Specialized Transportation Strategic Plan

- Independent Taxpayer Oversight Committee

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. 4

Grants
Senior and Disabled Population

501,000
seniors

310,900
disabled

Senior Population Growth

2011: Baby Boomers (born 1946) turned 65

2029: last Baby Boomers (born 1964) 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
Senior Population Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
<th>Increase Between 2018 and 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>3.3 million</td>
<td>15%</td>
</tr>
<tr>
<td>2050</td>
<td>4.0 million</td>
<td>104% increase</td>
</tr>
</tbody>
</table>

Key Considerations

- Increased demand
- High cost to provide service
- Opportunities for enhanced coordination
- Evolving transportation landscape
Compared the region to nine peer agencies:

- 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

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
“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report.”
Transportation Performance Monitoring

“State of the Commute” Report

- 2005 (2-page Brochure)
- 2010 (28-page report)
- 2011 (28-page report)
- 2012 (32-page report)
- 2013 (44-page report)
- 2014 (48-page report)
- 2015-2016 (15-page INFO Bulletin)

“System Performance Monitoring Report”

- Annual Report
- Provide timely reporting
- High-level summary of key performance metrics
- Focus on the data
- Serves as the basis for ITOC independent analysis
- Input to State of the Commute report
Socioeconomic Indicators

- **Population**: Moving in the right direction
  - 8.9% (2009–2018)
- **Employment**: Areas for improvement
  - 18.4% (2009–2018)
  - 10.4% (2008–2017)
- **Gross Domestic Product**: In billions of dollars
  - 29.4% (2008–2017)
  - +16.9% (2013–2017)

Freeway Performance

**Peak Period Freeway Travel**

- Travel (billions of vehicle miles)
- 2008: 5.5 billions
- 2009: 5.4 billions
- 2010: 5.3 billions
- 2011: 5.2 billions
- 2012: 5.1 billions
- 2013: 5.0 billions
- 2014: 4.9 billions
- 2015: 4.8 billions
- 2016: 4.7 billions
- 2017: 4.6 billions
- 2018: 4.5 billions
Freeway Performance

Peak Period Freeway Delay

Delay (millions of vehicle hours)

0 2 4 6 8 10 12

Freeway Performance

Oceanview to Downtown SD via I-5
2017 Northbound PM: 61 minutes (+3)
2016 Northbound PM: 65 minutes (+4)
2017 Southbound AM: 50 minutes (0)
2018 Southbound AM: 52 minutes (+2)

Escondido to Downtown SD via I-15/SR 163
2017 Northbound PM: 51 minutes (+3)
2018 Northbound PM: 57 minutes (+6)
2017 Southbound AM: 40 minutes (0)
2018 Southbound AM: 43 minutes (+3)

Sorrento Valley to Mid-City via I-405
2017 Southbound PM: 41 minutes (+3)
2016 Southbound PM: 40 minutes (-1)
2017 Northbound AM: 20 minutes (+2)
2018 Northbound AM: 23 minutes (+3)

El Cajon to Sorrento Valley via I-8/SR 163
2017 Eastbound PM: 49 minutes (+3)
2016 Eastbound PM: 49 minutes (+1)
2017 Westbound AM: 37 minutes (+2)
2018 Westbound AM: 39 minutes (+2)

San Ysidro to Downtown SD via I-5
2017 Southbound PM: 17 minutes (0)
2018 Southbound PM: 18 minutes (+1)
2017 Northbound AM: 25 minutes (+2)
2018 Northbound AM: 23 minutes (0)

Chula Vista to Sorrento Valley via I-405
2017 Southbound PM: 60 minutes (+4)
2018 Southbound PM: 59 minutes (-1)
2017 Northbound AM: 49 minutes (+4)
2018 Northbound AM: 57 minutes (+3)
Transit Performance

Average Weekday Transit Ridership

Average Weekday Transit Passenger Miles

Transit Performance

Average Weekday Transit Passengers per Revenue Mile
Transit Performance

Top 10 Bus Routes by Ridership

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Route Description</th>
<th>Transit Mode</th>
<th>2018 Avg. Daily Passengers</th>
<th>2017 Avg. Daily Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rapid 201/202</td>
<td>UTC Transit Center - UC San Diego</td>
<td>Rapid Bus</td>
<td>8,742</td>
<td>8,546</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>La Mesa to Downtown</td>
<td>Local Bus</td>
<td>7,673</td>
<td>8,385</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>Downtown San Diego to Iris Avenue Trolley</td>
<td>Local Bus</td>
<td>7,519</td>
<td>7,983</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>Rapid 215</td>
<td>Rapid Bus</td>
<td>6,872</td>
<td>7,147</td>
</tr>
<tr>
<td>5</td>
<td>8</td>
<td>Kaiser Hospital/Granville Trolley to 24th Street Trolley</td>
<td>Local Bus</td>
<td>6,141</td>
<td>6,436</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>UCSD Medical Center</td>
<td>Local Bus</td>
<td>5,900</td>
<td>5,447</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>Rapid 235</td>
<td>Rapid Bus</td>
<td>5,825</td>
<td>5,448</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>UTC/VA Medical Center to Downtown</td>
<td>Local Bus</td>
<td>5,572</td>
<td>5,274</td>
</tr>
<tr>
<td>9</td>
<td>13</td>
<td>SDSU Transit Center to 8th Street Trolley</td>
<td>Local Bus</td>
<td>4,812</td>
<td>4,889</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>UCSDVA Hospital to Fashion Valley Transit Center</td>
<td>Local Bus</td>
<td>4,292</td>
<td>4,927</td>
</tr>
<tr>
<td>N/A</td>
<td>5</td>
<td>Skyline Hills to San Diego State University</td>
<td>Local Bus</td>
<td>6,671</td>
<td>7,097</td>
</tr>
</tbody>
</table>

