



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
www.scag.ca.gov

## REGULAR MEETING

# ENERGY AND ENVIRONMENT COMMITTEE

### REGIONAL COUNCIL OFFICERS

President  
Margaret E. Finlay, Duarte

First Vice President  
Alan D. Wapner, Ontario

Second Vice President  
Bill Jahn, Big Bear Lake

Immediate Past President  
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### COMMITTEE CHAIRS

Executive/Administration  
Margaret E. Finlay, Duarte

Community, Economic &  
Human Development  
Rex Richardson, Long Beach

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

***Thursday, December 7, 2017***  
***10:00 a.m. – 12:00 p.m.***

**SCAG Main Office**  
**818 W. 7th Street, 12th Floor**  
**Policy Committee Room A**  
**Los Angeles, CA 90017**  
**(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at [REY@scag.ca.gov](mailto:REY@scag.ca.gov).

Agendas and Minutes for the EEC are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least a 72-hour notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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**Energy and Environment Committee  
Members – December 2017**

**Members**

**Representing**

<b>Chair*</b>	1. <b>Hon. Carmen Ramirez</b>	<i>Oxnard</i>	<b>District 45</b>
<b>Vice-Chair*</b>	2. <b>Sup. Linda Parks</b>		<b>Ventura County</b>
	3. Hon. Ana Beltran	<i>Westmorland</i>	ICTC
	* 4. Hon. Margaret Clark	<i>Rosemead</i>	District 32
	5. Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
	* 6. Hon. Peggy Delach	<i>Covina</i>	SGVCOG
	7. Hon. Paula Devine	<i>Glendale</i>	AVCJPA
	8. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
	* 9. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
	10. Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	11. Hon. Mike Gardner	<i>Riverside</i>	WRCOG
	12. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	13. Hon. Jon Harrison	<i>Redlands</i>	SANBAG
	14. Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
	15. Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
	* 16. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
	17. Hon. Judy Nelson	<i>Glendora</i>	SGVCOG
	18. Hon. Jim Osborne	<i>Lawndale</i>	SBCCOG
	* 19. Sup. Luis Plancarte		Imperial County
	20. Hon. David Pollock	<i>Moorpark</i>	VCOG
	* 21. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	* 22. Hon. Laura Rosenthal	<i>Malibu</i>	District 44
	23. Hon. Meghan Sahli-Wells	<i>Culver City</i>	WCCOG
	24. Hon. Betty Sanchez	<i>Coachella</i>	CVAG
	25. Hon. Emma Sharif	<i>Compton</i>	GCCOG
	26. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	27. Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG
	28. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG
	29. Mr. Steve Schuyler	<i>Building Industry Association</i>	Ex-Officio Member <i>of Southern California (BIASC)</i>

\* Regional Council Member

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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### DECEMBER 7, 2017

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*The Energy & Environment Committee (EEC) may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

#### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(The Honorable Carmen Ramirez, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **CONSENT CALENDAR**

**Time    Page No.**

##### **Approval Item**

- |   |                   |          |
|---|-------------------|----------|
| 1. <u>Minutes of the November 2, 2017 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|---|-------------------|----------|

##### **Receive and File**

- |   |                   |          |
|---|-------------------|----------|
| 2. <u>2018 Meeting Schedule of the Regional Council and Policy Committees</u> | <b>Attachment</b> | <b>6</b> |
|---|-------------------|----------|

#### **INFORMATION ITEMS**

- |  |                   |                 |           |
|--|-------------------|-----------------|-----------|
| 3. <u>4<sup>th</sup> California Climate Change Assessment Report</u><br><i>(Dr. Louise Bedsworth, Deputy Director, Governor’s Office of Planning and Research)</i> | <b>Attachment</b> | <b>60 mins.</b> | <b>7</b>  |
| 4. <u>Transportation Safety Regional Existing Conditions Report and Go Human Campaign Update</u><br><i>(Alan Thompson, SCAG Staff)</i>                             | <b>Attachment</b> | <b>30 mins.</b> | <b>8</b>  |
| 5. <u>State of California 2017 Climate Change Scoping Plan</u><br><i>(Ping Chang, SCAG Staff)</i>  | <b>Attachment</b> | <b>10 mins.</b> | <b>29</b> |

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### DECEMBER 7, 2017

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#### **CHAIR'S REPORT**

*(The Honorable Carmen Ramirez, Chair)*

#### **STAFF REPORT**

*(Grieg Asher, SCAG Staff)*

#### **FUTURE AGENDA ITEM/S**

#### **ANNOUNCEMENT/S**

#### **ADJOURNMENT**

*The next regular meeting of the EEC is scheduled for Thursday, February 1, 2018 at the Wilshire Grand Center, 900 Wilshire Boulevard, 17<sup>th</sup> Floor, Los Angeles, CA 90017.*

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
ENERGY AND ENVIRONMENT COMMITTEE (EEC)  
MINUTES OF THE MEETING  
THURSDAY, NOVEMBER 2, 2017**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AN AUDIO RECORDING OF THE MEETING IS AVAILABLE AT SCAG, 818 W. 7<sup>TH</sup> STREET, 12<sup>TH</sup> FLOOR, LOS ANGELES, CA 90017.**

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. A quorum was present.

**Members Present**

Hon. Margaret Clark, Rosemead	District 32
Hon. Peggy Delach, Covina	District 33
Hon. Paula Devine, Glendale	Arroyo Verdugo Cities
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Jim Osborne, Lawndale	SBCCOG
Hon. Luis Plancarte, Imperial County	ICTC
Hon. David Pollock, Moorpark	VCOG
Hon. Deborah Robertson, Rialto	District 8
Hon. Laura Rosenthal, Malibu	District 44
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Betty Sanchez, Coachella Valley	CVAG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Emma Sharif, Compton	GCCOG
Hon. Diane Williams, Rancho Cucamonga	SBCTA/SBCOG
Hon. Edward Wilson, Signal Hill	Gateway Cities COG

**Members Not Present**

Hon. Ana Beltran, Westmoreland	ICTC
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Jon Harrison, Redlands	SBCTA/SBCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Judy Nelson, Glendora	SGVCOG
Hon. Linda Parks ( <b>Vice-Chair</b> )	Ventura County
Hon. Carmen Ramirez, Oxnard ( <b>Chair</b> )	District 45
Hon. Bonnie Wright, Hemet	WRCOG

## **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

The Honorable Deborah Robertson, Acting Chair, called the meeting to order at 10:10 a.m. and asked the Hon. Diane Williams, Rancho Cucamonga, to lead the Pledge of Allegiance.

## **PUBLIC COMMENT PERIOD**

Leor Alpern, South Coast Air Quality Management District (SCAQMD), announced that the SCAQMD is holding its second Funding Working Group meeting today (November 2<sup>nd</sup>) from 2:00-3:00 pm at its headquarters in Diamond Bar. The working group will assist the District in creating a plan to address the funding needs for the 2016 Air Quality Management Plan (AQMP). Additionally SCAQMD is launching its “Check Before You Burn” program. More information can be found on SCAQMD’s website. He also announced and invited the members to the 3<sup>rd</sup> Annual SCAQMD Environmental Conference scheduled for December 2, 2017 from 8:30 am-3:30 pm, at the Center at Cathedral Plaza, 555 West Temple Street, Los Angeles, CA 90012. More information can be found at [EJCP@aqmd.gov](mailto:EJCP@aqmd.gov), register at: [ejconference2017.eventbrite.com](http://ejconference2017.eventbrite.com).

