MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP
The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, November 9, 2017
3 to 3:15 p.m.
SANDAG, 7th Floor Board Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Carolina Ilic
(619) 699-1989
carolina.ilic@sandag.org

AGENDA HIGHLIGHTS

• FIXING AMERICA’S SURFACE TRANSPORTATION ACT PERFORMANCE MANAGEMENT: SAFETY TARGET SETTING

• SENATE BILL 1: CALLS FOR PROJECTS

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。请在会议前至少72小时打电话（619）699-1900提出请求。

SANDAG offices are accessible by public transit.

Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.

To access the meeting room, please arrive on the 8th floor.
1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
Members of the public shall have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to TWG members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

+3. APPROVAL OF MEETING MINUTES
The TWG is asked to review and approve the minutes from its October 12, 2017, meeting.

+4. FIXING AMERICA’S SURFACE TRANSPORTATION ACT PERFORMANCE MANAGEMENT: SAFETY TARGET SETTING (Rachel Kennedy)
Since 2015, the Federal Highway Administration has issued a number of Final Rules that establish performance requirements under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation and are continued under the Fixing America’s Surface Transportation Act. The first rule focuses on safety. Caltrans has developed the statewide targets for safety and SANDAG, as the metropolitan transportation agency, must either support the statewide targets or develop regional targets by February 27, 2018. Staff will provide information on the statewide targets and options for regional targets.

+5. SENATE BILL 1: CALLS FOR PROJECTS (Dawn Vettese)
The California Transportation Commission has released calls for projects for two new Senate Bill 1 (Beall) programs. Staff will provide an overview of the Local Partnership and Trade Corridor Enhancement Programs and solicit feedback on potential regional submissions.

6. UPCOMING MEETINGS
The next TWG meeting is scheduled for Thursday, December 14, 2017, from 1:30 to 4:30 p.m.; however, pending weather considerations this meeting could potentially be rescheduled to Wednesday, December 20, 2017, from 1:30 to 4:30 p.m. The meeting will be an off-site meeting to showcase Smart Growth Incentive Program and Active Transportation Grant Program projects in South County.

7. ADJOURNMENT

+ next to an item indicates an attachment
OCTOBER 12, 2017, MEETING MINUTES  

Please Note: Audio file of the meeting is available on the SANDAG website, sandag.org, on the Regional Planning Technical Working Group (TWG) webpage.

The meeting of the TWG was called to order by Chair Karen Brindley, City of San Marcos, at 1:21 p.m.

1. WELCOME AND INTRODUCTIONS

Self-Introductions were made.

2. PUBLIC COMMENTS AND COMMUNICATIONS

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning, provided a status update on Assembly Bill 805 (Gonzalez Fletcher), regarding SANDAG’s governance structure, which was signed into law by Governor Jerry Brown and goes into effect January 1, 2018.

Darlanne Hoctor-Mulmat, Senior Applied Research Analyst, discussed the upcoming Local Update of Census Addresses workshop on November 2, 2017, at SANDAG.

Carolina Ilic, Senior Regional Planner, announced the Association of Pedestrian and Bicycle Professionals upcoming webinar, entitled “Designing Transit to Support Active Transportation and Vice Versa,” scheduled for October 18, 2017, at SANDAG.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Kathy Garcia (City of Del Mar) and a second by Vice Chair Jeff Murphy (City of San Diego), the TWG approved the minutes from its September 14, 2017, meeting.  
Yes: Chair Brindley, Vice Chair Murphy, David De Cordova (City of Carlsbad), Scott Donaghe (City of Chula Vista), Jesse Brown (City of Coronado), Ms. Garcia, Tony Shute (City of El Cajon), Laurie Winter (City of Encinitas), Jim Nakagawa (City of Imperial Beach), Chris Jacobs (City of La Mesa), Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Joseph Lim (City of Poway), Melanie Kush (City of Santee), and Bill Chopyk (City of Solana Beach).  
No: None. Abstain: None. Absent: City of Escondido, City of Lemon Grove, City of Vista, and County of San Diego.
4. AMERICAN PLANNING ASSOCIATION CALIFORNIA 2017 AWARD OF EXCELLENCE – SAN DIEGO FORWARD: THE REGIONAL PLAN (INFORMATION)

The California Chapter of the American Planning Association has awarded San Diego Forward: The Regional Plan with the 2017 Comprehensive Plan Award: Large Jurisdiction of Excellence.