* Route 11 was split into two routes in 2018: Route 11 (Skyline to Downtown) and Route 12 (Downtown to SDSU)

TransNet-funded Transit Performance

Regional Bus Transit Ridership

- **Rapid 201/202**
- **Rapid 204**
- **Rapid 215**
- **Rapid 235**
- **Rapid 237**
TransNet-funded Transit Performance

Regional Bus Transit On-Time Performance

Weekday average percentage on-time


Rapid 201/202 Rapid 204 Rapid 215 Rapid 235 Rapid 237

TransNet-funded Transit Performance

Regional Bus Transit Productivity

Weekday average passengers per hour


Rapid 201/202 Rapid 204 Rapid 215 Rapid 235 Rapid 237
TransNet-funded Transit Performance

Regional Bus Transit Load Factor (All Day)

Weekday average percentage of seats occupied

- 2014
- 2015
- 2016
- 2017
- 2018

Types:
- Rapid 201/202
- Rapid 204
- Rapid 215
- Rapid 235
- Rapid 237

TransNet-funded Transit Performance

Regional Bus Transit Farebox Recovery

Weekday average farebox recovery

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018

Types:
- Rapid 201/202
- Rapid 204
- Rapid 215
- Rapid 235
- Rapid 237
ITOC Review Process

• Review data contained in 2017-2018 System Performance Monitoring Report
• Conduct independent analysis
• Present analysis and findings within ITOC Annual Report

ITOC Review Process - Considerations

• Conduct analysis with ITOC members
• Utilize consultant services to assist with analysis
  ▪ Would draw on ITOC’s annual budget
• Auditor analysis available every three years
• Staff available to answer questions on data availability, data sources, data methodology, etc.
• Additional transportation and socioeconomic data available upon request
Next Steps

- ITOC Accepts the 2017-2018 System Performance Monitoring Report
- ITOC to conduct an independent analysis
- Provide input to staff on report scope, format and process
- Input received from ITOC will be used to inform the development of the 2017-2018 State of the Commute Report
PROJECT OVERVIEW

- 11-mile extension of the Blue Line Trolley
- Old Town Transit Center to University City
- Nine new stations (five with parking)
- 36 Trolley cars
- Revenue service in fall 2021
- $2.17 billion (52% TransNet, 48% FTA)
MID-COAST CONSTRUCTION PROGRESS

% of Funds Expended vs. % of Working Days Elapsed

56% Expended
43% Time Elapsed

MID-COAST DBE UTILIZATION

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

Projected Attainment — Realized Attainment To Date — Linear (Projected Attainment)
Ace Fence Company

- Fencing firm
- Established in 1988
- DBE, MBE, WBE, and SBE certified
- Grew from 15 to 96 employees
- Mid-Coast Project success:
  - Contract value grew from $709K to $6.5M
  - Purchased 9 new vehicles
  - Awarded contracts on new projects with West Mission Bay Drive Bridge, Flatiron, and All American Asphalt.

WORKERS by QUARTER – Through 2018
CONSTRUCTION ACCOMPLISHMENTS

• Gilman Drive Bridge Opened to Traffic
• Pre-Cast Girders Over Genesee & La Jolla Village Drive
• Pre-Cast Girders Fly Over Bridge
• Cast in Place Aerial Guideway
• Falsework UTC & Nobel Station
• Navy Fuel Line Casing and Directional Drilling
• Traction Power Stations & Signaling
• Successful Storm Water Management

GILMAN DRIVE BRIDGE – Ribbon Cutting
CAST IN PLACE – Aerial Guideway

UCSD Viaduct – Over I-5 Night Lane Closures for Concrete Pour

CAST IN PLACE – Aerial Guideway

Nobel Viaduct – North of Nobel Drive
CAST IN PLACE – Aerial Guideway

Nobel Viaduct – Weekend Falsework Over Nobel Drive

AERIAL STATIONS – Falsework

Genesee Viaduct – UTC Station Aerial
AERIAL STATIONS – Falsework

Nobel Station Falsework

NAVY FUEL LINE RELOCATION

Casing for the Navy Fuel Line
TRACTION POWER SUBSTATIONS

Olive & Nobel Traction Power Substations (TPSS)