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### **Approval Items**

1. Minutes of the October 5, 2017 Meeting

#### **Receive and File**

2. California WaterFix - Support
3. Status Update on Implementation of 2016 South Coast Air Quality Management Plan (AQMP)
4. Notice of Funding Availability (NOFA): Infill Infrastructure Grant (IIG)
5. SB 1 Sustainable Planning Grant Program – Formula Funds
6. 2018 Meeting Schedule of the Regional Council and Policy Committees
7. Update on Federal Clean Air Action Sanctions Clocks in South Coast

A MOTION was made (Forester) to approve the Consent Calendar. Motion was SECONDED (Sharif) and passed by the following votes:

**AYES:** Clark, Delach, Ehrenkranz, Forester, Gardner, Genis, Mitchell, Osborne, Plancarte, Pollock, Rosenthal, Sahli-Wells, Sharif, Williams (14).

**NOES:** None (0).

**ABSTAIN:** Devine, Robertson, Sanchez (3).

## **INFORMATION ITEMS**

### 8. Adapting to a Changing Climate

Dr. Alex Hall, Director, UCLA Center for Climate Science, briefed the committee on the broad implications of a changing climate for Southern California, relying on recent studies of regional climate change undertaken by his research group at UCLA. The presentation focused on changes in average temperature, extreme heat (temperatures that exceed 95°F), wildfires, water resources including Sierra Nevada snowpack changes, and sea level rise. Deeper droughts are anticipated and more precipitation during wet years, which is another significant challenge for water resource management and storage.

Dr. Hall's research is widely used by local agencies and governments throughout the SCAG region. More information can be found at [www.ioes.ucla.edu/climate](http://www.ioes.ucla.edu/climate).

### 9. ARB Final Staff Recommendations on SB 375 Regional GHG Target for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and Beyond

Hasan Ikhata, SCAG Executive Director, stated that SB 375 authorized the California Air Resources Board (CARB) to establish regional Green House Gas (GHG) emission reduction targets beginning in 2010 for the regional Sustainable Community Strategies (SCS) to achieve. CARB is required by law to update the targets at least once every eight years, and the first update is due in 2018. At CARB's Board meeting on November 16, 2017, CARB will vote on setting a new target of 21% that the SCAG region will need to achieve in its 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). CARB staff have also recommended a draft target of 21% for the San Diego Association of Governments (SANDAG). The Sacramento Area Council of Governments (SACOG) and Association of Bay Area Governments (ABAG) draft target recommendations are 19%. SCAG, SANDAG, SACOG, and ABAG have been talking with CARB staff this past year to assess what the highest realistic figure of achievement each of these MPOs can attain.

After completing some model runs, SCAG and the other three MPOs came to the conclusion that the best each agency could achieve is an 18-19% per capita GHG reduction. SCAG and the other three MPOs have informed CARB that SCAG and SANDAG cannot realistically achieve 21%. Targets that are not achievable have the potential of losing state transportation funding for the four regions. What complicates things further is when SB 1 passed, funding for the four regions was linked to having achieved their respective targets. SCAG, together with SANDAG, SACOG, and ABAG presented a proposal to CARB reflecting that the four MPOs would work to achieve a 19% per capita reduction in GHG.

Staff recommends SCAG continue to work with CARB for the remaining two weeks prior to the CARB Board meeting in Sacramento on November 16, 2017 to approve a target that SCAG feels is achievable. SCAG and the other three MPOs are hopeful that in the next two weeks an agreement on the 19% GHG reduction can be made with CARB staff.

A MOTION was made (Clark) for SCAG Staff to continue working with CARB to achieve a pragmatic regional GHG reduction target. Motion was SECONDED (Forester) and passed by the following votes:

**AYES:** Clark, Delach, Devine, Ehrenkranz, Forester, Gardner, Genis, Mahmud, Mitchell, Osborne, Plancarte, Pollock, Robertson, Rosenthal, Sahli-Wells, Sanchez, Sharif, Williams, Wilson (19).

**NOES:** None (0).

**ABSTAIN:** None (0).

### **CHAIR'S REPORT**

None.

### **STAFF REPORT**

None.

### **FUTURE AGENDA ITEM/S**

None.

### **ANNOUNCEMENT/S**

The next regular meeting of the EEC will be held on Thursday, December 7, 2017 at the SCAG Los Angeles office.

### **ADJOURNMENT**

The Honorable Deborah Robertson adjourned the meeting at 11:45 a.m.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE ENERGY AND ENVIRONMENT COMMITTEE]**

### Energy and Environment Committee Attendance Report

2017

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/17	Representing	X = County Represented					X = Attended Grey Shading = Dark												Total Mtgs Attended		
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov		Dec	
Beltran, Ana	2/17	ICTC	X								X		G	X		D	X					3
Clark, Margaret		Rosemead		X						X	X	X	X	E	X		A	X		X		7
Davis, Ned	1/17	LVMCOG		X								X	N	X		R		X				3
Delach, Peggy	10/17	Covina		X									E			K		X	X			2
Devine, Paula	2/17	Arroyo Verdugo Cities		X								X	X	R	X			X		X		5
Ehrenkranz, Jordan		WRCOG					X			X	X	X		A	X	X				X		6
Englander, Mitchell		Los Angeles		X										L								
Forester, Larry		Gateway Cities		X						X	X		X		X			X	X	X		7
Gardner, Mike		WRCOG					X			X	X				X	X			X	X		6
Genis, Sandra		OCCOG			X					X	X	X	X		X			X	X	X		8
Harrison, John		SBCTA/SANBAG						X		X		X	A	X				X				4
Home, Shari		OCCOG			X					X		X	S	X	X			X	X			7
Hwangbo, Steve		La Palma			X						X		S	X	X							3
Mahmud, Diana		SGVCOG		X							X	X	E		X			X	X	X		6
Mitchell, Judy		SBCCOG		X							X	X	M	X	X			X	X			6
Nelson, Judy	7/17	SGVCOG		X									B									
Osborne, Jim		SBCCOG		X							X	X	X	L	X			X	X	X		7
Parks, Linda		Ventura						X		X	X	X	X	Y	X	X		X				7
Plancarte, Luis		ICTC	X							X			X		X	X		X	X	X		7
Pollock, David		VCOG						X		X	X		X		X	X		X		X		7
Ramirez, Carmen		Oxnard						X		X	X	X	X		X	X		X	X			8
Robertson, Deborah		Rialto						X			X				X	X				X		4
Rosenthal, Laura	1/17	Malibu		X							X	X	X		X	X		X	X	X		8
Sahli-Wells, Meghan		WCCOG		X						X		X	X		X	X			X	X		7
Sanchez, Betty		CVAG					X			X	X	X			X			X		X		6
Schuyler, Steve		BIASC			X					X	X	X	X		X	X			X	X		8
Sharif, Emma	5/17	GCCOG		X											X	X			X	X		4
Williams, Diane		SBCTA/SANBAG						X		X	X	X	X		X	X		X	X	X		9
Wilson, Edward		GCCOG		X						X	X	X	X		X			X	X	X		7
Wright, Bonnie		WRCOG					X				X	X			X				X			3

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**2018 REGULAR MEETING SCHEDULE OF THE  
REGIONAL COUNCIL AND POLICY COMMITTEES**  
(APPROVED BY THE REGIONAL COUNCIL 9-7-17)

**ALL REGULAR MEETINGS ARE SCHEDULED ON THE 1<sup>ST</sup> THURSDAY OF EACH MONTH.**

**LOCATION: SCAG HEADQUARTERS OFFICE, WILSHIRE GRAND CENTER  
900 WILSHIRE BOULEVARD, 17<sup>TH</sup> FLOOR, LOS ANGELES, CA 90017**

