The US economy is in recession

US Gross Domestic Product

- 2.9%
- 2.3%
- 2.0%
- 5.2%
- 1.8%

Fed Funds

Unemployment insurance claims

+26 million

Dow Jones

03/21/2020, 3
03/28/2020, 7
04/04/2020, 7
04/11/2020, 5
04/18/2020, 4
San Diego’s economy in lockdown

VMT has dropped by almost half

*Source: Federal Reserve Bank of St. Louis*

The unemployment rate has increased 7-fold

*Source: BLS, AGS*

Retail and restaurants among the most affected

Visits to restaurants, cafes, shopping centers, theme parks, museums, libraries, and movie theaters.

Taxable sales are heavily impacted

*Source: SANDAG*
PROJECT OVERVIEW

- 11-mile extension of the Blue Line Trolley
- Old Town Transit Center to University community
- Nine new stations (five with parking)
- 36 Trolley cars
- Revenue service to begin fall 2021
- $2.17 billion (52% TransNet, 48% FTA)
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline</th>
<th>May 2020 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Construction Duration</td>
<td>56 months</td>
<td>57 months</td>
</tr>
<tr>
<td>Reach 14 Track Const. 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>August 2021</td>
</tr>
<tr>
<td>Revenue Service Date</td>
<td>September 2021</td>
<td>November 2021</td>
</tr>
</tbody>
</table>
CONSTRUCTION DURING COVID-19

MCTC

This facility is **CLOSED** to the public. Employees, subcontractors and deliveries only. **NO EXCEPTIONS.** We are practicing strict guidelines in efforts to combat the spread of the COVID-19 virus.

*Please contact the person you are seeking directly by phone or call 858-218-0700 for general information.*

*Thank you.*
CONSTRUCTION DURING COVID-19
CONSTRUCTION DURING COVID-19

#MidCoastUpdate: SANDAG & MCTC are serious about safety. We’re taking measures to help crews & the community stay healthy during COVID-19, including daily safety briefings, social distancing practices, & an increased number of hand washing stations in work areas. #StaySafe

#MidCoastUpdate: To stay safe and healthy on site during these unprecedented times, crews practice additional safety measures: hygiene, spacing, containment, 24/7. Together, these practices create a healthier and safer environment for crews and our community.

Combat COVID-19 with these 4 PRINCIPLES

01 Hygiene
It’s simple, wash your hands OFTEN!

02 Spacing
6 feet or more!

03 Containment
If you’re not feeling well, stay home —72-hour rule.

04 24/7
It only works if we do it all the time!
QUARTER ACCOMPLISHMENTS

- Falsework Removal along Trolley Alignment
- Second Heavy Rail Bridge over San Diego River
- Construction of Nobel Drive Trolley Station Parking Structure
- Near-completion of Trolley Underpass
- Removal of Heavy Rail Shoofly at Trolley Flyover
- Station and Platform Construction
- Trackwork
- Catenary & Signal Systems Work
SAN DIEGO RIVER DOUBLE TRACK

Second Heavy Rail Bridge over San Diego River
Trolley Underpass at La Jolla Colony Drive
Shoofly Removal at Trolley Flyover
• Stakeholder Outreach
  • Community Planning Groups
  • Bi-monthly Council Briefing
  • Construction Notices
  • Shift San Diego

• Public Inquiries and Comments
• Community Presentations
• Project Tours
• Media Events

The San Diego Union-Tribune
Even in a pandemic, building is still booming in San Diego – for now
By Jennifer Van Grove
March 28, 2020
Questions?
BUILD NCC CONSTRUCTION CONTINUES

- **Completed**
  - San Elijo Lagoon Rail Bridge

- **Completed**
  - Coastal Rail Trail

- **In Construction**
  - San Elijo Lagoon Restoration
    - Complete July 2020
  - I-5 Carpool/HOV Lanes
    - San Elijo Lagoon Highway Bridge
      - Open to Traffic August 2021
  - Funded for Construction
    - I-5 Carpool/HOV Lanes
      - Begins Fall 2020
MAJOR PROJECT MILESTONE BEGINS
NEW INTERIOR BRIDGE PILES WILL SUPPORT HIGHWAY/BIKE BRIDGES
REGIONAL TRAFFIC VOLUMES DROP

% Change in Average Daily Traffic (2019 vs 2020)