**Action:** This item was presented for information.

5. SUMMARY OF ACTIONS FROM LAST REGIONAL PLANNING COMMITTEE (INFORMATION)

Chair Brindley reported on items discussed at the last Regional Planning Committee (RPC) meeting in an effort to strengthen information-sharing between the TWG and the RPC.

**Action:** This item was presented for information.

6. DRAFT 2017 REGIONAL HOUSING PROGRESS REPORT (INFORMATION)

Seth Litchney, Senior Regional Planner, presented the Draft 2017 Regional Housing Progress Report. The report provides information on housing permitting data used to calculate points for the TransNet Smart Growth Incentive Program and Active Transportation Grant Program for SANDAG Regional Housing Needs Assessment Funding Incentives. The report also provides an overview of housing permitting and construction over the past 14 years, tracking the region's progress on meeting the 2010-2020 Regional Housing Needs Assessment (RHNA) Plan.

TWG members expressed support for incorporating information about the impact of outside market forces and other factors on the ability of local jurisdictions to meet their housing RHNA allocations.

**Action:** This item was presented for information.

7. "HOUSING SD" – HELPING CLOSE THE HOUSING AFFORDABILITY GAP (INFORMATION)

Vice Chair Murphy presented on the “Housing SD” Plan, which was unveiled on June 21, 2017, to increase housing supply, lower costs, and promote transit-oriented development to address the lack of housing affordability for low- and middle-income San Diegans.

**Action:** This item was presented for information.

8. STATE CAP-AND-TRADE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM UPDATE (INFORMATION)

Mr. Litchney provided an update on the State Cap-and-Trade Affordable Housing and Sustainable Communities Program, which provides grants and/or loans for housing and transportation projects that will achieve greenhouse gas emissions reductions and benefit disadvantaged communities.

**Action:** This item was presented for information.
9. HOUSING LEGISLATION UPDATE (INFORMATION)

Mr. Litchney presented an overview of the housing-related legislation currently signed by or under consideration by Governor Brown.

TWG members suggested collaboration between SANDAG and local jurisdictions to address new requirements resulting from housing legislation. Members also requested an update on other legislation affecting local planning.

Action: This item was presented for information.

10. ADJOURNMENT AND NEXT MEETING

Chair Brindley adjourned the TWG meeting at 2:45 p.m. The next TWG meeting is scheduled for Thursday, November 9, 2017, at 1:15 p.m.
### REGIONAL PLANNING TECHNICAL WORKING GROUP

**WORKING GROUP ATTENDANCE FOR OCTOBER 12, 2017**

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Don Neu</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>David De Cordova, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of Chula Vista</td>
<td>Kelly Broughton</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scott Donaghe, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of Coronado</td>
<td>Rachel Hurst</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jesse Brown, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of Del Mar</td>
<td>Kathy Garcia</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tracy Elliot Yawn, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of El Cajon</td>
<td>Tony Shute</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Melissa Devine, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Encinitas</td>
<td>Roy Sapa’u</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diane S. Langager, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Laurie Winter, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of Escondido</td>
<td>Bill Martin</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Michael Strong, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Imperial Beach</td>
<td>Steve Dush</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jim Nakagawa, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tyler Foltz, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>Carol Dick</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chris Jacobs, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of Lemon Grove</td>
<td>David DeVries</td>
<td>Yes</td>
<td>Absent at the time of voting for Item. 3</td>
</tr>
<tr>
<td></td>
<td>Mike Viglione, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of National City</td>
<td>Brad Raulston</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ray Pe, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>Jeff Hunt</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Russ Cunningham, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Poway</td>
<td>Robert (Bob) Manis</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Joseph Lim, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of San Diego</td>
<td>Jeff Murphy, TWG Vice Chair</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brian Schoenfisch, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>Karen Brindley, TWG Chair</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Saima Qureshy, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Santee</td>
<td>Melanie Kush</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>John O’Donnell, Alternate</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
# Regional Planning Technical Working Group