SWPPP COMPLIANCE & MONITORING

Storm Water and Environmental Management
## PROJECT RISKS

<table>
<thead>
<tr>
<th>Risk Item</th>
<th>Potential Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way Cost – Mediations, Settlements, Trials</td>
<td>Cost</td>
</tr>
<tr>
<td>Right of Way - Goodwill Claims</td>
<td>Cost (no federal participation)</td>
</tr>
<tr>
<td>Fez Street Substation</td>
<td>Schedule, Redesign, Cost</td>
</tr>
<tr>
<td>Construction Cost, Provisional Sums</td>
<td>Cost (if above current estimates)</td>
</tr>
<tr>
<td>Construction Unknowns</td>
<td>Schedule and Cost (diminishing)</td>
</tr>
</tbody>
</table>

## RIGHT OF WAY

### Mid-Coast Project Acquisitions

<table>
<thead>
<tr>
<th>Property Details</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Property Owners</td>
<td>43</td>
</tr>
<tr>
<td>Available for Construction (Possession)</td>
<td>38</td>
</tr>
<tr>
<td>Needed Possessions for Construction</td>
<td>5</td>
</tr>
<tr>
<td>Acquisitions Settled</td>
<td>30</td>
</tr>
<tr>
<td>Under/Pending Negotiation (11 value only)</td>
<td>13</td>
</tr>
<tr>
<td>Potential Hearings of Necessity</td>
<td>2</td>
</tr>
</tbody>
</table>

### Risks
- Settlements, trial, legal, goodwill exposure exceeds budget
- 1 - 5 properties go to trial
LIGHT RAIL VEHICLES

LRV Production in Sacramento – First Car Arrives April 2019

CORRIDOR ACCOMPLISHMENTS

- San Diego River Bridge – All Bridge Girders
- Elvira to Morena Double Track – Rose Creek Bridges & Track Work
- Rose Creek Bikeway – Bridge Abutments, Retaining Walls, Channel Modifications
- Gilman Bridge – Opened to Traffic, Up Lighting
SAN DIEGO RIVER BRIDGE

San Diego River LOSSAN Double Track Bridges

ELVIRA to MORENA DOUBLE TRACK

LOSSAN Balboa Avenue Second Bridge
ROSE CREEK BIKEWAY

Bikeway Underpass & Bridge

GILMAN DRIVE BRIDGE

Open to Traffic, Ongoing Grading & Up Lighting
PUBLIC OUTREACH

• Outreach Activities – La Jolla Village Drive and Nobel Drive closures
• Tours - Board Members and community leaders
• Halfway There! Construction Event
• Upcoming Green Line single tracking

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

@MidCoastTrolley
Questions?
REGIONAL BIKEWAY PROGRAM STATUS UPDATE

Independent Taxpayer Oversight Committee
Item 15 | April 10, 2019

EARLY ACTION PROGRAM

- $200 million in TransNet funds
- Builds 77 linear miles of bikeways
- 70 of 77 miles either open or under design
- 7.5 miles open to date
- 3/4 of investment in City of San Diego
BIKEWAY PROGRAM STATUS

70 of 77 Miles Open or Under Development

<table>
<thead>
<tr>
<th>Phase</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
<td>21.5</td>
</tr>
<tr>
<td>Design</td>
<td>34.2</td>
</tr>
<tr>
<td>Under Construction</td>
<td>6.4</td>
</tr>
<tr>
<td>Open To Public</td>
<td>7.5</td>
</tr>
</tbody>
</table>

RECENT PROGRESS
COASTAL RAIL TRAIL

ROSE CREEK BIKEWAY

COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

• 2 miles in City of San Diego
• Construction is 57% complete
• Open to Public expected Summer 2020
COASTAL RAIL TRAIL: ENCINITAS

COASTAL RAIL TRAIL: ENCINITAS
COASTAL RAIL TRAIL: ENCINITAS

- 1.3 miles in City of Encinitas
- Construction is 85% complete
- Open to Public expected May 2019

INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL

- 3 miles in County of San Diego, cities of Vista and Oceanside
- Construction is 65% complete
- Open to Public expected Summer 2019

CITY OF SAN DIEGO DESIGN REVIEW

- City approved first regional urban bikeway project in March 2019 (submitted in January 2018)
- Two projects currently under review; two to be submitted this month
- Lunch & Learn sessions in December 2018
- Project Manager assigned from Public Works
LESTONS LEARNED

• More realistic schedules particularly for design reviews
• More attention to potential utility relocations
• New procedures for City of San Diego design review and approvals

LEVERAGING TRANSNET FUNDS

• Active Transportation Program (ATP) – Regional Competition:
  – $8.5 million for University Bikeway
  – $1.3 million for GO by BIKE Education and Encouragement Start-Up Program

• $48 million from ATP has been secured, more than half of the non-TransNet funds in the program.
NEXT STEPS

• Continue progress on 24 EAP projects in FY 19 Program Budget

• Provide regular program status updates

ITOC | Item 15
April 10, 2019