



Mobility Working Group Agenda

Thursday, July 14, 2022

9 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Mobility Working Group meeting scheduled for Thursday, July 14, 2022, will be conducted virtually in accordance with AB 361. Group members will participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference the "Thursday, July 14, 2022, Mobility Working Group meeting," in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Wednesday, July 13, 2022, will be provided to members prior to the meeting. If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.



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Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



Mobility Working Group July 14, 2022

Item No.		Action
1.	<p>Public Comments/Communications/Member Comments</p> <p>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Mobility Working Group on any issue within the jurisdiction of the Mobility Working Group that is not on this agenda. Public speakers are limited to three minutes or less per person. Mobility Working Group members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.</p>	
2.	<p>Agency Report <i>SANDAG</i></p> <p>An update on key programs, projects, and agency initiatives will be presented.</p>	Discussion
+3.	<p>Member Introductions: Mobility Working Group Charter and Work Plan</p> <p><i>Jennifer Williamson, SANDAG</i></p> <p>The Mobility Working Group is asked to introduce themselves, their agency or organization, and share major activities relevant to the Mobility Working Group. Staff will also review the work plan for the Mobility Working Group.</p>	Discussion
Reports		
+4.	<p>TransNet Ordinance Amendments Subcommittee of the Mobility Working Group</p> <p><i>Ariana zur Nieden and Zara Sadeghian, SANDAG</i></p> <p>The Mobility Working Group is asked to appoint no more than six members to the TransNet Ordinance Amendments Subcommittee of the Mobility Working Group.</p>	Appoint
+5.	<p>Regional Electric Vehicle Charger Management Strategy</p> <p><i>Jeff Hoyos, SANDAG</i></p> <p>Staff will present an update on development of the Regional Electric Vehicle Charger Management Strategy, a near-term implementation action identified in the 2021 Regional Plan.</p>	Information

- +6. Recommendation Letter on Reducing Speed Limits** **Approve**
Josh Clark, SANDAG
Staff will provide an update from the Assembly Bill 43 Task Force.
- 7. Upcoming Meetings**
The next Mobility Working Group meeting is scheduled for September 8, 2022, at 9 a.m.
- 8. Adjournment**

+ next to an item indicates an attachment



Mobility Working Group 2022 Workplan

This workplan will serve as a roadmap for working group tasks and activities that support the implementation of the 2021 Regional Plan in partnership with SANDAG member agencies. The workplan is intended to provide focus and will be updated on an annual basis. The workplan is a living document and may be amended as new initiatives emerge during the course of the year, and task forces may be created to accomplish the listed activities.

- Advance Next OS projects through the systems engineering process, including:
 - System Requirements (SysReqs) documents for the Regional Smart Intersection System, Curb Management System, and the Mobility Data Clearinghouse;
 - Concept of Operations (ConOps) documents for a Regional Border Management System and the Next Generation Managed Lanes System.
- Support advancement of Transportation System Management and Operations activities to improve cross-agency coordination, and operating principles and policies, including:
 - Development and implementation of regional data-sharing agreements;
 - Work with regional partners to develop and maintain a policy, operational governance, and performance-based framework;
 - Work with regional and local partners to develop approaches to procurement as well as ongoing operations and maintenance that supports jurisdictional and regional interests around cooperation and interoperability.
- Support *TransNet* Local Streets and Roads program annual reporting and implementation of audit recommendations, including guiding the program of projects to be considered for inclusion in the proposed *TransNet* extension ordinance.
- Support implementation of Regional Transportation Plan initiatives and programs, including reviewing and providing input and recommendations to cost analysis and project prioritization evaluation criteria.
- Clean Transportation plans and programs:
 - Regional EV Charger Management Strategy;
 - Permit Streamlining for EV Chargers;
 - Wireless Charging Pilot exploration and development;
 - Medium- and Heavy-Duty EV Blueprint;
 - Accelerate to Zero Emissions Regional EV Strategy.
- Implementation of the Regional Digital Equity Strategy and Action Plan:
 - Regional Fiber Sharing Agreement;
 - Broadband and Digital Infrastructure Master Plan;
 - Permit streamlining.
- Flexible Fleet Pilot Project Planning and Deployment:
 - Flexible Fleet Strategic Implementation Plan;
 - Establish a regional bench of flexible fleet service and technology providers;
 - Regional Strategy for Advanced Air Mobility.

