



CEAC Transportation Policy Committee

125th Annual Meeting

Wednesday, December 4, 2019 | 1:00 pm - 2:30 pm

Hilton San Francisco Union Square

333 O'Farrell St, San Francisco

Ballroom Level, Yosemite A&B Room

AGENDA

Chair, Patty Romo, Riverside County
Vice Chair, David Fleisch Ventura County
Vice Chair, Stephen Kowalewski, Contra Costa County
Vice Chair, Najee Zarif, San Joaquin County

- 1:00 pm I. **Welcome, Self- Introductions, and Opening Remarks**
Chair, Patty Romo, Riverside County
- 1:10 pm II. **Caltrans Update**
Mark Samuelson, Assistant Division Chief of Local Assistance
- 1:20 pm III. **Legislative and Administrative Update**
 - Governor's Climate Change Executive Order
 - SB 1 Implementation Updates
 - Transportation Development Act Update*Chris Lee, CSAC Legislative Representative*
Marina Espinoza, CSAC Legislative Analyst
Attachment One: Executive Order N-19-19
- 1:35 pm IV. **City and County Pavement Improvement Center Update**
Matt Tuggle, Solano County
- 1:45 pm V. **Local Road Safety Plans – HSIP Requirements for 2021**
Tom Mattson, Humboldt County
Attachment Two: Local Road Safety Plan Template
- 1:50 pm VI. **Zero Traffic Fatalities Task Force Update**
Kate Breen, Director of Government Affairs, SFMTA
Attachment Three: AB 2363 (Friedman, 2018)
- 2:10 pm VII. **Committee Updates**
 - Active Transportation Program-Technical Advisory Committee (ATP-TAC)
 - California Traffic Control Devices Committee (CTCDC)
 - California Uniform Construction Cost Accounting Commission (CUCCAC)
 - Highway Bridge Program Committee (HBP)
 - Highway Safety Improvement Program (HSIP)
 - Transportation Cooperative Committee (TCC)
 - Local Streets and Roads Needs Assessment Oversight Committee (LSRNA)
 - Others
- 2:25 pm VIII. **Future Agenda Items**
- 2:30 pm IX. **Other Items & Adjournment**

ATTACHMENTS

Attachment One..... Executive Order N-19-19

Attachment Two..... Local Road Safety Plan Template

Attachment Three..... AB 2363 (Friedman, 2018)

Attachment One
Executive Order N-19-19

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

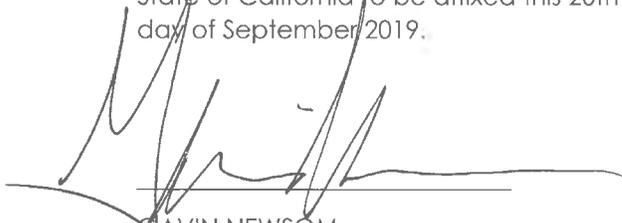
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
 - a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
 - a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

Attachment Two
Local Road Safety Plan Template

Local Road Safety Plan Template

Feel free to use this Word document to create your safety plan planning document. Delete any instructions and examples, and then start writing!

INTRODUCTION

Briefly describe your County's commitment to transportation safety through this planning process and the drafting of this document. An introduction can be one or more paragraphs, and can be as general or specific as you'd like. It serves two purposes: it gives readers an idea of what the rest of the plan will say; and it provides a reason to keep reading. For example, you should include a description of the document; define the central concept—transportation safety; and perhaps provide some statistics that you'd like to change enough to take on this planning process.

For example, you might say, "The County is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on our transportation systems. This plan tells the story of transportation safety needs and strategies for our County. Implementation of the plan will improve transportation safety for the county, its people, and its visitors. As part of an ongoing effort to make safety improvements, the Local Road Safety Plan was developed with input from several safety partners. In the past 5 years, *(state some statistic that you want to improve)*. The County is targeting *(cite a goal that will improve this statistic)* over the next 5 years."

VISION & GOALS

Generate interest in the planning process by drafting a vision statement. It can be a team effort. A vision statement is an idealized description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan.

The best vision statements describe the desired long term, big picture outcomes that are five to ten years away. Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it. If you are having trouble coming up with your summarizing phrase, try adding **after** you've written the rest of the vision statement.

Here are examples of a vision statement:

- To advance road safety in our County by reducing fatal and serious injuries and improving peoples lives.
- Create a County Culture inside and out that promotes and implements Toward Zero Deaths strategies.

Here are examples of goals to support the vision:

- Reduce the number of fatal crashes to Zero by 2030.
- Reduce the number of severe Run off the Road crashes by 50% by 2025.
- Implement proven safety solutions systemically to reduce fatal and severe crashes.
- Increase seat belt usage by 20% for teenage drivers.

SAFETY PARTNERS

Select and identify partners that will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. For example, County Sherriff's Department, local school, County Public Health Department, community groups, local medical professionals, etc.

List of partners here.

PROCESS

Describe the process you used to develop the plan. This would include identification of team members, public outreach efforts, partner involvement, the timeline, etc.

EXISTING EFFORTS

Describe your efforts, activities, programs, and policies that were already in place or in development to address transportation safety and perhaps led to this planning effort. Identify those that are being evaluated, and those that are beneficial and will continue to be implemented for the foreseeable future.