## Jurisdiction/Organization

<table>
<thead>
<tr>
<th>Jurisdiction/Organization</th>
<th>Name</th>
<th>Attending</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Solana Beach</td>
<td>Bill Chopyk</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Corey Andrews, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>City of Vista</td>
<td>John Conley</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Patsy Chow, Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Nick Gustafson</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vacant, Alternate</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

## Advisory Members Listed Below (Attendance Not Counted for Quorum Purposes)

<table>
<thead>
<tr>
<th>Advisory Member</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Pollution Control District</td>
<td>Kathy Keehan</td>
</tr>
<tr>
<td></td>
<td>Andy Hamilton, Alternate</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Ann Fox</td>
</tr>
<tr>
<td></td>
<td>Barby Valentine, Alternate</td>
</tr>
<tr>
<td>Local Agency Formation Commission</td>
<td>Robert Barry, AICP</td>
</tr>
<tr>
<td></td>
<td>Joe Serrano, Alternate</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>Denis Desmond</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>Damon Blythe</td>
</tr>
<tr>
<td>San Diego County Regional Airport Authority</td>
<td>Brendan Reed</td>
</tr>
<tr>
<td>San Diego County Regional Water Authority</td>
<td>Seevani Bista</td>
</tr>
<tr>
<td>San Diego Unified Port District</td>
<td>Lesley Nishihira</td>
</tr>
<tr>
<td>U.S. Department of Defense</td>
<td>Vacant</td>
</tr>
</tbody>
</table>

## Other Attendees

<table>
<thead>
<tr>
<th>Other Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrea Schlientz, Land Use/Grants Administration Intern</td>
</tr>
<tr>
<td>Carolina Ilic, Senior Regional Planner, TWG Coordinator</td>
</tr>
<tr>
<td>Charles “Muggs” Stoll, Director of Land Use and Transportation Planning</td>
</tr>
<tr>
<td>Coleen Clementson, Principal Regional Planner</td>
</tr>
<tr>
<td>Darlanne Hoctor-Mulmat, Senior Applied Research Analyst</td>
</tr>
<tr>
<td>Phil Trom, Senior Transportation Planner</td>
</tr>
<tr>
<td>Seth Litchney, Senior Regional Planner</td>
</tr>
</tbody>
</table>
FIXING AMERICA'S SURFACE TRANSPORTATION ACT
PERFORMANCE MANAGEMENT: SAFETY TARGET SETTING

Introduction

The Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions for the establishment of a performance and outcome based program, which includes national performance goals for the Federal-Aid Highway Program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Signed into law on December 5, 2015, the Fixing America's Surface Transportation Act continues MAP-21's overall performance management approach. SANDAG staff provided an overview of federal performance management requirements at the July 13, 2017 Regional Planning Technical Working Group (TWG) meeting.

The Federal Highway Administration (FHWA) has issued three rules related to performance management. The Performance Management (PM) 1 rule focuses on safety. As required, Caltrans established statewide targets for 2018 for each of the safety performance measures on August 31, 2017. Metropolitan planning organizations (MPOs), including SANDAG, are required to support the annual statewide targets or set an individual MPO annual target by February 27, 2018. This report provides information on the statewide safety targets established by Caltrans and provides regional safety target options for consideration. Additional information regarding PM 2, which focuses on asset management (pavement and bridge condition), and PM 3, which contains metrics on reliable travel for people and freight, travel delay, mode share and emissions reductions, will be shared with the TWG at a future date.

Discussion

**PM 1 Rule: Safety**

The Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP)\(^1\) and requires data reporting of the five-year rolling averages for: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number

\(^1\) The HSIP is a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP consists of three main components, the Strategic Highway Safety Plan, State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program.
of non-motorized fatalities and non-motorized serious injuries. The safety performance measures are applicable to all public roads regardless of ownership or functional classification.