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Rex Richardson, Long Beach

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

<b>Executive/ Administration Committee (EAC)</b>	<b>Community, Economic and Human Development Committee (CEHD)</b>	<b>Energy and Environment Committee (EEC)</b>	<b>Transportation Committee (TC)</b>	<b>Regional Council (RC)</b>
<b>Board Room 9AM – 10AM</b>	<b>Policy Room B 10AM – 12PM</b>	<b>Policy Room A 10AM – 12PM</b>	<b>Board Room 10AM – 12PM</b>	<b>Board Room 12:15PM – 2PM</b>
<b>January 4, 2018 (DARK)</b>				
February 1, 2018				
March 1, 2018				
April 5, 2018				
<b>May 3 - 4, 2018</b> <b>SCAG 2018 REGIONAL CONFERENCE AND GENERAL ASSEMBLY</b> <b>RENAISSANCE RESORT AND SPA, 44400 INDIAN WELLS LANE, INDIAN WELLS, CA 92210</b>				
June 7, 2018				
July 5, 2018				
<b>August 2, 2018 (DARK)</b>				
September 6, 2018 [Note: League of CA Cities Annual Conference, Long Beach, CA; Sep. 9 – 12]				
October 4, 2018				
November 1, 2018				
December 6, 2018				
<b>[NOTE: SCAG 9<sup>TH</sup> ANNUAL ECONOMIC SUMMIT, IN LIEU OF THE REGULARLY SCHEDULED MEETINGS]</b>				

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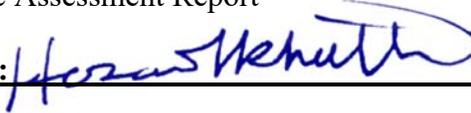
**DATE:** December 7, 2017

**TO:** Energy and Environment Committee (EEC)

**FROM:** Grieg Asher, Green Region Program Manager, Sustainability Department,  
asher@scag.ca.gov, (213) 236-1869

**SUBJECT:** 4<sup>th</sup> California Climate Change Assessment Report

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*Dr. Louise Bedsworth, Deputy Director, California Office of Planning and Research (OPR), will brief the committee on the 4<sup>th</sup> California Climate Change Assessment Report, which summarizes the state of climate change in California.*

**STRATEGIC PLAN:**

This item supports SCAG Regional Goal 1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, c) Provide practical solutions for moving new ideas forward

**BACKGROUND:**

California produces periodic assessments on the potential impacts of climate change in California and reports on potential mitigations and adaptation responses. Required by Executive Order #S-03-05, which established greenhouse gas emissions reduction targets for the State of California and laid out responsibilities among the state agencies for implementing the Executive Order and for reporting on progress toward the targets, these assessments influence legislation and inform policy makers. Currently the 4<sup>th</sup> Assessment is underway.

Dr. Louise Bedsworth, Deputy Director of OPR, will brief the Committee and describe the work underway for the 4<sup>th</sup> California Climate Change Assessment, which includes over 50 technical studies and 9 regionally-focused reports. She will also discuss the new \$11 million California Climate Change Research Program being administered by the Strategic Growth Council.

**FISCAL IMPACT:**

No Fiscal Impact as this is not a SCAG funded project.

**ATTACHMENT:**

[Copies of PowerPoint Presentation will be distributed at the meeting]

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**DATE:** December 7, 2017

**TO:** Energy & Environment Committee (EEC)

**FROM:** Alan Thompson, Active Transportation & Special Programs, (213) 236-1940, thompson@scag.ca.gov

**SUBJECT:** Transportation Safety Regional Existing Conditions Report and Go Human Campaign Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*The Energy & Environment Committee provides direction and oversight for public health-related policies and analysis included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy. In the 2016-2040 RTP/SCS, the Committee identified Transportation Safety as one of seven focus areas in which SCAG should target its analysis and policies for enhancing public health outcomes through land-use and transportation elements of the plan. SCAG staff recently prepared the Transportation Safety Regional Existing Conditions Report for the Transportation Committee, as part of the policy development process for establishing regional safety targets in compliance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). Given the EEC's purview over public health issues, highlights from the report will be shared at the December 7, 2017 EEC meeting along with next steps in the target-setting process. In addition, SCAG staff will report on regional activities to promote greater roadway safety through the Go Human program, including opportunities for local agencies to partner with SCAG to expand the reach and impact of the campaign.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**  
Transportation Safety Regional Existing Conditions Report  
The Federal Highway Administration (FHWA) issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOT) to carry out the Highway Safety Improvement Program (HSIP). State DOTs and Metropolitan Planning Organizations (MPOs) will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decision-making and link investments to performance outcomes. In particular, FHWA expects that the new performance measures will help state DOTs and MPOs make investment decisions



that will result in the greatest possible reduction in fatalities and serious injuries. The Final Rule is aligned with California Department of Transportation (Caltrans') support of Toward Zero Deaths (TZD) (similar to Vision Zero), which has also been adopted by many state DOTs and municipalities (e.g., Los Angeles).

Caltrans is required to establish statewide targets on an annual basis, beginning this past August 2017 for calendar year 2018 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes targets (i.e., February 27 each year). SCAG has the option to agree to support Caltrans' targets, establish numerical targets specific to our region, or use a combination of both. SCAG must provide regular updates on its progress towards achieving these targets, including in the Regional Transportation Plan/Sustainable Communities Strategy and the Federal Transportation Improvement Program.

This summer Caltrans finalized the statewide safety targets. SCAG staff have conducted outreach to stakeholders to review the region's existing conditions and to assess the applicability of the statewide targets. SCAG staff anticipate returning to the Transportation Committee with recommendations on targets this winter. SCAG has until February 27, 2018 to finalize its regional targets.

Prior to setting regional safety targets, it is critical to acquire a perspective on existing conditions. SCAG staff developed an existing conditions report to review our region's roadway collision data, patterns, and trends. In short, collisions are happening in every community in the region, from El Centro in Imperial County to Malibu in Los Angeles County. They are happening to people from all walks of life, to those who drive and to people who walk and bike.

SCAG experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise, though they have not risen to their previous peaks. Key statistics from the report include:

- On average, each year 1,500 people die in traffic collisions, 5,200 are seriously injured, and 136,000 are injured.
- About 27 percent of all traffic-related fatalities involve people walking or bicycling.
- More than 40 percent of all traffic collision victims are people 18-34.
- About 26 percent of all pedestrian-related fatalities are people 65 or older.
- 90 percent of all collisions are occurring in urban areas.
- Nearly 70 percent of all collisions are occurring on local roads.
- The top contributing factor of all collisions is unsafe speed.

The full report is available online at:

<http://scag.ca.gov/programs/Documents/TransportationSafety091717Lores.pdf>

### Go Human: Active Transportation Safety & Encouragement Campaign

Recognizing the tremendous safety challenges across Southern California, SCAG launched an Active Transportation Safety and Encouragement Campaign in September 2015. Entering its third year of implementation, the campaign aims to reduce the number of collisions involving people walking and biking through advertising, hosting temporary safety demonstration projects and maintaining a toolbox of

# REPORT

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resources for stakeholders. To promote greater roadway safety, SCAG continues to reach out to local agencies for partnership opportunities to expand the reach and impact of the campaign.

The campaign will host 18 temporary safety demonstrations over the next 18 months, in addition to the 17 projects completed to date. SCAG staff works with city and/or county staff to identify and prioritize a corridor to temporarily redesign. Temporary projects provide the local government and its residents with the opportunity to “test-drive” planned or potential designs and can lead to fast-tracked implementation as a result of community engagement. Projects showcase innovative infrastructure and incorporate educational programming as a strategy for long-range safety.