- Transit Project Planning and Implementation
 - Quick Build strategies
 - Next Generation Rapid development
 - Microtransit pilots
- Convene educational and peer exchange forums for technical staff to share information and discuss common concerns related to selected topics of interest:
 - AB 43 and its implications for setting speed limits.
- Active Transportation planning and design:
 - Regional Bike Plan EAP project reprioritization criteria;
 - Quick build solutions - design and deployment;
 - Development of Regional Active Transportation Plan;
 - Active Transportation elements of Mobility Hubs and CMCPs;
 - Active Transportation capital projects best practices for design and implementation.
- Funding and Legislation:
 - Discuss federal, state, and other grant application partnership opportunities as they arise;
 - Discuss newly introduced state and federal bills that directly relate to 2021 Regional Plan implementation and determine how to participate in the legislative process.
- Convene joint meetings with other working groups, such as the Sustainable Communities Working Group (formerly the Regional Planning Technical Working Group)
- Evaluate and guide the development of mobility-related local grant programs, including providing recommendations on grant scoring criteria



Mobility Working Group

Working Group Charter

Purpose

The purpose of the Mobility Working Group (MWG) is to serve as a critical resource to carry out and promote cross-agency coordination on the policy, planning, development, deployment, and operations of mobility solutions that help advance the implementation of the SANDAG Regional Plan.

Responsibilities

The MWG provides an institutional forum and structure for regional stakeholders to: (1) collaborate, coordinate, research, and peer exchange innovative mobility solutions; (2) identify legislative and regulatory barriers and opportunities; (3) implement and operate regional solutions that require cross-jurisdictional coordination; (4) develop guidelines and adopt standards that will facilitate seamless implementation of mobility solutions across the region; and (5) promote best practices and technical assistance that prepare for the future of mobility. The MWG also provides SANDAG staff and the Transportation Committee with input and recommendations on preparation and implementation of the Regional Plan and other transportation projects, programs, and policies.

MWG activities are identified through annual workplans. SANDAG staff will update the workplan in coordination with the MWG to foster collaboration and consensus on priority projects that advance the goals and projects contained in the Regional Plan as well as the *TransNet* Local Streets and Roads program.

Line of Reporting

The MWG will make recommendations to SANDAG staff and the Transportation Committee.

Membership

The MWG membership shall include one voting member and one alternate member from each SANDAG member agency, including the region's 18 cities, the County of San Diego, Metropolitan Transit System, North County Transit District, Port of San Diego, and the San Diego County Regional Airport Authority. Each member agency shall have one vote. MWG agency representatives shall be appointed by the membership agency for a two-year term and be an executive or senior staff level. Membership may also include participation from non-voting agency partners including, but not limited to, Caltrans, Department of Defense, Southern California Tribal Chairman's Association.

Chair

The Chair of the Transportation Committee shall appoint a member of the Transportation Committee to serve as a non-voting Chair of the MWG for a period of one year. The Chair shall preside at all MWG meetings, call the meetings, and represent the MWG at the Transportation Committee. In the event that the Chair is unavailable to perform these duties, the MWG staff coordinator shall act in place of the Chair.

Meeting Frequency

The MWG will meet every other month or as needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

Duration Of Existence

The MWG will function on an on-going basis, subject to annual review by the SANDAG Executive Committee.

DRAFT

July 14, 2022

Action: **Appoint**

TransNet Ordinance Amendments Subcommittee of the Mobility Working Group

Introduction

SANDAG is committed to improving transparency, delivering on its commitments to the region, and ensuring the financial integrity of the TransNet Program and SANDAG budget portfolio overall.

To support these goals, since November 2021, staff provided the presentations noted below for Independent Taxpayer Oversight Committee (ITOC), Transportation Committee, Cities/County Transportation Advisory Committee (CTAC), and the Board to ensure all stakeholders have ample opportunity to participate in a comprehensive and thorough review of any potential future amendments to the TransNet Ordinance.

Discussion

Background

In November 2021, staff presented draft concepts for potential TransNet Extension Ordinance amendments to the [Board](#), [Transportation Committee](#), [CTAC](#), and [Attachment 1](#)

At its [December 3, 2021, meeting](#), the Board discussed the updated long-term TransNet revenue forecast, expenditures to date, and remaining TransNet revenues available by subprogram. The Board requested staff return with an overview of other revenues the region receives by subprogram.

A comprehensive regional funding overview was subsequently provided to the [ITOC](#), [CTAC](#), and [Board](#), including a breakdown of each TransNet subprogram and information on non-TransNet funding sources, which are currently used to advance the TransNet Ordinance priority projects and programs.

