### Summary of Changes

#### Summary of Changes Report ($000)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Lead Agency</th>
<th>Project Title</th>
<th>Total Programmed</th>
<th>Total Programmed Revised</th>
<th>Cost Difference</th>
<th>Percent Change</th>
<th>Change Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAL29</td>
<td>Caltrans</td>
<td>Interstate 7 - MCV/Managed Lane</td>
<td>$102,540</td>
<td>$102,540</td>
<td>$0</td>
<td>0%</td>
<td>Lines revised and final years</td>
</tr>
<tr>
<td>CAL29</td>
<td>Caltrans</td>
<td>SR 18 Uplift</td>
<td>$132,667</td>
<td>$132,667</td>
<td>$0</td>
<td>0%</td>
<td>Lines revised and final years</td>
</tr>
<tr>
<td>CAL29</td>
<td>Caltrans</td>
<td>SR 76 Exit</td>
<td>$233,400</td>
<td>$233,400</td>
<td>$0</td>
<td>0%</td>
<td>Lines revised and final years</td>
</tr>
<tr>
<td>CAL44</td>
<td>Caltrans</td>
<td>Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program</td>
<td>$208,263</td>
<td>$202,718</td>
<td>$(5,545)</td>
<td>-2%</td>
<td>Lines revised and final years 10/2016</td>
</tr>
<tr>
<td>CAL68</td>
<td>Caltrans</td>
<td>Grouped Projects for Safety Improvements - GSRP Collision Reduction CID Program</td>
<td>$132,632</td>
<td>$126,317</td>
<td>$(6,315)</td>
<td>0%</td>
<td>Lines provided to group lattice at December CTC</td>
</tr>
</tbody>
</table>

**Legend:**
- **↑**: Increase
- **↓**: Decrease
- **%**: Percent Change
RTIP Project Tables

Financial Summary
Federal Requirements Analysis

1. Fiscal Constraint
2. Performance Management
3. Consistency with the Regional Plan
4. Meet Regional Emissions Budgets
5. Timely Implementation of Transportation Control Measures
6. Inter-agency Consultation and Public Involvement

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2019-11 (Attachment 1), approving Amendment No. 1 to the 2018 Regional Transportation Improvement Program.
Specialized Transportation Strategic Plan
Transportation Committee Item 5 | January 18, 2019

Specialized Transportation

Tailored to meet the special needs of seniors or individuals with disabilities who cannot use traditional mobility options
Specialized Transportation Services

- Paratransit
- Shopping shuttles/group trips
- Volunteer driver programs
- Non-emergency medical transportation
- Taxi vouchers
- Information referrals

SANDAG Role

Near-Term Actions
1. Implement the RTP as detailed above.
2. Develop a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities. 

Grants
Specialized Transportation Strategic Plan

**Senior and Disabled Population**

- **501,000 seniors**
- **310,900 disabled**

**Senior Population Growth**

- **2011: Baby Boomers (born 1946) turned 65**
- **2020: last Baby Boomers (born 1944) turn 65**
- **2030: first Gen Xer’s (born 1965) turn 65**
- **2049: last Gen Xer’s (born 1984) turn 65**
- **2050: first Millennials (born 1985) turn 65**

- **2000**: Babies Boomers (born 1946) turn 65
- **2030**: first Gen Xer’s turn 65
- **2049**: last Gen Xer’s turn 65
- **2050**: first Millennials turn 65
Senior Population Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>3.3 million</td>
</tr>
<tr>
<td>2050</td>
<td>4.0 million</td>
</tr>
</tbody>
</table>

15% increase between 2018 and 2050

Key Considerations

- Increased demand
- High cost to provide service
- Opportunities for enhanced coordination
- Evolving transportation landscape
Peer Agency Review and Workshop

Compared the region to nine peer agencies:

Lessons From Our Peers

- Integrated trip planner and fare payment across multiple modes
- Technology to manage mobility
- Enhanced role of CTSA, partnering with social service providers
- Microtransit
- Extending services to youth
Case Study: San Clemente

City of San Clemente and OCTA

- Subsidized Lyft and Butterfli rides along eliminated OCTA routes
- Butterfli provides accessible trips
- Shared payment responsibility

Case Study: Oakland / East Bay

AC Transit FLEX

- Booking via web access
- Book service within 30 minutes
- Text/email alerts on vehicle arrival
Case Study: St. Petersburg, Tampa, Orlando

**First / Last Mile Connections**
- Multiple providers, subsidized fares
- Use of apps for spontaneous travel
- Private partnerships

**Pinellas Suncoast Transit Authority (PSTA)**

**Hillsborough Area Regional Transit (HART)**

Download the app and Get picked up today!

Your home or business is now a stop.

ONLY $1 Each Way

---

Case Study: Contra Costa

**Autonomous Vehicle (AV)**
- Partnership between:
  - Private sector companies
  - Transit operators
  - Air quality agency
- AVs connect BART to office park with 30,000 employees
- Plans for 100 driverless shuttles by 2020
Strategies

- Technology
- Alternative business models
- Enhanced coordination
- Performance goals

Next Steps

- Receive input today
- Stakeholder workshop
- Present final report to Transportation Committee
Discussion Questions

Of the strategies presented, which do you think:

• Would work best?
• Any non-starters?
• Would work better in some areas rather than others?
• Should we “watch and wait”?
• Performance goals?

Strategies

• Technology
• Alternative business models
• Enhanced coordination
• Performance goals
South Bay Rapid
Bus-On-Shoulder Update
Transportation Committee Item 6 | January 18, 2019

Project Overview

• 26-mile route between Otay Mesa Port of Entry and Downtown San Diego
• 12 stations (6 in Chula Vista, 1 in Otay Mesa, and 5 in Downtown San Diego)
• $128M TransNet, $11M State Cap & Trade
• Connected vehicle technology guideway
• Bus-on-Shoulder operations
• Travel time – 60 minutes from Border to Downtown, 30 minutes from Chula Vista to Downtown
• Opening January 27, 2019
Bus-on-Shoulder

- Cooperative project with Caltrans, CHP, MTS, and SANDAG
- Three year demonstration project 2020-2023
- Funded with FTA grant to demonstrate technology and shoulder operation/connected vehicles
  - Forward collision warning
  - Lane keeping
  - Blind spot warning
  - Traffic Signal Priority (TSP) between buses and freeway ramps
Grand Opening Ceremony & Community Celebration
Saturday, January 26, 2019 | 11 a.m. – 2 p.m.

Heritage Rapid Station
1381 East Palomar Street
Chula Vista, CA 91913

Enjoy food, family-friendly activities, entertainment, and giveaways! (while supplies last!)

Street parking is limited in the area. Please consider using transit (MTS Bus Route 76) or biking to the event. Additional parking will be available at Heritage Elementary School.

RSVP by January 18 at sbrapid.eventbrite.com

Full service begins January 27, 2019!
ENJOY FREE RIDES JANUARY 27 – FEBRUARY 2!

Questions?