March

April
INCREASE IN SPEEDING CITATIONS

The San Diego Union-Tribune

“More drivers cited for speeding as traffic declines.”
April 22, 2020

Los Angeles Times

“Tickets for speeding in excess of 100 mph surge 87% amid coronavirus shutdown, CHP says”
April 22, 2020
# BUILD NCC CONTRACT STATUS

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>CONSTRUCTION CAPITAL &amp; SUPPORT</th>
<th>% COMPLETE</th>
<th>ORIGINAL END DATE</th>
<th>OPEN TO PUBLIC DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Elio Highway Bridge &amp; Community Enhancements</td>
<td>$257 M</td>
<td>66%</td>
<td>October-20</td>
<td>August-21</td>
</tr>
<tr>
<td>Manchester - Palomar Airport Carpool/HOV Lanes</td>
<td>$305 M</td>
<td>37%</td>
<td>August-21</td>
<td>August-21</td>
</tr>
<tr>
<td>San Elio Lagoon Restoration</td>
<td>$117 M</td>
<td>92%</td>
<td>February-21</td>
<td>July-20</td>
</tr>
<tr>
<td><strong>Palomar Airport - SR 78 Carpool/HOV Lanes</strong></td>
<td><strong>$113 M</strong></td>
<td><strong>0%</strong></td>
<td><strong>Late 2021</strong></td>
<td><strong>Late 2021</strong></td>
</tr>
<tr>
<td>San Elio Lagoon Double Track &amp; Chesterfield</td>
<td>$70 M</td>
<td>✔️</td>
<td>February-19</td>
<td>May-19</td>
</tr>
<tr>
<td>Coastal Rail Trail</td>
<td>$6.8 M</td>
<td>✔️</td>
<td>February-19</td>
<td>May-19</td>
</tr>
</tbody>
</table>
I-5 HOV LANES TO EXTEND TO SR 78
CONSTRUCTION ON FINAL STRETCH ANTICIPATED TO BEGIN FALL 2020

- Sound Walls
- Bike/Ped Improvements
- Auxiliary Lane
- Carpool/HOV Lanes
### PRE-COVID 19 PLAN TO FINISH FINAL HOV LANES

**$113 M → 3 Phases**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Activities</th>
</tr>
</thead>
</table>
| 1     | Fall 2020 | • Clear & Grub  
       |         | • Place K-Rail  
       |         | • Install Drainage  
       |         | • Lay Fiber Optic Lines |
| 2     | Summer 2021 | • Construct HOV Lanes  
       |         | • Build Auxiliary Lane |
| 3     | Summer 2022 | • Construct Sound Walls  
       |         | • Bike/Ped Improvements |

**$20–25 M** in Estimated Savings  
**2 Years** Shaved Off Construction  
**Continuity** Of Existing Success
Connect With Us During Construction

Caltrans and SANDAG are committed to minimizing impacts and keeping communities informed during construction.

- Sign up for updates at KeepSanDiegoMoving.com/BuildNCC
- Email us at BuildNCC@KeepSanDiegoMoving.com
- Call (844) NCC-0050
- Text BuildNCC to 313131 to receive construction alerts
- Follow us @BuildNCC #BuildNCC @SDCaltrans
- Like us at SANDAGregion | CaltransDistrict11
- Follow us at @SDCaltrans | @SANDAGregion #BuildNCC
- Watch more at SANDAGregion | CaltransVideo
"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”

- Annual report
- Provide timely reporting
- High-level summary of key performance metrics
- Focus on the data
- Serves as the basis for ITOC independent analysis
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)
- 2017-2018 (4-page info bit)
- 2019 (6-page info bit)
Independent Analysis Subcommittee

- Three-member subcommittee
- Conduct independent analysis of annual report
- Held on February 12, 2020
- Data exhibits from 2017-2018 report updated with 2019 performance data
- Comments received on 2019 findings
- Discussed existing travel time methodology and potential door-to-door travel time options
- Comments received on future reporting improvements
Socioeconomic Indicators - 2019

Population in millions:
- 2010 – 2019: 8.3%
- 2015 – 2019: 3.9%

Employment in millions:
- 2010 – 2019: 21.2%
- 2015 – 2019: 8.6%

Gross Domestic Product in billions of dollars:
- 2009 – 2018: 48.0%
- 2014 – 2018: 21.8%

Source: Population Estimates, SANDAG
Source: California Employment Development Department
Source: U.S. Bureau of Economic Analysis
Freeway Performance