At the July 14, 2022, Mobility Working Group meeting, staff will request that a subcommittee be appointed to assist SANDAG staff with the development of proposed amendments to the TransNet Extension Ordinance and SANDAG Board policies.

Subcommittee of the Mobility Working Group

To enhance the TransNet Local Streets and Roads Subprogram, the Mobility Working Group is asked to establish a subcommittee of no more than six members to assist in the development of TransNet Extension Ordinance and SANDAG Board policy amendments related to the Congestion Relief/Maintenance 70/30 split, and [transportation performance reporting and monitoring](#).

The subcommittee also would be asked to assist in the development of proposed amendments to the Bicycle, Pedestrian, and Neighborhood Safety, Transit Operations, and Transit Operator Eligibility provisions of the TransNet Ordinance and Board policies. Other topics to be discussed include incorporating [social equity](#) and [digital communications](#) into the TransNet Ordinance.

The Subcommittee is anticipated to meet approximately once or twice a month beginning in late July 2022, and to report back to the Mobility Working Group on a regular basis leading up to when the TransNet Ordinance amendments are presented for ITOC recommendation and Board approval.

Next Steps

SANDAG staff anticipates returning to the Mobility Working Group with an update at the September meeting.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Key Staff Contacts: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
Zara Sadeghian, (619) 595-5395, zara.sadeghian@sandag.org

Attachments: 1. Discussion Memo
1A. Potential TransNet Extension Ordinance Amendments

Discussion Memo

Overview

The [TransNet Extension Ordinance](#) calls for consistency with priorities and projects in the Regional Transportation Plan (Section 5.B.). The Ordinance also requires any changes be made in accordance with the TransNet Extension Ordinance Section 16: Amendments procedures, which states that certain provisions of the Ordinance may be amended to further its purpose with a two-thirds vote of the Commission, while others may only be amended by a vote of the electors. To meet these requirements, SANDAG staff anticipates proposed amendments to the Ordinance, [Board Policy](#), and/or [ITOC Bylaws](#) will be brought forward for ITOC and Board consideration at a future meeting. An inventory of draft concepts for potential amendments as of November 10, 2021, is shown in Attachment A.

Key Considerations

Background

Potential Ordinance amendments stem from three main sources. Details are shown below.

- [TransNet Ten-Year Comprehensive Program Review](#)
- [FY 2018](#) and [FY 2021](#) TransNet Triennial Performance Audits
- [2021 Regional Plan](#)

TransNet Ten-Year Comprehensive Program Review

The TransNet Ten-Year Comprehensive Program Review assessed TransNet Program performance and whether any course corrections or adjustments would result in performance improvements. As part of the ten-year review, themes emerged for consideration by the Board of Directors, including implementation of additional accountability and reporting, and reconsidering the Local Streets and Roads Program 70/30 congestion relief/maintenance requirement¹ to provide flexibility in addressing current local jurisdiction needs. Recommendations from the ten-year review also place an emphasis on establishing performance metrics and suggest SANDAG enhance or expand its existing performance reporting practices. Ten-year review recommendations also consider whether technology solutions in certain congested corridors might solve the region's transportation challenges better than the remaining projects initially envisioned in 2004 when the TransNet Ordinance was passed. In addition, the ten-year review calls for reevaluating whether the portfolio of projects remaining to be completed is the best mix for achieving congestion relief and the other goals of the TransNet program, among other recommendations.

¹ The TransNet Extension Ordinance requires that at least 70% of the revenues provided for the Local Street and Road Program be spent on congestion relief projects and no more than 30% spent on maintenance projects—commonly known as the “70/30 Split Rule.” Attachment 2 to [SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules](#) summarizes the typical types of facilities eligible under each category.

FY 2018 and FY 2021 TransNet Triennial Performance Audits

In accordance with the TransNet Extension Ordinance, one of the responsibilities of the ITOC is to conduct triennial performance audits of SANDAG and other TransNet recipient agencies. [The fourth audit, \(FY 2015 through FY 2017\)](#), and [fifth triennial performance audit \(FY 2018 through FY 2020\)](#), were conducted with the assistance of an independent auditor in accordance with the requirements of the Ordinance. Recommendations from the FY 2018 performance audit stressed the importance of establishing a performance framework to better measure progress against Ordinance goals, discussed transit operations funding, and called for revisiting transit operator eligibility requirements. The FY 2021 performance audit provided recommendations to enhance ITOC practices and strengthen regional safety efforts and TransNet Regional Bikeway Program project delivery, among other recommendations.