Both Caltrans and the MPOs will establish safety targets on an annual basis. The state and MPOs will have the ability to re-examine potential methodologies and targets annually.

**California Strategic Highway Safety Plan**

First developed in 2005, the California Strategic Highway Safety Plan (SHSP) is a data-driven plan that helps to define problems and develop solutions, which focus on the four E's of safety: engineering, enforcement, education, and emergency medical services. The SHSP was developed in collaboration with a variety of state and local partners and was most recently updated in 2015. The 2015 SHSP includes an aspirational Toward Zero Deaths goal of reducing fatalities and serious injuries and established targets of a 3 percent per year reduction for the number and rate of fatalities and 1.5 percent per year reduction for the number and rate of severe injuries.

**Statewide PM 1 Safety Targets**

Following the development of the 2015 SHSP, Caltrans is required to establish annual statewide targets for each of the federal safety performance measures. Caltrans coordinated with MPOs on the establishment of the state targets and shared the 2018 state targets on June 22, 2017, which call for a reduction in fatalities and serious injuries that reflects aspiration goals of Toward Zero Deaths by 2030. The statewide PM 1 targets for fatalities (total and rate) call for more than double the reduction of fatalities than included in the 2015 SHSP. The target of decreasing non-motorized fatalities and serious injuries by 10 percent is also significantly more ambitious than the 3 percent and 1.5 percent reductions for total fatalities and serious injuries outlined in the 2015 SHSP.

Caltrans' first reporting on the targets occurred in August 2017 as part of the California HSIP annual report. A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met, or the outcome for the performance measures is better than the baseline performance the year prior to the target year. Each year that FHWA determines that a state has not met or made significant progress toward meeting its performance targets, the state will be required to obligate HSIP funding equal to the baseline year HSIP apportionment, only for safety capital projects. Caltrans awards HSIP funds to local jurisdictions to construct a wide array of safety improvement projects to correct or improve a hazardous road feature or to address a highway safety problem, including intersection safety, shoulder widening, traffic calming, and bicycle/pedestrian safety. Several jurisdictions have received HSIP funds in recent years for a variety of capital safety projects. It is anticipated that the 2018 Fatality Analysis Reporting System (FARS) and Statewide Integrated Traffic Records System (SWITRS) data will be analyzed in December 2019 to determine if the 2018 statewide safety targets have been met. In March 2020, FHWA would notify states of their determination of achievement of the safety targets established for 2018.
### 2018 Statewide PM 1 Safety Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2018 Statewide PM 1 Safety Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>3,590.8 (7.69% decrease from 2017)</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 Million VMT</td>
<td>1.029 (7.69% decrease in fatalities from 2017; 2% annual increase in VMT)</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>12,823.4 (1.5% decrease from 2017)</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 Million VMT</td>
<td>3.831 (1.5% decrease in serious injuries from 2017; 2% annual increase in VMT)</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>4,271.1 (10% decrease for fatalities and serious injuries from 2017)</td>
</tr>
</tbody>
</table>

Source: Caltrans, 2017

### Options for SANDAG 2018 PM 1 Safety Targets

**Option 1: Support the Statewide Targets**

MPOs have the option to support the statewide targets. If MPOs choose to support the statewide targets they do not need to set an individual numeric target. The SANDAG San Diego Forward: The Regional Plan (Regional Plan) and Regional Transportation Improvement Program (RTIP) would contain text highlighting safety projects and programs, which help the state to achieve the statewide targets.

**Option 2: Establish a Numeric Target Utilizing the State’s Methodology**

SANDAG could establish numeric targets for the region utilizing the same methodology that Caltrans used in establishing the aspirational statewide safety targets. Staff would utilize FARS and SWITRS data for San Diego County and apply the methodology used by Caltrans to develop numeric targets for the five metrics. SANDAG would report the five numeric targets to Caltrans and include a report on the region’s progress on meeting the targets in a new System Performance report in the Regional Plan and in the RTIP.