Peak Period Freeway Travel

- 2010: 0.4%
- 2011: 0.4%
- 2012: 1.1%
- 2013: 6.0%
- 2014: 4.3%
- 2015: 1.6%
- 2016: 5.3%
- 2017: 2.0%
- 2018: 0.5%
- 2019: 0.7%

Billions of vehicle miles
Freeway Performance

Peak Period Freeway Delay

millions of vehicle hours

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>28.4%</td>
<td>0.7%</td>
<td>7.4%</td>
<td>27.1%</td>
<td>35.0%</td>
<td>15.3%</td>
<td>10.2%</td>
<td>5.0%</td>
<td>4.9%</td>
<td></td>
</tr>
</tbody>
</table>

DRAFT
2019 Travel Times on Commute Corridors
2019 North County Coastal and Inland Commute

- **5 (North)**
  - p.m. northbound from Downtown:
    - 61 min (-5)
    - Coaster: 66 min (0)
  - a.m. southbound from Oceanside:
    - 49 min (-4)
    - Coaster: 66 min (0)

- **78**
  - a.m. westbound from Escondido:
    - 21 min (0)
    - Sprinter: 51 min (-1)
  - p.m. eastbound from Oceanside:
    - 26 min (0)
    - Sprinter: 53 min (0)
2019 North County Inland to Downtown Commute

p.m. northbound from Downtown
- 44 min (-4)
- 61 min (0) 280 Rapid Express
- 92 min (0) 235 Rapid

a.m. southbound from Escondido
- 41 min (-9)
- 60 min (0) 280 Rapid Express
- 81 min (0) 235 Rapid
2019 El Cajon to Downtown Commute

**a.m. westbound from El Cajon**
- 94 125
- 22 min (-1)
  - SR 94/SR 125
- 54 min (+3)
  - Orange Line Trolley

**p.m. eastbound from Downtown**
- 16 min (0)
  - SR 94/SR 125
- 55 min (+2)
  - Orange Line Trolley

**a.m. westbound from El Cajon**
- 8 163
- 24 min (0)
  - I-8/SR 163
- 53 min (0)
  - 215 Rapid
- 66 min (0)
  - Sycuan Green Line Trolley

**p.m. eastbound from Downtown**
- 20 min (+1)
  - I-8/SR 163
- 61 min (0)
  - 215 Rapid
- 68 min (-3)
  - Sycuan Green Line Trolley
2019 South Bay to Downtown Commute

5 (South)

- a.m. northbound from San Ysidro:
  - 23 min (0)
  - 46 min (0)  
    UC San Diego  
    Blue Line Trolley

- p.m. southbound from Downtown:
  - 18 min (0)
  - 48 min (+1)  
    UC San Diego  
    Blue Line Trolley

805 (South)

- a.m. northbound from Chula Vista:
  - 22 min (0)
  - 76 min (N/A)  
    225 Rapid

- p.m. southbound from Downtown:
  - 15 min (0)
  - 78 min (N/A)  
    225 Rapid
Transit Performance

Average Weekday Transit Ridership

Average Weekday Transit Passenger Miles
Transit Performance

Average Weekday Transit Revenue Miles

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Miles (thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>87.9</td>
</tr>
<tr>
<td>2011</td>
<td>86.4</td>
</tr>
<tr>
<td>2012</td>
<td>86.4</td>
</tr>
<tr>
<td>2013</td>
<td>87.2</td>
</tr>
<tr>
<td>2014</td>
<td>91.6</td>
</tr>
<tr>
<td>2015</td>
<td>94.1</td>
</tr>
<tr>
<td>2016</td>
<td>95.6</td>
</tr>
<tr>
<td>2017</td>
<td>97.7</td>
</tr>
<tr>
<td>2018</td>
<td>97.6</td>
</tr>
<tr>
<td>2019</td>
<td>98.1</td>
</tr>
</tbody>
</table>
Transit Performance

Average Weekday Transit Passengers per Revenue Mile

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers per Revenue Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>3.80</td>
</tr>
<tr>
<td>2011</td>
<td>4.08</td>
</tr>
<tr>
<td>2012</td>
<td>3.92</td>
</tr>
<tr>
<td>2013</td>
<td>4.12</td>
</tr>
<tr>
<td>2014</td>
<td>4.01</td>
</tr>
<tr>
<td>2015</td>
<td>3.97</td>
</tr>
<tr>
<td>2016</td>
<td>3.70</td>
</tr>
<tr>
<td>2017</td>
<td>3.51</td>
</tr>
<tr>
<td>2018</td>
<td>3.37</td>
</tr>
<tr>
<td>2019</td>
<td>3.42</td>
</tr>
</tbody>
</table>
### Transit Performance