2021 Regional Plan

The Board adopted [San Diego Forward: The 2021 Regional Plan \(2021 Regional Plan\)](#) on December 10, 2021. To implement the transformative regional vision, the 2021 Regional Plan proposes the implementation of five key transformational transportation strategies referred to as the [5 Big Moves](#). In addition, a set of [policies and programs](#) are being considered as a necessary component toward achieving regional goals. The 2021 Regional Plan also must comply with specific [state and federal mandates](#) to achieve greenhouse gas emissions reduction targets, compliance with federal civil rights requirements, environmental justice considerations, and air quality conformity. Ordinance amendments would be consistent with key topic areas, goals and strategies from the 2021 Regional Plan as required by the Ordinance.

No.	TransNet Extension Ordinance Area	Draft Concept	Justification Source	Justification Source Reference
1	Expenditure Plan	Update the Ordinance Expenditure Plan consistent with the Ordinance requirement that all projects to be funded with revenues made available under the Expenditure Plan must be consistent with the Regional Plan. Expand to include bike, pedestrian, flexible fleets, and necessary ITS and digital communications infrastructure technologies.	TransNet Extension Ordinance TransNet Ten-Year Review TransNet Ten-Year Review	Section 5.B. Page 83, Mix of Future TransNet projects Page 82, Investment for Technology to Manage Transportation Network
2	Local Street and Road Program	Remove 70/30 congestion relief/maintenance split requirement to provide local jurisdictions more flexibility in funding current local needs, require use of Local Street and Road Program revenues consistent with Regional Plan priorities, and require performance reporting.	FY 2018 TransNet Triennial Performance Audit TransNet Ten-Year Review TransNet Ten-Year Review	Chapter 4: Local Street and Road, page 73 Page 80, Local Street and Road 70/30 Split Definition Page 80, Additional Accountability and Reporting from Local Streets and Road Program
3	Smart Growth Incentive Program	Replace reference to Regional Comprehensive Plan with Regional Plan consistent with prior SANDAG Board action in 2015 to merge the RCP with the 2050 RTP/SCS.	Regional Comprehensive Plan	San Diego Forward: The Regional Plan
4	Bicycle, Pedestrian and Neighborhood Safety Program	Increase the off-the-top 2% funding available for bicycle and pedestrian projects.	2021 Regional Plan FY 2021 TransNet Triennial Performance Audit SANDAG Board request to expedite project delivery SANDAG Commitment to Equity	Complete Corridors Page 93, Recommendation Nos. 15-22 Board Agenda Item No. 13 01/22/21 Board Agenda Item No. 14: SANDAG Commitment to Equity Statement
5	Transit Operations Funding	Revisit transit operations funding to address potential funding shortfall.	FY 2018 TransNet Triennial Performance Audit	Page 42, Assumptions used in the TransNet Transit Operations Plan were generally reasonable, although future shortfalls exist
6	Transit Operator Eligibility	Revisit transit operator eligibility requirements.	03/19/21 Transportation Committee Agenda Item No. 8B: FY 2020 TransNet Extension Ordinance Funding Eligibility Requests FY 2018 TransNet Triennial Performance Audit	Transportation Committee Agenda Item No. 8B and Transportation Committee Member Discussion Chapter 5: Transit Services

No.	TransNet Extension Ordinance Area	Draft Concept	Justification Source	Justification Source Reference
7	General Provisions	Integrate digital communications infrastructure for all SANDAG-funded projects.	TransNet Ten-Year Review CA Governor Newsom Executive Order N-73-20 SANDAG Board Resolution 2021-09 Supporting Digital Equity SANDAG Commitment to Equity	Page 82, Investment for Technology to Manage Transportation Network 10/22/21 Board Agenda Item No. 2: Regional Digital Equity Strategy 01/22/21 Board Agenda Item No. 14: SANDAG Commitment to Equity Statement
8	General Provisions	Establish a comprehensive performance framework to better measure progress against Ordinance goals, demonstrate accomplishments and performance outcomes/outputs, continue improvements to data analysis transparency, communication, and track TransNet accomplishments.	FY 2018 TransNet Triennial Performance Audit TransNet Ten-Year Review Plan of Excellence	Page 9, Chapter 2 Performance Framework Recommendations Page 80, Additional Accountability and Reporting from Local Streets and Road Program December 7, 2018, Board Agenda Item No. 3
9	Attachment to Ordinance; Statement of Understanding Regarding the Implementation of the Independent Taxpayer	Consider changes to enhance ITOC membership makeup, conflict of interest policy, terms, and selection process.	FY 2021 TransNet Triennial Performance Audit 10/13/21 ITOC Agenda Item No. 9: ITOC Membership, Terms and Selection Process	Chapter 7: ITOC Practices Aligned with Other Entities Reviewed https://www.sandag.org/uploads/meetingid/meetingid_5609_29808.pdf
10	All programs	Update funding estimates throughout the TransNet Extension Ordinance document.	TransNet Extension Ordinance	Section 5.B.

