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 begins in fall 2021
- $2.17 billion (52% TransNet, 48% FTA)
MID-COAST CONSTRUCTION SCHEDULE

Milestone Baseline Sept. 2020 Update

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline</th>
<th>Sept. 2020 Update</th>
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</thead>
<tbody>
<tr>
<td>Heavy Construction Duration</td>
<td>56 months</td>
<td>57 months</td>
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<tr>
<td>Reach 14 Track Construction Complete</td>
<td>August 2020</td>
<td>October 2020</td>
</tr>
<tr>
<td>Start MTS Pre-Revenue Testing</td>
<td>April 2021</td>
<td>May 2021</td>
</tr>
<tr>
<td>Final Completion by MCTC</td>
<td>July 2021</td>
<td>September 2021</td>
</tr>
<tr>
<td>Revenue Service Date</td>
<td>September 2021</td>
<td>November 2021</td>
</tr>
</tbody>
</table>
MID-COAST CONSTRUCTION PROGRESS

PROJECT WORKFORCE SUMMARY

4,077 Workers = Jobs Created

Local Workforce Comparison

- 44% Workers Outside SDC
- 56% San Diego County Workers

Hours Worked
- Total = 3,435,426.5
  - SD Workers = 2,346,068

Amount Paid (excluding fringe benefits)
- Total = $159,426,565
  - SD Workers = $106,109,208
MID-COAST DBE UTILIZATION

Projected vs. Actual
DBE Goal: 11.3%

DBE SUCCESS STORY

Sequoia Consultants
• Established in 2006
• DBE certified as Subcontinent-Asian American firm
• Overall company has grown from 2 to 135 employees
• Subcontracted by Twinning in 2017 for the QA/QC for north segment of the project

Mid-Coast Trolley Project Success
• Contract value growth from $2.5M to $6M
• Purchase of 25 new trucks
• Locations expanded across Southern California and several states
• Opened new office in Los Angeles
PROJECT SAFETY STATUS

Recordable Incident Rate (RIR) and Lost Time Incident Rate (LTIR)

- Average RIR (all US States, Private Industry Heavy, and Civil Engineering Construction): 2.5*
- Average LTIR (all US States, Private Industry): 1.7*

*2017 Bureau of Labor Statistics

CONSTRUCTION ACCOMPLISHMENTS

- Removal of all falsework along Trolley alignment
- Began construction of Nobel Drive Trolley Station parking structure
- Completion of Trolley underpass
- Significant progress at stations and platforms, including installation of all elevator towers
- Track placement nearing completion
- Landscaping underway along Trolley alignment
- Signal system work on schedule
- Completion of San Diego River Bridge Double Track project
- Completion of Elvira to Morena Double Track project
- Voigt Drive Improvements project underway
CONSTRUCTION PROGRESS

Trolley Flyover along Rose Canyon

CONSTRUCTION PROGRESS

Trolley Underpass at La Jolla Colony Drive
CONSTRUCTION PROGRESS

Nobel Viaduct

SANDAG TransNet

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CONSTRUCTION PROGRESS

Nobel Viaduct

SANDAG TransNet

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CONSTRUCTION PROGRESS

VA Medical Center Trolley Station

CONSTRUCTION PROGRESS

VA Medical Center Trolley Station – March 2017
## CONSTRUCTION PROGRESS

- UTC Transit Center

## PROJECT RISKS

<table>
<thead>
<tr>
<th>Risk Item</th>
<th>Potential Impact</th>
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<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, and Cost</td>
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<tr>
<td>Construction Cost, Provisional Sums</td>
<td>Cost</td>
</tr>
<tr>
<td>Construction Unknowns</td>
<td>Schedule and Cost (diminishing)</td>
</tr>
<tr>
<td>COVID-19</td>
<td>Schedule and Cost</td>
</tr>
</tbody>
</table>
SAN DIEGO RIVER BRIDGE DOUBLE TRACK

ELVIRA TO MORENA DOUBLE TRACK
GILMAN DRIVE BRIDGE

PUBLIC INVOLVEMENT

- Public outreach activities modified in accordance with government policies enacted to prevent the spread of COVID-19
- Public awareness social media campaign launched in April to promote work safety measures in place during COVID-19
- Team providing project updates through electronic media
- Ongoing attendance at virtual community planning group meetings
- Ongoing bi-monthly briefings with City Council staff
- Significant construction events covered on multiple news outlets
- Opening day planning has commenced
Contact Us
midcoast@sandag.org
(877) 379-0110
KeepSanDiegoMoving.com/MidCoast

Mid-Coast Trolley  @MidCoastTrolley

Questions?
Previous Actions

• **July 12, 2019** - Board direction to develop a Regional Plan that meets federal and state laws/targets, assumes realistic and transparent revenues, utilizes the 5 Big Moves and Complete Corridors model, and prioritizes corridors previously scheduled for investment such as SR 78, 52, 67, and 94/125

• **September 27, 2019** - Board approves $40 million for Comprehensive Multimodal Corridor Plans (CMCPs)/Advanced Planning over the next 5 years

• **February, June 2020** - Informational CMCP reports provided to Transportation Committee
Why Comprehensive Multimodal Corridor Plans (CMCPs)?