Caltrans and SANDAG will be setting new safety targets each year. SANDAG could select to pursue one methodology for the 2018 targets and pursue a different strategy for 2019 and future year targets.

**Next Steps**

SANDAG staff will discuss the target options with additional working groups and the SANDAG Transportation and Public Safety Committees. The Board of Directors is anticipated to establish the SANDAG safety targets by February 27, 2018. Staff also will continue to collaborate with Caltrans on target setting for PM 2 and PM 3.

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS

REGIONAL PLANNING TECHNICAL WORKING GROUP

November 9, 2017

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION

SENATE BILL 1: CALLS FOR PROJECTS

File Number 7300400

Introduction

On April 28, 2017, Governor Jerry Brown signed Senate Bill 1 (Beall) (SB 1) into law. SB 1 is a transportation funding package with investments primarily targeted towards fix-it-first infrastructure projects. Among its provisions, SB 1 provides an increase in local streets and roads funding for each city and county; funding for multi-modal improvements and transit operations; and competitive grant programs to provide new transportation improvements.

In general, SB 1 is estimated to provide about $5.2 billion statewide annually, split equally between state and local investments, including several new funding programs that could benefit the San Diego region. This report focuses on programs that are most relevant to the Regional Planning Technical Working Group (TWG). TWG members are asked to provide feedback on potential submissions to these programs.

A more comprehensive overview of funding opportunities available through SB 1, including a summary of annual estimates by funding category and SANDAG project approval timelines, was presented to the Transportation Committee on November 3, 2017.

Discussion

The California Transportation Commission (CTC) adopted the final guidelines for the Local Partnership Program and Trade Corridor Enhancement Program at its October 18-19, 2017, meeting.

Trade Corridor Enhancement Program

The Trade Corridor Enhancement Program is anticipated to receive approximately $300 million annually from SB 1. The objective of this new program is to fund infrastructure improvements on federally-designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the CTC.

Eligible applicants include local, regional, and public agencies such as cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.
There is a 30 percent match requirement for Trade Corridor Enhancement Program funding. The match may be private, local, federal, or state funds; however, except for State Transportation Improvement Program (STIP) funding, may not include funds that are allocated by the CTC on a project specific basis.

The CTC issued a call for projects for the Trade Corridor Enhancement Program on October 20, 2017. With the inclusion of federal National Highway Freight Program and other funding, the call provides approximately $1.3 billion statewide over the next three years. Pursuant to statute, 40 percent of the program’s funding is designated for projects nominated by Caltrans and the remaining 60 percent is distributed on a competitive basis to the regions.

The California State Transportation Agency (CalSTA) has stated that one of its priorities for the Caltrans portion is to utilize $150 million for border projects along the California-Mexico border. For the regional share, the CTC has developed corridor-based programming targets that are intended to support geographic balance; however, the programming targets are not guaranteed. The San Diego/Border target includes Imperial and San Diego counties and represents 11 percent of the total regional share ($89 million).

In addition to being an eligible applicant, SANDAG (as the MPO) is responsible for compiling project nominations from the San Diego region for submission to the CTC. Per the adopted guidelines, SANDAG will submit a cover letter that includes a full list of all nominations received and confirm consistency with San Diego Forward: The Regional Plan and the adopted regional freight plan. Project nominations and supporting documentation must be submitted to the CTC by January 30, 2018. As such, SANDAG requests that hard copies of all project applications be submitted to SANDAG by January 16, 2018.

The CTC is scheduled to adopt the final program of projects in May 2018.

Additional information on the Trade Corridor Enhancement Program may be found at: http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines.pdf

Local Partnership Program

The Local Partnership Program is expected to distribute about $200 million statewide annually on a formula and competitive basis. The objective of this new program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation.

CalSTA issued a call for projects for the Local Partnership Program on October 20, 2017. Eligible projects may include, but are not limited to, improvements to the state highway system, transit facilities, local road system, and bicycle or pedestrian safety.