Additionally, through a grant awarded by the Office of Traffic Safety, *Go Human*, in partnership with county health departments and transportation commissions, will implement a third round of advertising starting this winter. Running during National Bike Month (May) and across July and August 2018, in conjunction with back to school efforts, this round of advertising will incorporate and align with successful Vision Zero strategies, from messaging to implementation. SCAG is currently seeking cities to partner with across the region, for advertising placement and co-branding.

## **FISCAL IMPACT:**

Funding for staff work on this issue is included in the FY17/18 Overall Work Program (010.00170.08: Transportation Security Planning) Funding for the Go Human program is included in the FY17/18 Overall Work Program (225-3564J1.09: Go Human, OTS).

## **ATTACHMENT:**

PowerPoint Presentation: “Transportation Safety Regional Existing Conditions and Go Human Campaign Update”

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# TRANSPORTATION SAFETY

## Regional Existing Conditions



SCAG Energy and Environment Committee  
December 7, 2017

## Performance Based Planning

- MAP-21 established a performance- and outcome-based transportation program
- Investments will make progress toward achievement of national goals:
  - **Safety**
  - Infrastructure condition
  - Congestion reduction
  - System reliability
  - Freight movement and economic vitality
  - Environmental sustainability
  - Reduced project delivery delays

## Federal Highway Administration Final Rule

- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures:
  - **Number of Fatalities (Victims)**
  - **Rate of Fatalities (Victims) per 100 million VMT**
  - **Number of Serious Injuries (Victims)**
  - **Rate of Serious Injuries (Victims) per 100 million VMT**
  - **Number of Non-motorized Fatalities and Non-motorized Serious Injuries (Victims)**
- 5-Year Rolling Averages

## State Targets

- State DOTs establish statewide targets for each performance measure
- Annual targets— set by August 2017 for Calendar Year 2018
- Targets based on calendar year
- Applicable to all public roads
- No specified methodology for setting targets
- State DOTs charged with coordinating with MPOs
- Annual reporting and assessment

## MPO Targets

- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2018)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State still TBD, but will include reporting in RTP/SCS and FTIP

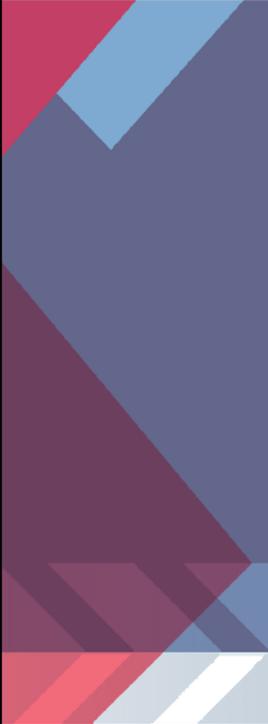
## FHWA Target Achievement Evaluation

A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets...

a) are met

-- or --

b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target



## FHWA Target Achievement Evaluation

- Requirements if State did not meet or make significant progress toward meeting targets:
  - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
  - Submit an HSIP Implementation Plan
- States notified of target achievement by the end of March following the year data becomes available (March 2020 for CY 2018)



Existing Conditions

## What are the overall trends?



**1,500** PEOPLE DIE EVERY YEAR FROM COLLISIONS



**5,200** PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS



**136,000** PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



**270** COLLISIONS OCCUR PER DAY ON THE STREETS

THAT IS ROUGHLY **99,000** PER YEAR

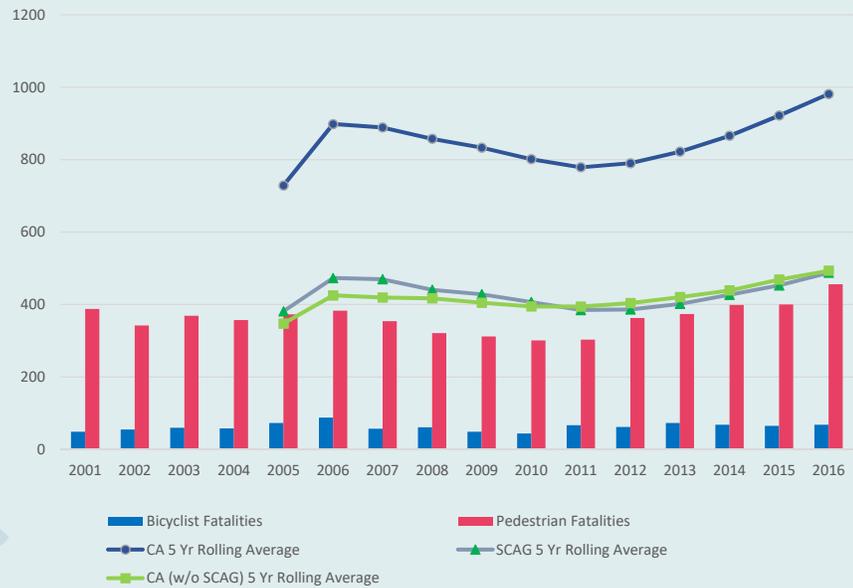
## What are the overall trends?

### Number of Fatalities (Victims)



## What are the overall trends?

Number of  
Non-motorized  
Fatalities (Victims)



## What are the overall trends?

Number of Serious Injuries (Victims)



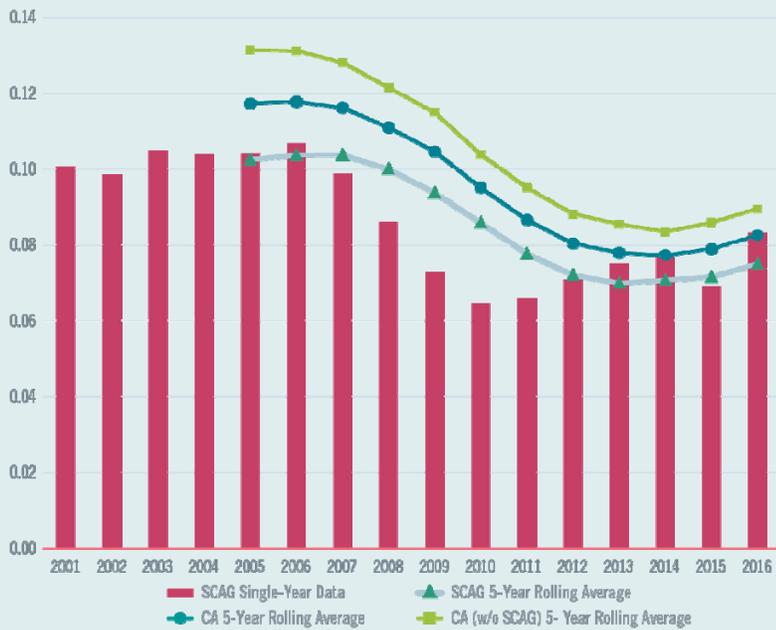
## What are the overall trends?