#### Top 10 Bus Routes by Ridership

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rapid 201/202</td>
<td>UTC Transit Center to UC San Diego</td>
<td>Rapid Bus</td>
<td>10,682</td>
<td>8,742</td>
</tr>
<tr>
<td>2</td>
<td>929</td>
<td>Downtown San Diego to Iris Avenue Trolley</td>
<td>Local Bus</td>
<td>7,524</td>
<td>7,519</td>
</tr>
<tr>
<td>3</td>
<td>13</td>
<td>Kaiser Hospital / Grantville Trolley to 24th Street Trolley</td>
<td>Local Bus</td>
<td>6,852</td>
<td>6,141</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
<td>La Mesa to Downtown</td>
<td>Local Bus</td>
<td>6,831</td>
<td>7,673</td>
</tr>
<tr>
<td>5</td>
<td>Rapid 215</td>
<td>SDSU to Downtown</td>
<td>Rapid Bus</td>
<td>6,556</td>
<td>6,872</td>
</tr>
<tr>
<td>6</td>
<td>3</td>
<td>UCSD Medical Center / Hillcrest to Euclid Trolley</td>
<td>Local Bus</td>
<td>5,924</td>
<td>5,900</td>
</tr>
<tr>
<td>7</td>
<td>Rapid 235</td>
<td>Downtown San Diego to Escondido Transit Center</td>
<td>Rapid Bus</td>
<td>5,855</td>
<td>5,825</td>
</tr>
<tr>
<td>8</td>
<td>30</td>
<td>UTC / VA Medical Center to Downtown</td>
<td>Local Bus</td>
<td>5,581</td>
<td>5,572</td>
</tr>
<tr>
<td>9</td>
<td>955</td>
<td>SDSU Transit Center to 8th Street Trolley</td>
<td>Local Bus</td>
<td>5,028</td>
<td>4,812</td>
</tr>
<tr>
<td>10</td>
<td>41</td>
<td>UCSD / VA Hospital to Fashion Valley Transit Center</td>
<td>Local Bus</td>
<td>4,431</td>
<td>4,282</td>
</tr>
</tbody>
</table>
TransNet-funded Transit Performance

Regional Rail Transit Ridership

- UC San Diego Blue Line
  - 2010: 5,562
  - 2011: 5,296
  - 2012: 5,196
  - 2013: 4,920
  - 2014: 5,092

- COASTER
  - 2010: 32,925
  - 2011: 31,766
  - 2012: 29,562
  - 2013: 27,196
  - 2014: 25,802

- Orange Line
  - 2010: 10,422
  - 2011: 9,804
  - 2012: 10,282
  - 2013: 8,254
  - 2014: 8,555

- SPRINTERT
  - 2010: 8,227
  - 2011: 8,227
  - 2012: 8,227
  - 2013: 8,227
  - 2014: 8,227

- Sycuan Green Line
  - 2010: 32,381
  - 2011: 34,837
  - 2012: 34,837
  - 2013: 34,837
  - 2014: 34,837
TransNet-funded Transit Performance

Regional Bus Transit Ridership

- **Rapid 201/202**
  - Average weekday boardings: 5,198
  - Peak weekday boardings: 10,682

- **Rapid 204**
  - Average weekday boardings: 5,013
  - Peak weekday boardings: 8,546

- **Rapid 215**
  - Average weekday boardings: 354
  - Peak weekday boardings: 7,522

- **Rapid 225**
  - Average weekday boardings: 329
  - Peak weekday boardings: 6,632

- **Rapid 235**
  - Average weekday boardings: 309
  - Peak weekday boardings: 6,872

- **Rapid 237**
  - Average weekday boardings: 558
  - Peak weekday boardings: 7,147

- **Rapid 204**
  - Average weekday boardings: 697
  - Peak weekday boardings: 7,392

- **Rapid 215**
  - Average weekday boardings: 625
  - Peak weekday boardings: 7,858

- **Rapid 225**
  - Average weekday boardings: 625
  - Peak weekday boardings: 8,085