---

1 Please send completed applications to the attention of Tina Casgar, Principal Regional Planner, SANDAG, 401 B Street, Suite 800, San Diego, California 92101, (619) 699-1982, christina.casgar@sandag.org.
There is a one-to-one match requirement for all Local Partnership Program funding\(^2\). The match may be private, local, federal, or state funds; however, except for STIP funding, may not include funds that are allocated by the CTC on a project specific basis.

**Formulaic Portion**

Jurisdictions that have sought and secured voter-approved taxes, tolls, and fees will be eligible under the formula portion if the taxes, tolls, or fees are dedicated solely to transportation. Based on information available at the time of this report, it appears that SANDAG would be the only eligible applicant for formula funds from the San Diego region.

To verify eligibility, agencies must submit specified documentation to the CTC by October 27, 2017. Based on these submissions, the CTC is scheduled to adopt the formulaic distribution of shares for this round of funding at its meeting on December 6-7, 2017. The CTC will include each project nominated by an eligible applicant for a formulaic funding share provided that the project meets statutory and guideline requirements.

Project applications for the formula portion of the Local Partnership Program are due on December 15, 2017. The CTC is scheduled to adopt the program of formula projects on January 31, 2018.

**Competitive Portion**

Jurisdictions that have sought and secured voter-approved taxes, tolls, and fees; or jurisdictions with imposed fees, will be eligible for the competitive grant portion if the taxes, tolls, or fees are dedicated solely to transportation. To verify eligibility, agencies must submit specified documentation with their applications to the CTC. Priority will be given to projects based on cost-effectiveness, construction date, funding leverage, air quality improvements, community support, and advancement of the region’s Sustainable Communities Strategy.

Project applications for the competitive portion of the Local Partnership Program are due on January 30, 2018, and awards are expected to be adopted in May 2018.

**Incentive for New and Renewed Sales Tax Measures, Tolls, or Fees**

To recognize new or renewed voter-approved “self-help” efforts and to incentivize jurisdictions to pursue future sales tax measures, tolls, or fees, a one-time incentive grant will be provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten years, are solely dedicated to transportation, and for sales taxes that are equal to or greater than one-quarter cent. The total amount of incentive grants awarded will not exceed $20,000,000 annually.

Additional information on the Local Partnership Program may be found at: [http://www.catc.ca.gov/programs/SB_1/102017_Final_LPP_Guidelines.pdf](http://www.catc.ca.gov/programs/SB_1/102017_Final_LPP_Guidelines.pdf)

Key Staff Contacts: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
Dawn Vettese, (619) 595-5346, dawn.vettese@sandag.org

\(^2\) Except jurisdictions with a voter-approved tax or fee which generates less than $100,000 annually only need to provide a match equal to 50 percent of the requested Local Partnership Program funds.
Fixing America’s Surface Transportation (FAST) Act Performance Management: Safety Target Setting

Regional Planning Technical Working Group
November 9, 2017

Background

• San Diego Forward: The Regional Plan
• MAP-21/FAST Act
  – Transportation performance management
Performance Management (PM) Rules

- Performance Management 1: Fatalities and serious injuries on all public roads
- Performance Management 2: Pavement condition and bridge condition
- Performance Management 3: Reliable travel, congestion and delay, mode share, and emissions reduction

PM 1: Safety Performance Measures

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries
Target Setting Process

• Caltrans established statewide targets on August 31, 2017
  – Multi-agency coordination
  – “Toward Zero Deaths” aspirational targets

• SANDAG is required to set targets by February 27, 2018
  – Option to support the statewide targets or set MPO specific targets

PM 1: 2018 Statewide Safety Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2018 Statewide Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>3,590.8 (7.69% decrease from 2017)</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)</td>
<td>1.029 (7.69% decrease in fatalities from 2017; 2% annual increase in VMT)</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>12,823.4 (1.5% decrease from 2017)</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 Million VMT</td>
<td>3.831 (1.5% decrease in serious injuries from 2017); 2% annual increase in VMT</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>4,271.1 (10% decrease for fatalities and serious injuries from 2017)</td>
</tr>
</tbody>
</table>