- Integrated multimodal transportation corridor planning, aligned with state goals and funding
- Details Complete Corridors included in the Regional Plan
- CMCPs suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding
North Coast Corridor Plan – First Generation CMCP
Fully Integrated CMCP
CMCPs - Phase One

1. Purple Line/I-805
2. Blue Line/I-5 South
3. High Speed Transit/SR 52/SR 67
4. SPRINTERS/Palomar Airport Road/SR 78
5. Central Mobility Hub and Connections
CMCP Work Underway

- Workshop held with Caltrans District 11
- Teams formed and work plans established
- Geographical study areas defined
- Issues and opportunities statements drafted for discussion
CMCP Draft Study Area Boundaries

1. Purple Line/I-805/Blue Line/I-5 South
2. Sea to Santee (SR 52)
3. San Vicente Corridor (SR 67)
4. North County Corridor (SR 78)
5. Central Mobility Hub and Connections
Policy Considerations

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and congestion relief
6. Low income and disadvantaged communities
7. Reduce greenhouse gas emissions/vehicle miles traveled
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance
Implementation Schedule

<table>
<thead>
<tr>
<th></th>
<th>Spring 2020</th>
<th>Summer/Fall 2020</th>
<th>Fall/Winter 2020/2021</th>
<th>Summer/Fall 2021</th>
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<tbody>
<tr>
<td>Develop</td>
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<td>Work Plans</td>
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<td>Data Analysis</td>
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<tr>
<td>Final Plans</td>
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Planned Check-ins

- **Summer/Fall 2020**
  Present data analysis and stakeholder engagement findings for review and discussion

- **Fall/Winter 2020/2021**
  Conduct community outreach

- **Summer/Fall 2021**
  Present draft and final CMCPs
Phase 2 CMCPs

1. North Coast Corridor/I-5 North
2. High Speed Transit/I-8
3. High Speed Transit/I-15
4. High Speed Transit/SR 56
5. High Speed Transit/SR 94
6. High Speed Transit/SR 125
7. Airport to Airport
   (Cross Border Xpress to San Diego Airport)
North County Regional Corridor
Comprehensive Multimodal Corridor Plan (CMCP) &
I-15/SR 78 Express Lanes Direct Connectors Project Update

Item xx
Transportation Committee
September 4, 2020
Allan Kosup, Caltrans Corridor Director
North County Regional Corridor Plan

A Comprehensive Multimodal Corridor Plan (CMCP) is a master blueprint for an integrated transportation network that will enhance connectivity and reduce congestion, improve social equity, support meeting state greenhouse gas reduction targets and federal air quality standards, and improve the everyday lives for the SR 76 and SR 78 communities.
Alignment with State Goals

**MOVING FORWARD**
FOR TRANSPORTATION

5 Caltrans Priorities

- **Safety**
  - Provide a safe and secure transportation system

- **Partnerships**
  - Enable vibrant, healthy communities

- **Efficiency**
  - Improve multimodal mobility and access to destinations for all users

- **Innovation**
  - Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups

- **Modality**
  - Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups

- **Quality of Life & Public Health**
  - Support a vibrant, resilient economy

- **Climate**
  - Achieve statewide GHG emissions reduction targets and increase resilience to climate change

- **Equity**
  - Enable vibrant, healthy communities

- **Accessibility**
  - Maintain a high-quality, resilient transportation system

- **Environment**
  - Enhance environmental health and reduce negative transportation impacts
Holistic System-Based Approach

**IDENTIFY**
Corridor Characteristics

**ANALYZE**
Gaps, Opportunities, and Reasons for Poor Performance

**SELECT**
Solution Strategies and Apply 5 Big Moves

**DEVELOP**
Implementation Blueprint

North County Regional Corridor CMCP

We Are Here
North County Regional Corridor Travel Shed

Initial Activities
• Define Travel Shed
• Initial Outreach
• Identify Corridor Transportation Characteristics
• Initiate Working Group
• Identify Key Corridor Deficiencies & Objectives
Rapid Recent Growth... But Slowing Down

Since 1994...