Number of  
Non-motorized  
Serious Injuries  
(Victims)



## What are the overall trends?

Fatal Victims –  
Per 1,000 People



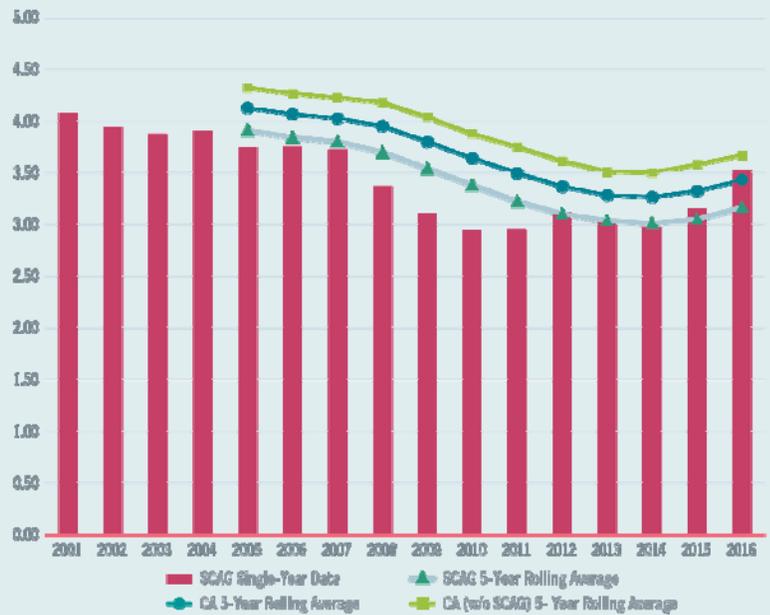
## What are the overall trends?

Rate of Fatalities (Victims) per 100 million VMT

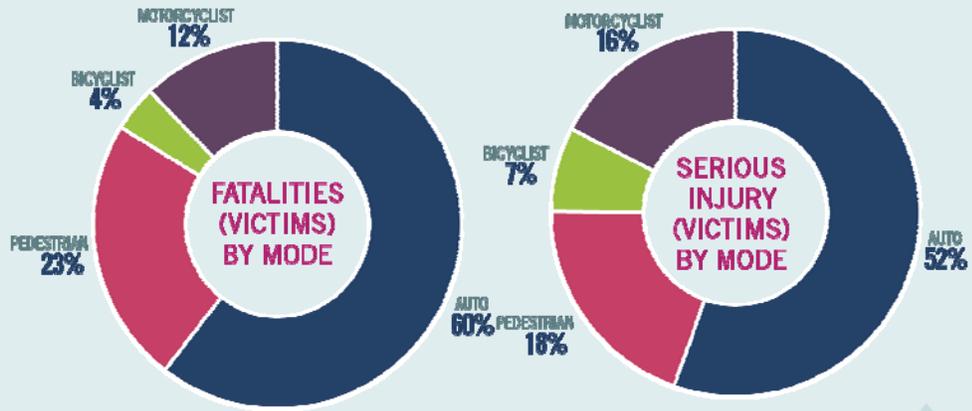


## What are the overall trends?

Rate of Serious Injuries (Victims) per 100 million VMT



## Who is being hurt?



## Who is being hurt?



## Who is being hurt?

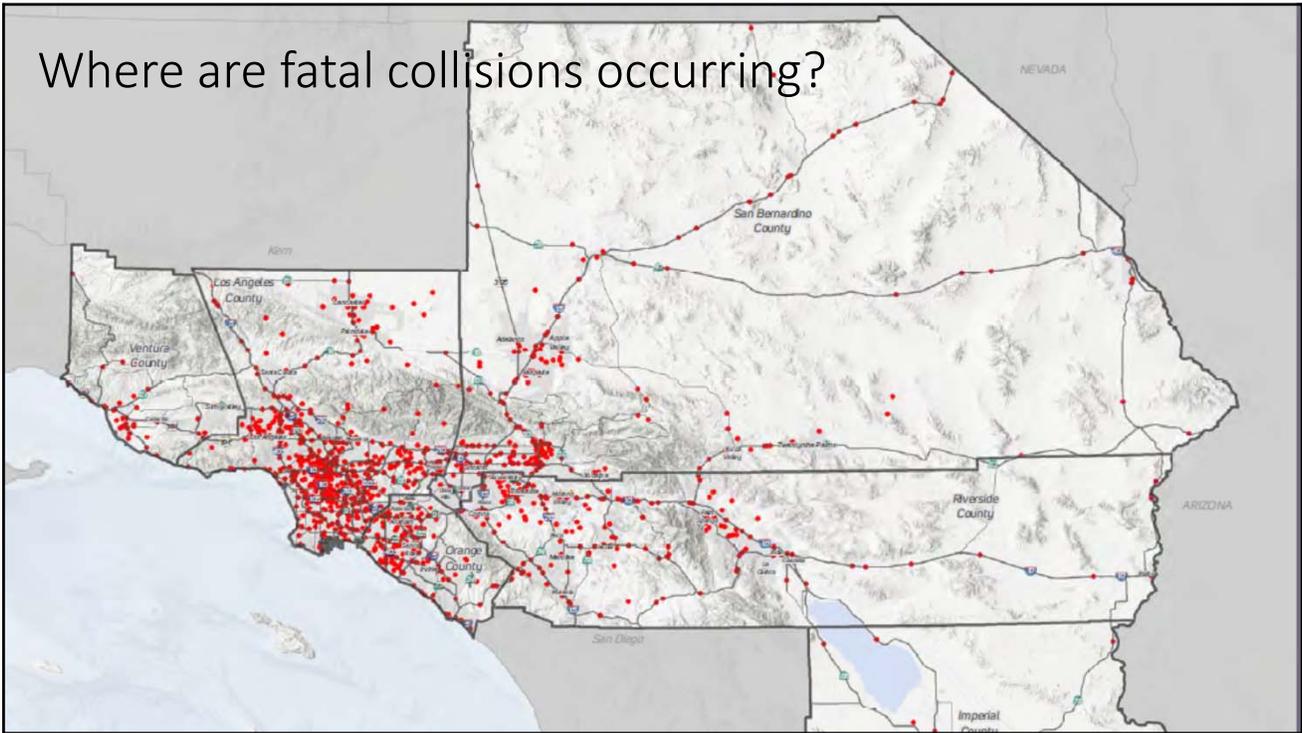
All Collisions vs. Fatal Collisions (M/F)



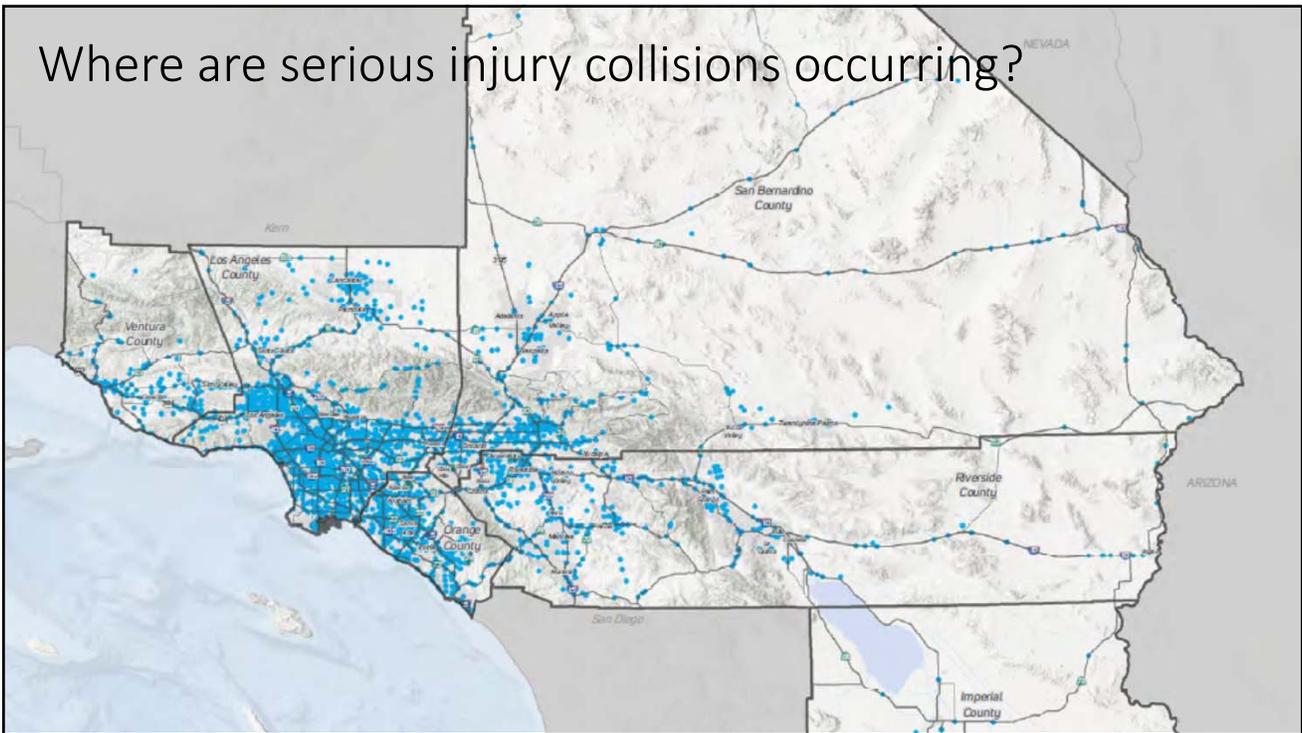
## Where are collisions occurring?



