



SACOG Board of Directors

Item #17-3-9
Information

March 9, 2017

State Climate Adaptation Policy Briefing

Issue: The state of California has passed legislation and created policies focused on climate adaptation, staff will brief the committee on these policies and how they impact SACOG.

Recommendation: None, this item is for information only.

Discussion: Extreme weather events can have major impacts on transportation infrastructure and the larger transportation system. With the aging of the region's infrastructure, the need for system expansion, and increased use of the system the impacts from extreme heat, increased precipitation and runoff, wildfires, landslides, and drought can be costly. Steps at the state and regional level have been taken to prepare for climate related risks to public health and safety, the economy, and future development.

The three main actions from the state related to climate adaptation are: Executive Order S-13-08, Executive Order B-30-15, and Senate Bill 379. The attached document outlines these actions.

SACOG staff created and the Board adopted a regional transportation infrastructure vulnerability assessment and climate adaptation plan. The plan highlights the various risks to our region, and outlines ways to address the risks via planning, designing, and operating the system. The plan had four policies:

1. Conduct outreach to identify critical assets in the region,
2. To conduct an asset level vulnerability assessment,
3. Create policies related to adaptation in the transportation sector for inclusion in regional funding,
4. Monitor climate related activities as part of on-going SACOG work.

These were included in the update of the Metropolitan Transportation Plan through the following policies:

- *Policy 9.5:* conduct a climate vulnerability assessment and implement the climate adaptation plan.
- *Policy 10.8:* keep the regional transportation system current with findings from climate adaptation study in order to reduce costs of repair from climate related events.
- *Policy 31.2:* determine how criticality and vulnerability of regional transportation infrastructure should be addressed in biennial funding round.

In order to implement these policies, and address the needs outlined in state actions, SACOG is planning to initiate a project with the following tasks:

- Complete an asset level vulnerability assessment,
- Identify different adaptation strategies,
- Calculate life-cycle costs for strategies,
- Create a framework/guidance document for addressing adaptation in transportation projects,
- Conduct a full pilot assessment on 1-2 vulnerable projects, and
- Incorporate framework and findings into funding round.

Another focus of adapting to extreme weather events, and highlighted in state policy, is the protection of people and property during an event. Coordination between different agencies before an event occurs can be crucial to an efficient response. Based on conversation at the February Board meeting, staff is exploring different ways to assist in the efficient coordination of disaster response. One such way may be the update of the ITS Master Plan, which could utilize the findings from climate vulnerability and criticality assessments to develop action elements that can be implemented in advance of extreme events, thus eliminating the need for an episodic reaction. Staff from the Climate and Energy Team will work closely with the ITS Team to coordinate efforts on responding to extreme weather related events.

Approved by:

Kirk E. Trost
Interim Chief Executive Officer

MM:RP:ts
Attachment

Key Staff: Kacey Lizon, Planning Manager, (916) 340-6265
Raef Porter, Senior Analyst, (916) 340-6261

EXECUTIVE ORDER S-13-08

Approved and signed by Governor Schwarzenegger in November 2008, this executive order requires the California Natural Resources Agency to develop a state Climate Adaptation Strategy in coordination with local, regional, state and federal public and private entities. Key sectors include:

- Coastal
- Land use and built environment
- Oceans
- Transportation
- Water resources

Safeguarding California

Safeguarding California is the strategy that organizes state government climate change adaptation activities. In 2014, the Natural Resources Agency rebranded the first update of the 2009 strategy as Safeguarding California: Reducing Climate Risk, also known as the Safeguarding California Plan. In 2016, the Natural Resources Agency released Safeguarding California: Implementation Action Plans in accordance with Executive Order B-30-15.

The Natural Resources Agency is preparing a 2017 update to the Safeguarding California Plan. A draft of the plan for public comment will be released in February 2017.

SECTOR STRATEGIES

Land Use and Community Development

1. Model new innovative governance structures and public engagement strategies to partner with communities to enhance resilience, focusing on building equity and addressing vulnerable populations,
2. Provide technical support and capacity building to implement climate adaptation initiatives for local and regional governments and communities,
3. Develop and coordinate land use and planning guidance that fosters stronger communities and reduces hazard exposure in ways that leverage state capacity to incentivize best practices,
4. Integrate economic development initiatives with programs designed to bolster resilience,
5. Make resilience a key element of state housing policies and programs,
6. Ensure a coordinated and robust strategy is implemented across state and local governments to address environmental justice issues and the state's most vulnerable populations,
7. Link development of adequate and affordable housing stock, strong and empowered communities, and anti-displacement strategies to bolster grassroots resilience.

Specific Actions: Track general plan updates associated with housing element updates. Various mandates to update general plan are tied to the housing element law schedule. For example, the land use element must be updated for disadvantaged communities. Other topics include flood and fire. The

5th cycle updates of the housing element are approaching completion which means so should the other general plan amendments.

Transportation

1. Understand climate trends that impact transportation,
2. Upon completion of vulnerability assessments, prepare adaptation plans to address identified vulnerabilities,
3. Inform the transportation decision making processes,
4. Improve transportation system resiliency,
5. Maintain and enhance information sharing and education.

Specific Actions: Enhance emergency preparedness during extreme weather events. Conduct long-term life-cycle cost-benefit analysis in project selection, including anticipated climate impacts and accounting for ecosystem service and habitat benefits provided by natural solutions. Scale vulnerability/criticality factors into statewide scoring for project level applications and prioritize funding accordingly.

EXECUTIVE ORDER B-30-15

The executive order addresses the need for climate adaptation and directs state government to:

1. Incorporate climate change impacts into the state's Five-Year Infrastructure Plan;
2. Update the Safeguarding California Plan - the state climate adaptation strategy - to identify how climate change will affect California infrastructure and industry and what actions the state can take to reduce the risks posed by climate change;
3. Factor climate change into state agencies' planning and investment decisions; and
4. Implement measures under existing agency and departmental authority to reduce greenhouse gas emissions.

SENATE BILL 379

Signed by Governor Brown in 2015, SB 379 requires local jurisdictions to address climate adaptation and resiliency strategies in their local hazard mitigation plans or in the safety element of their general plans beginning in 2017 and no later than 2022.

In addition to other measures, the plan must: have feasible methods to avoid or minimize climate change impacts associated with new uses of land, locate essential public facilities outside of at-risk areas, provide adequate and feasible infrastructure in an at-risk areas (redundancy), and identification of natural infrastructure that may be used in adaptation projects.