July 14, 2022

Action: **Information**

Regional Electric Vehicle Charger Management Strategy

Introduction

SANDAG and the North County Transit District (NCTD) are developing a Regional Electric Vehicle (EV) Charger Management Strategy (Strategy) for public charging at public agencies. As the San Diego region transitions to zero emission vehicles, more public charging will be needed.

The Strategy will help identify ways local governments can streamline public EV charging installation at public lots and highlight best practices for procurement, installation, operation, maintenance, and retirement or replacement of EV infrastructure.

Discussion

Actions to Date

SANDAG and NCTD were awarded a Caltrans planning grant to support reliable public EV charging station deployment at public agencies throughout the region. There are 1.1 million EVs on CA roads today and 7.9M forecasted for 2030. The 2021 Regional Plan supports incentives for EV chargers and vehicles, and this strategy will help ensure that public agencies have the policies and tools needed to expand public EV infrastructure and meet the expected needs.

To inform Strategy development, the project team conducted research and interviews and the results are summarized in three reports. The [Peer Agency Research and Analysis Summary Report](#), [Regional and Local Charger Management Practices Summary Report](#), [Asset Management Considerations Summary Report](#), and associated appendices are available at on the [SANDAG clean transportation page](#).

Next Steps

The draft Strategy will be released for comment later this month and available on the [SANDAG clean transportation page](#). The final Strategy is scheduled to be published September 2022. SANDAG staff anticipates returning to the Mobility Working Group with an update this fall.

Antoinette Meier, Senior Director of Regional Planning

Key Staff Contacts: Jeff Hoyos, (619) 699-1932, jeff.hoyos@sandag.org

July 14, 2022

Action: **Approve**

Recommendation Letter on Reducing Speed Limits

Introduction

At its June 11, 2021, meeting, the SANDAG Executive Committee approved taking a support position on Assembly Bill (AB) 43 and on October 8, 2021, the bill was approved by the Governor. [The bill](#) grants the California Department of Transportation (Caltrans) and local authorities greater flexibility in setting speed limits. On April 19, 2022, SANDAG convened a Task Force focusing on the impacts of AB 43. The Task Force is comprised of staff from the County of San Diego and the cities of San Diego and Escondido. The Task Force has met twice, providing updates to the CTAC/SANTEC Joint Meetings twice as well.

Discussion

AB 43-Related Changes to Speed Limits

Some agencies have already begun reducing speed limits per these changes, [such as SFMTA](#) and [LADOT](#), while many others have expressed concerns about varying interpretations of the changes to California Vehicle Code (CVC) Sections and awaiting additional changes to the California Manual on Uniform Traffic Control Devices (CAMUTCD).

AB 43-Related Recommendations for Speed Limit Setting

In a related effort, the same Assemblymembers responsible for authoring AB 43 are seeking to clarify their bill's intent in the current legislative session through [AB 1938](#).

Next Steps

While AB 1938 further amends some relevant speed limit setting sections of the CVC, the Task Force is providing recommendations to Caltrans for additional AB 43-related changes and future revisions to the CAMUTCD.

Jennifer Williamson, Mobility Planning Manager

Key Staff Contact: Josh Clark, (619) 699-6906, josh.clark@sandag.org

Attachment: 1. AB 43-Related Recommendations Letter



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July 12, 2022

Johnny Bhullar, P.E., T.E

California Department of Transportation, Division of Safety Programs
1120 N Street, Sacramento, CA 95814
johnny.bhullar@dot.ca.gov

Dear Secretary Bhullar:

Subject: Assembly Bill 43–Related Recommendations

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. SANDAG's [Mobility Working Group](#) includes one voting member and one alternate member from each SANDAG member agency. As the local authorities responsible for setting speed limits on thousands of miles of roadway in the San Diego region, members of this Working Group are closely following amendments to the California Vehicle Code (CVC) and changes to the California Manual on Uniform Traffic Control Devices (CAMUTCD).