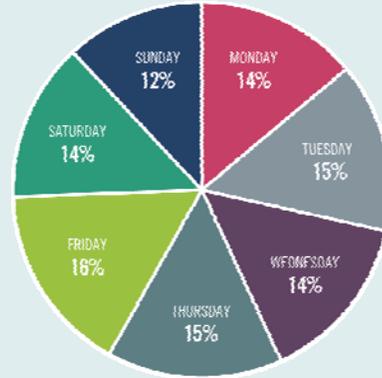
Where are fatal collisions occurring?



Where are serious injury collisions occurring?



## When are collisions occurring?



## When are collisions occurring?



# Why are collisions occurring?

The top contributing factor of all collisions is unsafe speed.



Speed is the critical factor in the severity of collisions

## HIT BY A VEHICLE TRAVELING AT 25 MPH



9 out of 10 pedestrians survive

## HIT BY A VEHICLE TRAVELING AT 50 MPH



2.5 out of 10 pedestrians survive

# Why are collisions occurring?

## THE TOP THREE CONTRIBUTING FACTORS FOR ALL COLLISIONS

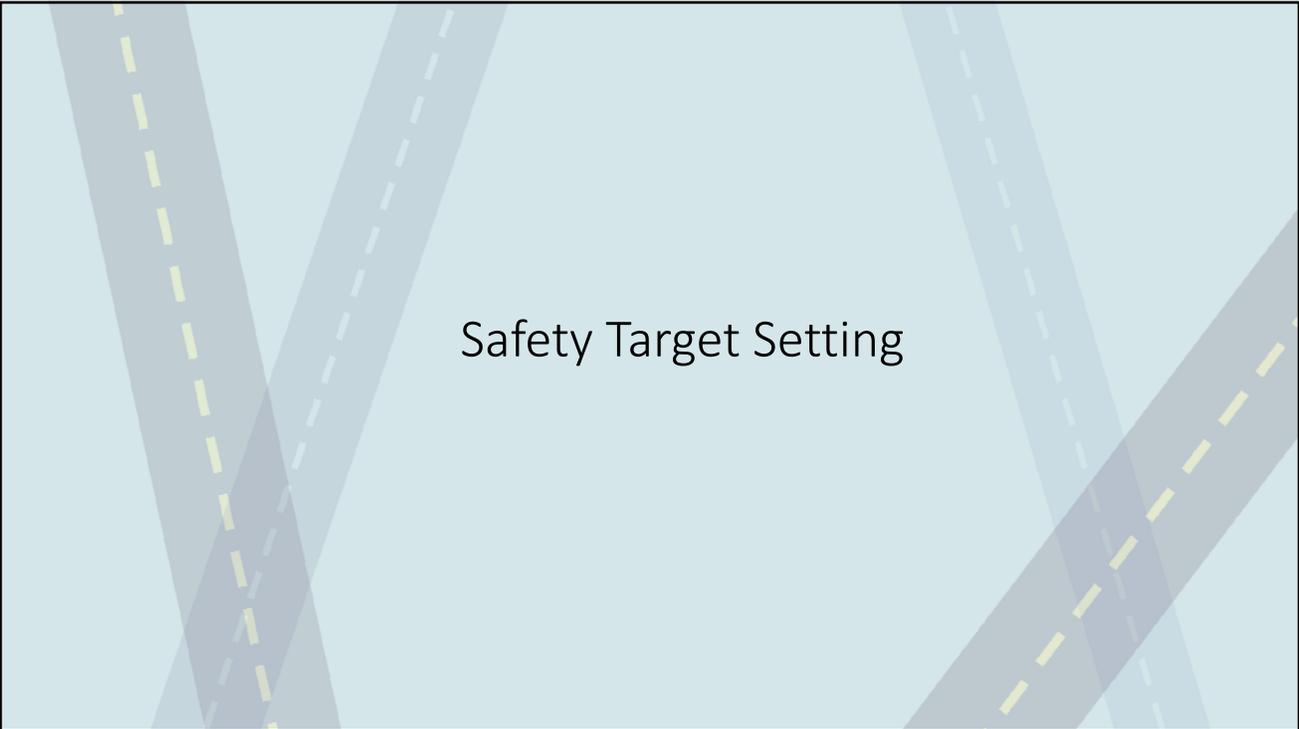


## THE TOP THREE CONTRIBUTING FACTORS FOR FATAL COLLISIONS

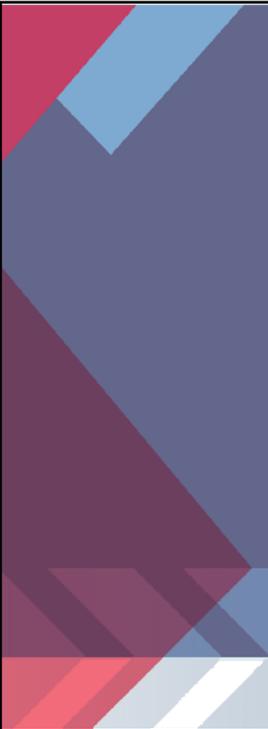


## THE TOP THREE CONTRIBUTING FACTORS FOR SERIOUS INJURIES



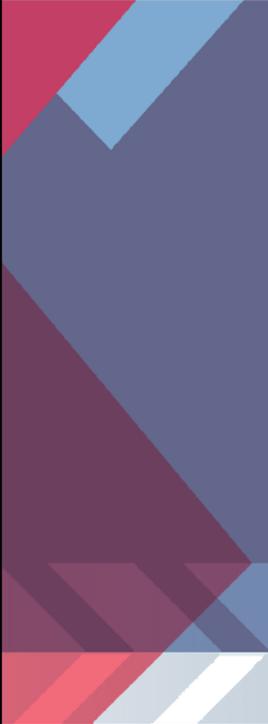


## Safety Target Setting



## California's Safety Targets

- Vision-based, consistent with TZD, SHSP, and SMP
  - Number of Fatalities: 3,590.8 (-7.69% Reduction)
  - Rate of Fatalities: 1.029 (-7.69% Reduction)
  - Number of Serious Injuries: 12,823.4 (-1.5% Reduction)
  - Rate of Serious Injuries: 3.831 (-1.5% Reduction)
  - Number of Non-Motorized Fatalities and Serious Injuries: 4,271.1 (-10% Reduction)