42% Increase in RESIDENTS since 1994

67% Increase in JOBS since 1994

28% Increase in HOMES since 1994
Initial Outreach to Agency Partners

- North County Regional Corridor CMCP

- Limited Bike Network
- SR 78 Congestion
- SPRINTERT Not Commuter Friendly

Signal Coordination
- San Marcos/Palomar Corridor
- Carlsbad Business Center
- Access to 15 & 5
- Future Growth Areas

Cut Through Traffic
- Carlsbad Mall
- Ocean View Boulevard
- SPRINTERT Grade Separations

General Plan Updates
- Sprints San Marcos Melrose Drive
- CSU

Short Trips
- Civic Center
- Carlsbad Business Center

Regional Traffic Impacts
- Vista Village Business Park

Innovate 78
- Palomar Airport Job Centers
- Connect Carlsbad

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Leverage Existing Partner Studies

NCTD Studies
- Land Use & Transit Integration Study
- Strategic Multimodal Transit Plan
- SPRINT Station Access Study

County/Corridor Cities
- General Plan Updates
- Sustainable/Mobility/TDM Plans
- Arterial and Congestion Studies
- Safe Routes to School Plans
- Bike Master Plans
- Trail Master Plans
Identifying Corridor Employment Centers

North County Regional Corridor CMCP

SANDAG Employment Centers

Tier 1
Tier 2
Tier 3
Tier 4

15.6K
20.9K
36.1K
15.6K

33.0K

20

30.6K
30.6K

15.1K

Escondido
San Marcos
Carlsbad
Vista
Oceanside
Encinitas

76
78
Where People Travel: Top Routes to Job Centers

North County Regional Corridor CMCP
Key Challenges/Deficiencies

- Connecting job and residential centers to transportation system
- Too much lost time traveling
- Limited competitive travel options

North County Regional Corridor CMCP
Example Corridor Opportunities

Complete Corridors

SR 78 Managed Lanes

Smart Arterials

Improved Access to I-5 and I-15

Transit Leap

Faster, More Frequent SPRINT Service

Transit Alternatives and Next Gen Rapids

Mobility Hubs

Travel Options and Amenities
Example Corridor Opportunities

**Flexible Fleets**

- Micro-Transit
- Micromobility

**Next OS**

- Real Time Travel Information
- Integrated Corridor Management
CMCP Development Timeline

- **AUG 20 – JUL 21**: Identify Strategies and System Integrations
- **OCT 20 – JUL 21**: Engage Stakeholders and Collect Public Input
- **MAR 21 – JUL 21**: Conduct Performance Analysis and Prepare Cost & Phasing Plan
- **SUMMER 21**: Release DRAFT CMCP for Public Review
- **FALL 21**: Release FINAL Draft CMCP
Corridor Projects Under Development
Improved Connectivity to Key Destinations

- E. Mission Rd
- San Marcos Blvd
- Woodland Pkwy
- N. Twin Oaks Valley Rd
- E. Mission Rd

Key Destinations:
- Hollandia Park
- Knob Hill Elementary School
- Nordahl Marketplace
- Mission Hills High School
- Escondido High School
- Palomar College
- Kaiser Permanente San Marcos Medical Offices
- Cal State San Marcos
- Palomar Medical Center
- Lake Moree Park

Caltrans
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27
55% of WB Traffic Exits Within 3 Miles of I-15

- 45% exit at the remaining 9 off-ramps or at I-5.
- 17% exit at San Marcos Blvd.
- 11% exit at Twin Oaks Valley Rd.
- 8% exit at Barham Dr./Woodland Pkwy.
- 19% exit at Nordahl Rd.
Why Managed Lanes?

- Managing access maximizes traffic throughput while minimizing congestion.
- Access strategies include:
  - Occupancy
  - Dynamic tolls
  - Vehicle classification
- Dynamic tolls change in price based on the level of congestion.
- Can adapt to changing technology and future travel patterns.
Project Consistency & Evolving Vision

Current Plan

5 Big Moves

- Managed Lane
- SPRINT

- Complete Corridor
  (including Managed Lanes)
- Commuter Rail
- SPRINT
- Mobility Hubs
- 10-minute Connections to Transit
  (via Flexible Fleets)

- Special Projects
  (High Speed Rail)
- Next Gen Rapid
- Arterials
  (Complete Corridors and Next OS)
Key Project Milestones

Key ENVIRONMENTAL Phase Milestones

October 2020 – Public Scoping Meeting
June 2022 – Draft Environmental Document
May 2023 – Final Environmental Document
Connect with Us and Provide Your Feedback

Caltrans and SANDAG would like to hear from you. Provide your feedback on the I-15/SR 78 Express Lanes Direct Connectors Project:

- Email: SR78@KeepSanDiegoMoving.com
- Project Hotline: 888-547-1161
- Website: KeepSanDiegoMoving.com/SR78
- Twitter: @SANDAG @SDCaltrans
- Facebook: SANDAGregion CaltransDistrict11
- YouTube: SANDAGregion CaltransVideo
- Instagram: @SANDAGregion @SDCaltrans

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