidly urbanizing community planning group area of San Dieguito, which has a population of approximately 97,253 and Healthy Place Index ranking along the project corridor of 75.7%.
- The project was requested by the community approximately 20 years ago and has undergone several design iterations while construction funds are being identified. The first roundabout is anticipated to be completed in 2030.

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)

Estimated Bond Debt Service Payments

- This funding is for the bond debt service payments to SANDAG 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.

Projects Removed from the Program of Projects

Dye Road Extension (District 2)

- This project was proposed to construct a new road to extend Dye Road from Ramona Street to San Vicente Road in Ramona but has since been cancelled. The project was initiated over a decade ago by the County to further develop Dye Road to current road standards for its eventual incorporation in the Ramona Southern Traffic Bypass. However, the project has since become a lower priority for the community, the project would conflict with private developments built in recent years, and preliminary engineering uncovered site conditions that present significant challenges. The 2027 Program does not include funding for the project.

Ramona Street Extension (District 2)

- This project was proposed to construct a new section of road extending Ramona Street from Warnock Drive to Boundary Avenue in the community of Ramona but has since been cancelled. The project was initiated over a decade ago to further develop Ramona Street to current road standards. Since the project was initiated, the project has become a lower priority for the community, it was found to conflict with a nearby water conveyance, and preliminary engineering uncovered site conditions that present significant challenges. The 2027 Program does not include funding for the project.

Roadway Maintenance and Resurfacing (Districts: ALL)

- Since 2017, DPW has implemented a robust resurfacing program focused on increasing the average pavement condition index (PCI) to 70 for the approximately 2,000 centerline miles of roads that DPW maintains. PCI is an industry standard rating system used to evaluate pavement conditions and is a measure of pavement quality which assigns a numerical value, or index, between 0 and 100. Newly paved roads will have a PCI of 100 ("Very Good") whereas failed roads will have a PCI of 20 or lower ("Very Poor"). The resurfacing program is primarily funded by revenues from the gas tax, including revenues from Senate Bill 1 (SB1, the Road Repair and Accountability Act of 2021). Starting in 2017, the County added supplemented the resurfacing program with TransNet revenues. DPW recently achieved the goal of an average PCI of 70 which means that the resurfacing program will not require as much funding and therefore TransNet revenues are no longer

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)

needed to supplement gas tax and SB1 revenues. As a result, the 2027 Program does not include funding for the project.

Regional Arterial Management System Funding (RAMS)

- This program will not be included in the 2027 Program because it is being discontinued by SANDAG. The Regional Arterial Management System (RAMS) was developed to make sure that traffic signals talk to each other so that they can be coordinated across agencies regardless of institutional boundaries. This platform was deployed in 2009 across 17 agencies, including on County roads. SANDAG has recognized that the existing RAMS platform has limited functionalities due to advances in traffic signal technologies. As a result, SANDAG is decommissioning RAMS and established a Transportation Systems Management and Operations Task Force to examine new RAMS concepts.

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.

ENVIRONMENTAL STATEMENT

Section 15276 of the California Environmental Quality Act (CEQA) Guidelines provides that "CEQA does not apply to the development or adoption of a regional transportation improvement program or the State transportation improvement program." The proposed action includes the adoption of a resolution to adopt the County of San Diego 2027 Transportation Improvement Program Ordinance and Expenditure Plan Local Street Improvement Program of Projects for Fiscal Years 2026-27 through 2030-31 (2027 Program). Upon Board of Supervisors approval, the resolution will be submitted to the San Diego Association of Governments for approval as part of the planned 2027 Program of Projects. The proposed action is, accordingly, excluded from review by Section 15276 of the CEQA Guidelines because it relates to the development or adoption of a regional transportation improvement program.

CEQA Guidelines Section 15061(b)(3) also exempts activities from CEQA review projects where it can be seen with certainty that there is no possibility the activity may have a significant effect on the environment. While there are projects listed in the TransNet Local Street Improvement Program and Regional Transportation Improvement Program for purposes of establishing funding eligibility, inclusion in these documents does not guarantee funds will be allocated or the projects completed. As such, the proposed action to establish TransNet and federal earmark eligibility is a mere funding or fiscal activity without a commitment to a specific project. As such, it can be seen with certainty that there is no possibility that the proposed action will have a significant effect on the environment.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed actions to adopt a resolution adopting the County of San Diego's (County) 2027 TransNet Local Street Improvement Program of Projects for Fiscal Years 2026-27 through 2030-

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)

31 promotes Sustainability, Community, and Equity initiatives in the County's Strategic Plan by providing infrastructure and building safe communities to improve the quality of life for all residents and to invest in communities that have too often been left behind.

Respectfully submitted,



DAHVIA LYNCH

Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. 2025 TransNet Local Street Improvement Program of Projects
- B. 2027 TransNet Local Street Improvement Program of Projects
- C. 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