## MPO Safety Targets

- Adopt State Safety Targets
- Develop/Adopt Regional Targets
- Adopt Combination State/Regional Targets



## Next Steps

- December: SCAG's Transportation Committee considers draft regional targets
  - February: SCAG's Regional Council adopts regional targets
  - February onwards: Work with stakeholders to develop regional safety plan for 2020 RTP/SCS
- 

## Here's how *Go Human* is addressing safety...

- **Advertising Campaign**

- Awarded grant funding for third round of advertising to kick off Winter 2017
- New media collateral to align with Vision Zero

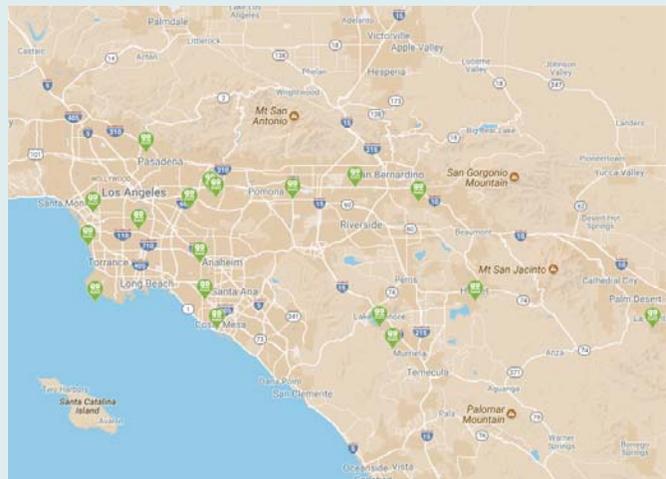


- **Open Streets and Demonstration Projects**

- 18 events/projects planned to demonstrate and showcase potential, innovative transportation designs along selected corridors

## Open Streets & Demonstration Projects

1. Baldwin Park
2. Culver City
3. El Monte
4. El Segundo
5. La Canada Flintridge
6. San Gabriel Valley
7. South El Monte
8. Walnut Park
9. West Covina
10. Buena Park
11. Costa Mesa
12. Orange County
13. La Quinta
14. Ontario
15. Lake Elsinore
16. Hemet
17. San Jacinto



# Success: From Project to Implementation

- City of El Centro: Biking and walking improvements along 8<sup>th</sup> Street between Aurora Drive and Adams Avenue
- City of Long Beach: 9.5-mile Daisy-Myrtle Bike Boulevard Connecting North Long Beach is coming soon
- City of Palm Desert: Improvements to San Pablo from Highway 111 to Magnesia Falls Drive to be constructed next summer
- City of Westminster: Awarded an Urban Greening Program Grant, through the California Natural Resources Agency to implement the Mendez Historical Trail and Green Street Bikeway Project, showcased by *Go Human* in May, 2016



Before



After

## Now what? Get involved & join us!



Advertising Campaign



Apply for Open Streets & Demo Projects



Partnerships & Co-Branding



Material Distribution

# Questions?

Courtney Aguirre, Senior Regional Planner  
(Transportation Safety)  
Aguirre@scag.ca.gov  
213-236-1804

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(Active Transportation Safety)  
Thompson@scag.ca.gov 213-236-1940

Julia Lippe-Klein, Assistant Regional Planner  
(Go Human)  
Lippe-Klein@scag.ca.gov 213-236-1856

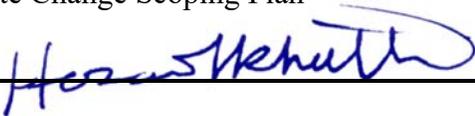


**DATE:** December 7, 2017

**TO:** Energy and Environment Committee (EEC)  
Community, Economic and Human Development (CEHD) Committee  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Ping Chang, Acting Manager, Compliance & Performance Monitoring, 213-236-1839,  
[chang@scag.ca.gov](mailto:chang@scag.ca.gov)

**SUBJECT:** State of California 2017 Climate Change Scoping Plan

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR EEC:**  
For Information Only – No Action Required.

**RECOMMENDED ACTION FOR CEHD, TC & RC:**  
Receive and File

**EXECUTIVE SUMMARY:**

*On October 27, 2017, the California Air Resources Board (ARB) released a Revised Draft of the 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. The Revised Draft lays out the State's approach to address climate change and potential economic sectors-based solutions to achieve the 2030 statewide greenhouse (GHG) target of 40 percent below the 1990 levels as set forth in Senate Bill (SB) 32. While the SB 375 numerical target update component is a separate process, the Revised Draft includes on-going and proposed transportation/land use measures as well as potential additional actions for considerations. Other revisions from its previous (January 2017) Draft include, among others, considerations from recent cap-and-trade legislation, estimates of public health and related economic benefits, and establishing target of avoided emissions from the natural and working land sector. In addition, ARB recommends that local governments evaluate and adopt robust and quantitative locally-appropriate goals that align with the statewide per capita targets and the State's sustainable development objectives and develop plans to achieve the local goals. At the time of preparing this staff report, all the Appendices (from A to I) are yet to be released. The 2017 Climate Change Scoping Plan is scheduled for ARB Board consideration at its December 14-15, 2017 meeting in Sacramento.*

*The Revised Draft has been posted at: <https://www.arb.ca.gov/cc/scopingplan/revised2017spu.pdf>*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**

State legislation Assembly Bill (AB) 32, which took effect in 2006, requires California to reduce its GHG emissions to 1990 levels by 2020 and continue reductions in GHG emissions beyond 2020. Full



implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, conserving natural and working lands, and reducing waste and water. SB 32, passed in 2016, codified the Governor's Executive Order B-30-15 which required GHG emissions be reduced by at least 40 percent below 1990 levels by 2030. Assembly Bill (AB) 197, which passed at the same time as SB 32, requires ARB to prioritize measures resulting in direct emission reductions and consider social costs of GHG reductions when adopting post-2020 regulations to reduce GHG emissions.

ARB is required to develop a Scoping Plan pursuant to AB 32, and to update the Scoping Plan at least every five years. The initial AB 32 Scoping Plan was approved in 2008. Based on a sector-by-sector approach, the initial (2008) Scoping Plan was the first economy-wide climate change plan that pioneered the concept of a market-based program supplemented with complementary measures. Built upon the paradigm for climate mitigation and management strategies from the initial Scoping Plan, the First Update to the Climate Change Scoping Plan approved in May 2014 set the groundwork to reach the State's long-term climate goals as set forth in Executive Orders S-3-05 and B-16-2012. This First Update to the Climate Change Scoping Plan highlighted the State's progress towards meeting the near-term 2020 GHG emission reduction goals as defined in the initial Scoping Plan. ARB's current effort on the Scoping Plan is to reflect SB 32's 2030 target (at least 40 percent below 1990 levels by 2030).

## **OVERVIEW OF THE 2017 CLIMATE CHANGE SCOPING PLAN**

On January 20, 2017, the California Air Resources Board (ARB) released the first draft of the Proposed 2030 Target Scoping Plan Update (Draft Scoping Plan). The Scoping Plan is a roadmap that lays out vision, goals, and strategies that the State will take to continue working towards achieving the State's short and long-term GHG reduction goals. The 2030 Target Scoping Plan is expected to shape climate change-related priorities and funding opportunities for the next few years. More importantly, the update will help provide a path forward towards a vision for a more sustainable California in 2050 (80 percent below 1990 levels by 2050).

