Fixing America’s Surface Transportation (FAST) Act: Performance Management Targets

Transportation Committee Item 3 | October 5, 2018

Performance Management (PM) Rules

- Performance Management 1: Fatalities and serious injuries on all public roads (PM 1)
- Performance Management 2: Pavement condition and bridge condition (PM 2)
- Performance Management 3: Reliable travel, congestion and delay, mode share, and emissions reduction (PM 3)
Performance Management (PM) Rules

- Performance Management 1: Fatalities and serious injuries on all public roads (PM 1)
- Performance Management 2: Pavement condition and bridge condition (PM 2)
- Performance Management 3: Reliable travel, congestion and delay, mode share, and emissions reduction (PM 3)

PM 2: Pavement and Bridge Condition

- Pavement
  - Percent of Interstate pavement in good condition
  - Percent of Interstate pavement in poor condition
  - Percent of non-Interstate National Highway System (NHS) pavement in good condition
  - Percent of non-Interstate NHS pavement in poor condition

- Bridge
  - Percent of bridges in good condition by deck area
  - Percent of bridges in poor condition by deck area
PM 3: System Performance – Congestion Mitigation and Air Quality Improvement Program

• Targets established in May and September 2018
  – Percent of non-SOV travel
  – Annual hours of peak-hour excessive delay per capita
  – Total emissions reductions

PM 3: System Performance and Freight

• Percent of person-miles traveled on the Interstate system that are reliable

• Percent of person-miles traveled on the non-Interstate system that are reliable

• Percent of the Interstate system mileage providing for reliable truck travel times or truck travel time reliability index
Recommendation

The Transportation Committee is asked to approve supporting the statewide Performance Measure 2 and 3 targets established by Caltrans related to pavement and bridge condition; and system performance and freight.
Overview

- $22.3 million available
- Three major changes
  1. Request to review scores for two Escondido projects
  2. One project ineligible
  3. One project withdrawn
Independent Review

- Main issue: zero scores given by three evaluators
- Findings
  - Assignment of all zeros inconsistent with intended evaluation procedures
  - Remaining evaluators not unduly influenced
  - Some confusion on eligibility
  - Limited scoring instructions
- Options for proceeding
  - Remove evaluator scores in question and re-rank the projects using remaining scores, or
  - Discard all scores and restart the process
- Staff recommendation
  - Remove the affected evaluator scores and re-rank projects

Revised Rankings: Tie at Cut-line

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
<th>Final Rank</th>
<th>Requested Funding</th>
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<td>National City</td>
<td>Roosevelt Ave SG Revit, Plan</td>
<td>1</td>
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Recommended for full funding
Recommended for partial funding
Not recommended for funding
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Proposed Process Improvements

- Tie breaker
- Eligibility
- Evaluator training
SGIP Capital – Recommended Projects

- 11 projects recommended
- $22.3 million

SGIP Capital and Planning – Recommended and Awarded Projects

SGIP Capital
- 11 projects recommended
- $22.3 million

SGIP Planning
- 12 projects recommended
- $4.7 million

Total SGIP
- 23 projects for $27 million
Recommendation

The Transportation Committee is asked to recommend that the Board of Directors:

1) approve the proposed funding awards for the Cycle 4 TransNet Smart Growth Incentive Program Capital grants (Attachment 2); and

2) in the event that a selected project is unable to use its awarded funds, authorize staff to offer funding and execute a grant agreement with the next highest ranked project(s).
## Final Funding Recommendations: Collaborative, Consensus Based Solution

<table>
<thead>
<tr>
<th>Final Rank</th>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
<th>Match Fund Amount</th>
<th>Requested Funding</th>
<th>Recommended Funding</th>
<th>Remaining Funding</th>
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<td>($12,955,115)</td>
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- **Recommended for full funding**
- **Recommended for partial funding**
- **Not recommended for funding**
Environmental Mitigation Program: FY 2019-2020 Work Plan

TransNet

Large scale acquisition, management, and monitoring

Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species
Habitat Conservation Fund

Regional Management and Monitoring

**Implementation Process**

- $4 million annually for 10 years

- SANDAG staff and EMPWG develop Two-Year Work Plan

- Annual funding approved by SANDAG Board of Directors

- Contracts and land management grants

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**Two-Year Work Plan**

- Management Strategic Plan (MSP)
  - Technical recommendations
  - Prioritizes activities for species/habitat based on threats and opportunities

- FY 2019 - FY 2020 Work Plan
  - Defines goals and milestones
  - Tracks and monitors implementation actions
Two-Year Work Plan

Strategic goals

- Promote key sensitive species
- Promote native vegetation communities
- Improve wildlife movement
- Promote regional collaboration

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the proposed FY 2019-2020 Work Plan for regional land management and monitoring.
Mid-Coast Corridor Transit Project Update
Transportation Committee Item 6  |  October 5, 2018

Mid-Coast Trolley Project

• 11-mile extension of Blue Line
• Old Town Transit Center to University Town Center
• Nine new stations (five with parking)
• 36 new vehicles
• $2.17 billion FTA funded, including financing
• Coordinated LOSSAN, regional, UC San Diego projects
Lossan Corridor Projects