- **Rapid 235**
  - Average weekday boardings: 625
  - Peak weekday boardings: 8,250

- **Rapid 237**
  - Average weekday boardings: 625
  - Peak weekday boardings: 8,555

- **Average weekday boardings:**
  - Rapid 201/202: 5,198
  - Rapid 204: 5,013
  - Rapid 215: 354
  - Rapid 225: 329
  - Rapid 235: 309
  - Rapid 237: 558

- **Peak weekday boardings:**
  - Rapid 201/202: 10,682
  - Rapid 204: 8,546
  - Rapid 215: 7,522
  - Rapid 225: 6,632
  - Rapid 235: 6,872
  - Rapid 237: 7,147

- **Average weekday boardings range:**
  - Minimum: 5,013
  - Maximum: 10,682
TransNet-funded Transit Performance

Regional Bus Transit Productivity

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday Passengers Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid 201/202</td>
<td>122.3, 118.1, 114.0, 110.8, 107.6</td>
</tr>
<tr>
<td>Rapid 204</td>
<td>128.5, 124.3, 120.2, 116.1, 112.0</td>
</tr>
<tr>
<td>Rapid 215</td>
<td>134.0, 130.8, 126.7, 122.6, 118.5</td>
</tr>
<tr>
<td>Rapid 225</td>
<td>139.5, 135.4, 131.3, 127.2, 123.1</td>
</tr>
<tr>
<td>Rapid 235</td>
<td>145.0, 140.9, 136.8, 132.7, 128.6</td>
</tr>
<tr>
<td>Rapid 237</td>
<td>150.5, 146.4, 142.3, 138.2, 134.1</td>
</tr>
</tbody>
</table>
TransNet-funded Transit Performance

Regional Bus Transit Load Factor (All Day)

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday Percentage of Seats Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid 201/202</td>
<td>22.7% 26.7% 32.9% 32.3%</td>
</tr>
<tr>
<td>Rapid 204</td>
<td>6.2% 15.5% 23.1% 25.3%</td>
</tr>
<tr>
<td>Rapid 215</td>
<td>6.1% 14.9% 23.7% 25.8%</td>
</tr>
<tr>
<td>Rapid 225</td>
<td>15.5% 15.5% 25.6% 31.6%</td>
</tr>
<tr>
<td>Rapid 235</td>
<td>20.2% 20.0% 31.6% 35.5%</td>
</tr>
<tr>
<td>Rapid 237</td>
<td>8.1% 11.5% 20.0% 27.0% 28.7%</td>
</tr>
</tbody>
</table>

average weekday percentage of seats occupied
TransNet-funded Transit Performance

Regional Bus Transit Farebox Recovery

- Rapid 201/202: 39.4%, 35.6%, 47.9%, 49.8%, 53.8%
- Rapid 204: 15.2%, 15.6%, 15.8%, 30.1%, 30.9%
- Rapid 215: 13.7%, 14.4%, 13.6%, 26.1%, 25.0%
- Rapid 225: 7.9%, 19.5%, 22.7%, 21.6%, 18.8%
- Rapid 235: 9.9%, 16.4%, 16.2%, 17.6%, 20.4%
- Rapid 237: 15.6%, 15.8%, 15.8%, 30.1%, 30.9%

average weekday farebox recovery

0% 10% 20% 30% 40% 50% 60%
TransNet-funded Transit Performance

Regional Bus Transit On-Time Performance

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday Percentage On-Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid 201/202</td>
<td>87.5% 87.0% 87.5% 87.0%</td>
</tr>
<tr>
<td>Rapid 204</td>
<td>92.7% 92.7% 94.0% 94.0%</td>
</tr>
<tr>
<td>Rapid 215</td>
<td>83.0% 83.0% 83.0% 83.0%</td>
</tr>
<tr>
<td>Rapid 225</td>
<td>95.3% 95.3% 95.3% 95.3%</td>
</tr>
<tr>
<td>Rapid 235</td>
<td>88.0% 88.0% 88.0% 88.0%</td>
</tr>
<tr>
<td>Rapid 237</td>
<td>90.0% 90.0% 90.0% 90.0%</td>
</tr>
</tbody>
</table>
Next Steps

• ITOC completes independent analysis of 2019 State of the Commute Report
• Provide input to staff on current and future reports
• Appoint Subcommittee member to replace Gregg Sadowsky
• Staff to begin work with Subcommittee starting this summer on 2020 State of the Commute Report