The Draft Scoping Plan includes sector-based measures to help maximize GHG reductions across all areas. This sector-based approach to climate strategies is consistent with the sector-focused public workshops that ARB has held to inform the 2030 Target Scoping Plan development. It also helps maximize synergies among the sectors and realize co-benefits. The Draft Scoping Plan includes six (6) key sectors: (1) energy; (2) industry; (3) transportation sustainability (including land use vision and vibrant communities and landscapes); (4) natural and working lands (including agricultural lands); (5) waste management; and (6) water (e.g., the fossil fueled-based energy that is used to pump, treat, heat, and/or convey water).

The ARB Board-approved 2020 GHG emissions limit is 431 million metric tons of carbon dioxide equivalent (MMT $\text{CO}_2\text{e}$ ). This is an aggregated and statewide GHG emission limit, rather than sector- or facility-specific. The 2030 GHG emissions limit is 40 percent below 431 MMT $\text{CO}_2\text{e}$  or 260 MMT $\text{CO}_2\text{e}$ . Achieving the 2030 limit will require more aggressive statewide GHG reductions at an accelerated annual pace.

To meet GHG emissions trajectories, various strategies are discussed in the Draft Scoping Plan which includes the continuation or updates to policies, strategies, and programs that were established in prior Scoping Plans to reach the 2020 GHG emissions limit, and includes policies that are known commitments. Examples of policies, strategies, and programs include SB 375 GHG targets and land use policies; Mobile

Source Strategy; Cap-and-Trade Program; Low Carbon Fuel Standard; Renewable Portfolio Standard; Advanced Clean Cars Program; ZEV Program; Sustainable Freight Strategy; and Short-lived Climate Pollutant Strategy. According to ARB, even with the known commitments, the State is falling short of the 2030 target. Hence, new measures to further reduce GHG emissions are needed to help fill the gap.

## Key Revisions from the January 2017 Draft

This Revised Draft Scoping Plan released on October 27, 2017 includes the following changes since the January 2017 Draft:

- Summary of new legislation
  - Particularly the companion bills of the Cap-and-Trade legislation: AB 398 and AB 617 (discussed at October 12, 2017 workshop)
  - AB 398 provides direction on a post-2020 Cap-and-Trade Program and the recent Scoping Plan Update.
  - AB 617 focuses on reducing exposure to criteria and toxic pollutants in California's most burdened communities through, e.g., expanding community level air monitoring; local air district developed-community emissions reductions plans; and expediting equipment retrofitting at large industrial sources.
- Framing for the path forward beyond 2030
  - Two potential paths are outlined: the first is making consistent progress between 2020 and 2050; and another is begin with the 2030 target and then makes progress toward the 2015 level (i.e., 80% below the 1990 level).
- Updates to the Scoping Plan Scenario to reflect AB 398, in particular the role of the Cap-and-Trade Program (Discussed at October 12, 2017 workshop)
  - The comprehensive analysis of all five scenarios indicate that the Scoping Plan Scenario (2030 GHG Target including continuing the Cap and-Trade Program) is the best choice to achieve State's climate and clean air goals.
  - The Scoping Plan Scenario was modified from the January 2017 Draft to reflect AB 398, including removal of the 20 percent refinery measure.
- Updates to the emissions modeling to reflect the updated Scoping Plan Scenario (Discussed at October 12, 2017 workshop and updated since the workshop)
  - In addition to removing the refinery measure, the electricity sector updates also reflect the Renewable Portfolio Standards (RPS) compliance.
- Estimates of public health and related economic benefits (Discussed at March 28, 2017 workshop)
  - Including public health benefits (i.e., avoided premature mortality/hospitalizations/ER visits) and monetization of those benefits from changes in emissions of diesel particulate matter and NOx.
- Minor updates to AB 197 analyses (Discussed at October 12, 2017 workshop)
- Deferment of extensive discussion and AB 197 analyses on alternative scenarios to an appendix—similar to past Scoping Plans

- AB 197 (E. Garcia, Chapter 250, Statutes of 2016) requires the following for each potential reduction measure evaluated in any Scoping Plan update:
  - o The range of projected GHG emissions reductions that result from the measure.
  - o The range of projected air pollution reductions that result from the measure.
  - o The cost-effectiveness, including avoided social costs, of the measure.
- Updates to reflect current status of the Federal Clean Power Plan
  - Although the federal Clean Power Plan is being challenged in legal and administrative processes, its requirements reflect U.S. EPA's statutory obligation to regulate greenhouse gases from the power sector. Thus it, and other federal programs, are a key consideration for Scoping Plan development.
- Uncertainty discussion for the Scoping Plan Scenario
  - Each of the assumptions used in the emission modeling of the Scoping Plan Scenario has some uncertainty, which is also reflected in the results. Thus, while the results presented in the Scoping Plan may seem precise due to the need for precision in model inputs, these results are estimates, and the use of ranges in some of the results is meant to capture that uncertainty.
- SB 375 Target Update (Discussed at October 12, 2017 workshop)
  - It should be noted that there is a *separate* process for ARB to set the regional GHG target as discussed in the SCAG staff recommendation to the Regional Council on November 2, 2017.
  - Including on-going and proposed measures as related to Vibrant Communities and Landscape/VMT reduction goals, vehicle technology and clean fuels.
  - Acknowledging the gap between what the SB 375 targets can provide and what is needed to meet the state's 2030 and 2050 goals needs to be addressed through additional State-level VMT reduction measures such as those outlined in Appendix C. Those additional measures should be developed through a transparent and inclusive interagency policy development process to evaluate and identify implementation pathways for additional policies to reduce VMT and promote sustainable communities.
- Numerical target for avoided emissions from the natural working lands sector (Discussed at October 12 and 13, 2017 workshop)
  - Including objectives of net zero or negative GHG emissions and to minimize, where appropriate, net GHG and black carbon emissions
  - Including preliminary intervention-based goal for sequestering and avoiding emissions by at least 15-20 MMT CO<sub>2e</sub> by 2030 through existing pathways and new incentives

## Recommended Local Plan-Level GHG Emissions Reduction Goals

The Revised Draft Scoping Plan includes recommended statewide GHG emissions reduction targets of no more than six (6) metric tons CO<sub>2e</sub> per capita by 2030 and no more than two (2) metric tons CO<sub>2e</sub> per capita by 2050. These targets are intended to achieve the 2030 statewide target under SB 32 (40% below 1990 level) and the 2050 statewide goal (80% below the 1990 level). Those limits are also consistent with the Paris Agreement which sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to below 2<sup>0</sup>C.

Local governments are uniquely positioned to influence the future of the built environment and its associated GHG emissions. For example, land use decisions affect GHG emissions associated with transportation, water use, energy consumption, conversion of natural and working lands, among others. ARB recommends that local governments evaluate and adopt robust and quantitative locally-appropriate goals that align with the statewide per capita targets and the State's sustainable development objectives and develop plans to achieve the local goals. Local governments can start by developing a community-wide GHG emissions target consistent with the accepted protocols as outlines in OPR's General Plan Guidelines Chapter 8: Climate Change. Sufficiently detailed and adequately supported GHG reduction plans (e.g., Climate Action Plans) could also provide local governments with a valuable tool for streamlining project-level GHG analysis.

Finally, staff provided a briefing to the Technical Working Group (TWG) on the Revised Draft Scoping Plan at its November 16, 2017 meeting. Staff will continue to keep the TWG, Policy Committees and Regional Council informed on Scoping Plan-related development.

**NEXT STEP:**

The 2017 Climate Change Scoping Plan is scheduled for ARB Board consideration at its December 14-15, 2017 meeting in Sacramento. For more information on the Scoping Plan Update, please visit:

<https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT:**

None