Targets are based on 5-year rolling averages
Option 1: Support the Statewide Targets

- Do not set a numeric target
- Provide a resolution to Caltrans documenting support of the statewide targets
- Highlight projects which support the Statewide target in the Regional Transportation Improvement Program (RTIP) and Regional Plan

Option 2: Establish a Numeric Regional Target

- Utilize FARS and SWITRS data for San Diego County
- Apply methodology used by Caltrans
- Establish numeric targets for 5 metrics for the San Diego region
- Include report on region’s progress on meeting the targets in a new System Performance Report in the Regional Plan
Reporting and Funding Implications

- SANDAG reports targets to Caltrans
- Caltrans reports on targets and attainment to FHWA
- HSIP funding flexibility affected if statewide targets not met
- State must submit an annual implementation plan if targets not met
- Safety targets set annually

Next Steps

- Fall 2017-Winter 2018: Collaboration with SANDAG Working Groups, Policy Committees, Board on PM 1: safety target setting
- February 27, 2018: SANDAG establishes targets for PM1
- Fall 2017-Spring 2018: Coordination with Caltrans on statewide targets for PM 2 and PM 3
- Continued collaboration on regional target setting with SANDAG Working Groups, Policy Committees, Board; and Caltrans and FHWA
- May 20, 2018: Caltrans establishes statewide targets for PM 2 and PM 3
- November, 2018: SANDAG establishes targets for PM 2 and PM 3
Senate Bill 1: The Road Repair and Accountability Act

Regional Planning Technical Working Group | November 9, 2017

Senate Bill 1

- Landmark transportation investment
  - fix neighborhood streets, freeways, and bridges in communities across California
  - target funds toward transit and congested trade and commuter corridors
Overview of SB 1 Investments

Transportation investment split equally

- $1.5 billion for Local Streets and Roads
- $1.5 billion for State Highway System

Program Overview

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>CALL FOR PROJECTS</th>
<th>APPLICATIONS DUE</th>
<th>PROGRAM ADOPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trade Corridor Enhancement Program</td>
<td>October 2017</td>
<td>January 2018</td>
<td>May 2018</td>
</tr>
<tr>
<td>$300 million</td>
<td>Formula: December 2017</td>
<td>Competitive: January 2018</td>
<td></td>
</tr>
<tr>
<td>Local Partnership Program</td>
<td>October 2017</td>
<td>Competitive: January 2018</td>
<td>May 2018</td>
</tr>
<tr>
<td>$200 million</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Trade Corridor Enhancement Program

$300 million annually

- Supports projects vital to California’s trade and freight economy on specified freight networks
- Improvements to highways, freight rail systems, ports, truck facilities, border access points, and local roads
- Funds allocated by California Transportation Commission
- 40 percent allocated for state
- 60 percent allocated to regions, with programming targets
  - 30 percent match required unless a Caltrans project
  - SANDAG MPO role

Local Partnership Program

$200 million annually

- Supports local communities that have voter-approved transportation tax measures or imposed fees
- Road maintenance and rehabilitation, and other transportation infrastructure improvements
- Funds allocated by California Transportation Commission
- 50 percent by formula
- 50 percent on a competitive basis
- One-to-one match required
Program Timeline

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>CALL FOR PROJECTS</th>
<th>APPLICATIONS DUE</th>
<th>PROGRAM ADOPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trade Corridor Enhancement Program $300 million</td>
<td>October 2017</td>
<td>January 2018</td>
<td>May 2018</td>
</tr>
<tr>
<td>Local Partnership Program $200 million</td>
<td>October 2017</td>
<td>Formula: December 2017 Competitive: January 2018</td>
<td>Formula: January 2018 Competitive: May 2018</td>
</tr>
</tbody>
</table>

Next Steps

- November 2017: Continue outreach to local jurisdictions and stakeholders
- December 1, 2017: Present potential SANDAG project submissions to Board of Directors
- December 2017/January 2018: Submit applications
- Spring 2018: Propose budget amendments to accept any awarded funds