- Elvira to Morena Double Track
- San Diego River Double Track
- Rose Creek Bikeway

UC San Diego Regional Projects

- Voigt Drive Improvements
- Pepper Canyon (at UCSD West)
- VA Medical Center
- Nobel Drive
- Executive Drive Terminus (at Westfield)
- UC San Diego Gilman Drive Bridge
### Mid-Coast Project Budget

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<th>Item</th>
<th>Capital</th>
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<td>Administration</td>
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**As of August 2018**

### Mid-Coast Construction Chart

![Graph showing % of Funds Expended vs. % of Working Days Elapsed as of August 2018]
Mid-Coast Project Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline</th>
<th>Update</th>
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<tr>
<td>Heavy construction duration</td>
<td>56 months</td>
<td>57.1 months</td>
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<tr>
<td>Genesee viaduct complete</td>
<td>July 2019</td>
<td>March 2020</td>
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<tr>
<td>Complete construction</td>
<td>July 2021</td>
<td>Aug. 2021</td>
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<td>Revenue service date</td>
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<td>FFGA service date</td>
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</table>

As of August 2018

Project Risks

- Risk monitoring
  - Monthly cost and schedule review
  - Formal quarterly risk matrix evaluation and update
  - Risk refresh

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<th>Item</th>
<th>Impact</th>
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<td>Right of Way Possession</td>
<td>Schedule delay</td>
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<td>Right of Way Cost - 11 remaining settlements</td>
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<tr>
<td>Right of Way - goodwill claims</td>
<td>Cost (no Federal participation)</td>
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<tr>
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<tr>
<td>Construction Cost, provisional sums</td>
<td>$12.1 million + TBD</td>
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Job Site Safety (through August 2018)

- Project hours worked: 1,683,150
- Recordable injuries: 14.0
- Project incident rate: 1.58
- BLS – US – heavy: 2.8
- BLS – US – other: 1.8
- Total days away cases: 3.0
- Lost time injury in September

Mid-Coast DBE Status

MID-COAST LRT
Projected vs. Actual
DBE Goal 11.3%

Projected Attainment  
Realized Attainment To Date  
Linear (Projected Attainment)
**DBE Success Story**

**LEGEND Fence Corp.**

- Fencing firm
- Established in 2000
- 3 to 28 employees
- New contracts and equipment
- Empowered to bid on new and large projects

**Mid-Coast Environmental Compliance**

- Compliance
  - Contractor and CMC monitoring and oversight
  - Commitments in Final SEIS/SEIR tracking quarterly
  - Monitoring resource agency permit conditions
  - Reporting to FTA quarterly

**Activities**

- Ridgeway’s Rail monitoring
- Breeding season ended
- Erosion and storm water controls and monitoring
- Off-site mitigation planted, sites in 5-year monitoring and establishment phase
CP Rose Restoration

- CP Rose Restoration meets first year success criteria in December 2017
- Project and independent biologist (Caltrans) evaluate site
- SANDAG to coordinate steps for long-term success with Friends of Rose Canyon

June 2018
Replanted Slope

Mid-Coast Light Rail Vehicles

- Manufactured in Sacramento, CA
- First Mid-Coast car April 2019, last Mid-Coast car October 2020
Railroad Corridor

Placing concrete for Bent 2 CIDH

Retaining Wall with Lightweight Fill

Railroad Corridor

Rose Creek Bikeway Bridge

Rose Creek South Bridge LRT

Rose Creek Trolley Bridge and Rose Creek Bikeway Bridge
Railroad Corridor

Rose Creek Trolley Bridge

Pre-Cast Retaining Wall
Railroad Corridor

Trolley Flyover Bridge Foundation Cage

Railroad Corridor

Retaining Walls at SR 52 for Trolley, LOSSAN, and Bike Path

RW 609

Temporary bike path

RW 614

RW 629
La Jolla Colony Underpass

La Jolla Colony Top Down Cut Walls

Nobel Viaduct

Charmant South Bridge
Mid-Coast Genesee Viaduct

Genesee Viaduct – Setting of First Precast Girder

Mid-Coast Genesee Viaduct

Precast Girders Over Regents Road
Mid-Coast Genesee Viaduct

Precast Girders over Regents Rd

Mid-Coast Genesee Viaduct

Genesee North of La Jolla Village Drive

Genesee South of La Jolla Village Drive
San Diego River Bridge Double Track

August 2017

August 2018

Elvira to Morena Double Track

LOSSAN Bridge for Second Track over Rose Creek
Gilman Drive Overcrossing

Gilman Drive Bridge

Public Outreach

- Active outreach and communication during construction including road closure alerts
- Participation in community events
Public Outreach

- Respond to public inquiries and requests for additional information
- ShiftSanDiego.com
  - info@ShiftSanDiego.com
- Contact Us:
  - midcoast@sandag.org
  - (877) 379-0110
  - KeepSanDiegoMoving.com/MidCoast

Mid-Coast Trolley Project

Questions?