These changes provide an opportunity to reduce speed limits that in turn, have proven to reduce motor vehicle observed speeds¹, which directly affects crash forces and the probability of serious injury or death.² While the relationship varies according to the roadway environment, studies show that relatively small changes in speed can result in substantial increases in both crash and injury risk.^{3 4 5} As SANDAG develops a Regional Vision Zero Action Plan, including Regional Safety Policy as part of the [near-term implementation actions](#) from the adopted *San Diego Forward: The 2021 Regional Plan*, member agencies seek more discretion to implement speed limit changes on their roadways to help meet safety targets, but this depends on how AB 43-related changes are interpreted and implemented.

As there is already legislation authored by the Assemblymembers responsible for AB 43 seeking to clarify their direction to Caltrans and changes to the CVC and CAMUTCD through [AB 1938](#), we support their recommendations. Namely, that the 5 MPH reduction for “safety corridors” and “land or facilities that generate high concentrations of bicyclists or pedestrians” is in addition to the 5 MPH noted above and provide additional [AB 43](#)–related recommendations, below:

¹ Anderson, Jason C, Christopher Monsere, and Sirisha Kothuri. 2022. "Effect of Residential Street Speed Limit Reduction on Driving Speeds in Portland, Oregon." Findings, January. <https://doi.org/10.32866/ODIC.31956>.

² Elvik, R. 2009. The power model of the relationship between speed and road safety. Update and new analyses. Institute of Transportation Economics. TOI Report 1034/2009.

³ Elvik, R. 2013. A re-parameterization of the Power Model of the relationship between the speed of traffic and the number of accidents and accident victims. *Accident Analysis and Prevention*, 50, 854–860.

⁴ Federal Highway Administration. 2008. Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.

⁵ City and County of San Francisco. 2015. Vision Zero Action Plan. Retrieved from <https://viewjoomag.com/vision-zero-sanfrancisco/0685197001423594455?short>.

- 1) Consistent with AB 1938, clarify recommendations that CVC § 22358.6 be used to allow an additional 5 MPH decrease in addition to the existing 5MPH decrease (“in compliance with Sections 627 and 22358.5 and the CAMUTCD,” as it read on March 30, 2021,) based on “conditions not readily apparent to the driver.”
- 2) As Caltrans is defining what should constitute “designated Safety Corridors” (no greater than 20% of the total local agency roadway network) in the next revision to CAMUTCD, they should at the minimum include:
 - a. High Injury Network corridors using the methodology recommended by the Strategic Highway Safety Plan Bicycle and Pedestrian Challenge Area teams.
 - b. Systemic Safety corridors with roadway characteristics similar to those in the jurisdiction’s High Injury Networks.
 - c. Roadways with substandard street section, geometric alignment, and missing common roadway features (such as medians, shoulders, or sidewalks).
 - d. Roadways with geometric alignments frequently used by motorists and/or motor cyclists for dangerous sport riding or racing.
- 3) Recommendations for defining what “constitutes land or facilities that generate high concentrations of bicyclists and pedestrians with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.”:
 - a. Bikeways as defined by SHC 890.4, and roadways not explicitly Class I-IV facilities promoted as recommended routes e.g. Slow / Shared Streets, Bicycle Boulevards / Neighborhood Greenways, other suggested routes identified in bike maps as a preferred alternative to multiple route options.
 - b. Roadways intersecting with the above
 - c. Bus routes, and roadways adjacent to transit stations
 - d. Transit Oriented Developments or similarly designated areas e.g., Mobility Hubs, Transit Priority Areas, Priority Development Areas, etc.
 - e. Universities and Colleges, schools, parks
 - f. Coastal Zone Boundary
 - g. Roadways identified as high frequency “routes” for active transportation and micromobility users through opt-in services (e.g., Strava), and device-based services (e.g., the Mobility Data Specification).
 - h. Rural community “Main Street” corridors and connectors within ¼ miles from these “Main Street” corridors.
 - i. Roadways next to back country trail heads with on-street parking challenges.
- 4) Caltrans to provide draft definitions of the “designated Safety Corridors” to their Strategic Highway Safety Plan Bicycle and Pedestrian Challenge Area teams, District Bicycle and Pedestrian Advisory Committees, and groups like ours here at SANDAG.

With these recommendations we would like the CTCDC committee to review and consider them for incorporation in the next revision of the CAMUTCD. We request you make related agenda items Information only during your August 4, 2022, CTCDC meeting and to postpone any action until the November 3, 2022, meeting for groups like ours to review your proposed changes.

Sincerely,
 Members of the SANDAG Mobility Working Group
 JClA/ZOUa