DATA SUMMARY

Use the best available safety data. The best available data may be anything from police crash reports or database to your maintenance logs, to traffic violations, to a public involvement process depending on what is available for your County. Many transportation safety plans will include Data Improvement as an emphasis area.

Note any trends shown by the available safety data and additional questions prompted by the data. Data Analysis involves looking for patterns in crash type, driver factors, roadway features, vehicle factors, or environmental condition.

EMPHASIS AREAS

Many plans will include multiple emphasis areas. Emphasis areas may include three parts: a description, a goal, and strategies. Emphasis areas should describe the issue where there is opportunity to improve. Emphasis area descriptions should also explain what information led to the identification of the issue. Strategies should describe the activities that will have an impact on the issue.

Examples of emphasis area that might fit your situation are lane departure crashes, crashes on curves, impaired driving crashes, pedestrian safety, intersection crashes, younger drivers, data management, or night time crashes.

Description of Emphasis Area 1: (What is the problem? Why is this emphasis area strategic?)

- Describe the emphasis area so that an outside reader could understand why emphasis is being placed on this category of incidents.
- Provide a detailed description of exactly what types of incidents the emphasis area covers.
- Provide any additional data that is specific to this subset of crashes.

Goal for Emphasis Area 1:

- Goals provide a short-term measure that can be accomplished.
- Goals enable you to measure success and determine the appropriate time to revise the plan.

Strategies for Emphasis Area 1:

- How will the emphasis area be addressed?
- Strategies should be implementable and should address the emphasis area.
- Who will lead implementation?

Keep this at a high level, individual action plans can be developed for each strategy later. The action plans for each strategy can detail each step that needs to be accomplished to complete the task. Assign a champion to take the lead on implementation of each high-level strategy. You may also want to consider developing a funding plan to help you implement your Local Road Safety Plan. This could include seeking Federal Highway Safety Improvement Program funds through your State DOT or using/redistributing your current funding for projects and maintenance. It's important that your Local Road Safety Plan is not based on funding but on strategically addressing your transportation safety.

Develop your Emphasis Areas Here.

Emphasis area title: _____

Description: _____

Goal: _____

Strategies:

- _____ (Strategy Champion: _____)
- _____ (Strategy Champion: _____)

Potential Funding Sources: _____

EVALUATION & IMPLEMENTATION

Describe the process that will be used to evaluate the success of the plan, ensure implementation, and determine when an update is needed.

- How often will the goals be evaluated to measure success?
- When should revision of the plan be considered? (Living Document, every 2 years, etc.)
- Will a committee be formed to meet periodically to oversee implementation?
- Will the County hold any departments accountable for progress on the plan goals?
- Is further involvement needed from safety partners from entities outside the County?

Attachment Three
AB 2363 (Friedman, 2018)

Assembly Bill No. 2363

CHAPTER 650

An act to add and repeal Chapter 8 (commencing with Section 3095) of Division 2 of the Vehicle Code, relating to traffic safety.

[Approved by Governor September 21, 2018. Filed with
Secretary of State September 21, 2018.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2363, Friedman. Zero Traffic Fatalities Task Force.

Existing law requires the Department of Transportation to include in the California Manual on Uniform Traffic Control Devices a requirement that the department and local authorities, when setting speed limits, round speed limits to the nearest 5 miles per hour of the 85th percentile speed of traffic as determined by an engineering and traffic survey. Existing law authorizes the department or a local authority to round the speed limit down to the lower 5 miles per hour increment in instances when the speed limit should be rounded up, but prohibits that speed limit from being further reduced for any reason.

This bill would require the Secretary of Transportation, on or before July 1, 2019, to establish and convene the Zero Traffic Fatalities Task Force, which shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, the Department of Transportation, the State Department of Public Health, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy organizations, and labor organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. The bill would require the Secretary of Transportation to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2020. The bill would require the report to include a detailed analysis of specified issues, including the existing process for establishing speed limits and a recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered. The provisions of the bill would be repealed on January 1, 2023.

The people of the State of California do enact as follows:

SECTION 1. Chapter 8 (commencing with Section 3095) is added to Division 2 of the Vehicle Code, to read:

CHAPTER 8. ZERO TRAFFIC FATALITIES TASK FORCE

3095. (a) On or before July 1, 2019, the Secretary of Transportation shall establish and convene the Zero Traffic Fatalities Task Force.

(b) The task force shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, the Department of Transportation, the State Department of Public Health, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy organizations, and labor organizations.

(c) The task force shall develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero.

3096. (a) The Secretary of Transportation shall prepare and submit a report of findings based on the Zero Traffic Fatalities Task Force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2020.

(b) The report shall include, but is not limited to, a detailed analysis of the following issues:

(1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.

(2) Existing policies on how to reduce speeds on local streets and roads.

(3) A recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.

(4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.

(5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.

(6) Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.

(7) Usage of the 85th percentile in urban and rural settings.

(8) How local bicycle and pedestrian plans affect the 85th percentile.

3097. This chapter shall remain in effect only until January 1, 2023, and as of that date is repealed.