



Technical Working Group

November 16, 2017

10:00 a.m. – 12:00 p.m.

SCAG Downtown Office – Board Room

818 West 7th Street, 12th Floor

Los Angeles 90017

(How to Participate in Meeting on Next Page)

AGENDA

Receive and File

October 19, 2017 TWG Meeting Summary

Status Update on Implementation of 2016 SCAQMD Plan

Information Items

- | | | |
|--|-----------------|------------|
| 1. Update on Regional Safety Target Setting | C. Aguirre | Attachment |
| 2. ARB 2017 Climate Change Scoping Plan Update | P. Chang | |
| 3. ARB SB 375 Target Update | F. Wen/P. Chang | |
| 4. Future Communities Framework | M. Jones | Attachment |



How to Participate

In Person

SCAG Downtown Office Board Room

818 W. 7th Street, 12th Floor
Los Angeles 90017
213-236-1800

Videoconference

Orange County

OCTA Building
600 South Main Street, Suite 1233
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Riverside County

3403 10th Street, Suite 805
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Imperial County

1405 N. Imperial Avenue, Suite 1
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San Bernardino County

1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
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Ventura County

950 County Square Drive, Suite 101
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Web Meeting

<http://scag.adobeconnect.com/twg91814/>

Teleconference Number: 1-800-832-0736

Meeting Room# 7334636

Teleconference

Number: 1-800-832-0736 – Participant Code: 7334636



Technical Working Group

Receive and File 1



Technical Working Group

October 19, 2017

Meeting Summary

The following is a summary of discussions at the Technical Working Group on October 19, 2017.

Information Items

1. 2019 FTIP and 2016 RTP/SCS Amendment #3

Pablo Gutierrez, SCAG staff, reviewed with the TWG the schedule and elements of the 2019 FTIP and 2016 RTP/SCS Amendment #3.

2. SB 2: Local Zoning Best Practices for Shelter and Transitional and Supportive Housing

David Howden reviewed with the working group the local zoning best practices for shelter and supportive housing. Mr. Howden reviewed the history and issues related to SB 2 and the development of homeless shelters and housing. Compliance to SB 2 was reviewed as well as statutes and guidelines. Working group members were encouraged to review the SB 2 Best Practices Guidelines provided as part of the agenda packet and provided online.

3. 5th Cycle RHNA Methodology

Ma'Ayn Johnson reviewed with the working group the methodology for the upcoming 5th Cycle Regional Housing Needs Assessment noting the purpose and goal is to increase housing supply and the mix of housing types, tenure and affordability in an equitable manner. Also to promote infill development, socioeconomic equity and encourage efficient development patterns.

4. SB 35: Housing Development Streamlining

Ma'Ayn Johnson reviewed with the working group SB 35: Housing Development Streamlining. Ms. Johnson reviewed the process and guidelines under which specific projects qualify for streamlining under SB 35.

5. Regional Safety Target Setting

Courtney Aguirre reviewed with the working group the regional safety target setting and noted the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the State Department of Transportation to work with Metropolitan Planning Organizations (MPO) to assess five transportation fatality and serious injury metrics and establish targets for reducing the number of transportation fatalities and serious injuries. The safety performance measures include, number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. It was noted MPOs are required to establish safety targets by February 27, 2018.

6. SB 375 Target Update

Ping Chang updated the working group on SB 375 and the anticipated target setting.



Technical Working Group

Receive and File 2

DATE: November 2, 2017

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

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: Status Update on Implementation of 2016 South Coast Air Quality Management Plan (AQMP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

Since the July 6, 2017 Receive & File staff report to RC/CEHD/EEC/TC, the South Coast Air Quality Management District (SCAQMD) staff has been continuing implementation of the 2016 South Coast AQMP by holding two sets of meetings of the Facility-Based Mobile Source Measure Working Groups and the first meeting of the 2016 AQMP Funding Working Group respectively. This staff report presents highlights of the working group meetings

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:

Meetings of Facility-Based Mobile Source Measures (FBMSM) Working Groups

The Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based mobile source measures seeking emission reductions from new development and redevelopment projects, marine ports, railyards, warehouses, and commercial airports. The SCAQMD Governing Board and the ARB Board also have given additional directions to their respective staff regarding commercial airports and large freight facilities at their respective adoptions of the 2016 AQMP.

To implement the 2016 AQMP and the Boards' directions, the SCAQMD staff held an introductory working group meeting on May 8, 2017 laying out and seeking stakeholder input on a working group process. Based on the feedback received, the SCAQMD staff formed five FBMSM working groups, one for each of the five measures, with joint meetings on common topics. Subsequently, the SCAQMD staff held the first meetings of the five working groups in late May and early June 2017 presenting a similar proposed FBMSM development framework. As part of the meetings, roundtable discussions were held to seek stakeholder input on potential refinements to the framework.



REPORT

As a follow-up to the first individual working group meetings, a joint second meeting was held on July 27, 2017 to focus on a common critical topic: How can emission reductions from the facility-based mobile source measures be taken credit for the State Implementation Plan (SIP) purposes especially if such measures are voluntary or incentives based? Based on various U.S. Environmental Protection Agency (EPA) guidance documents, a measure needs to pass the following EPA's four integrity elements test to be SIP creditable:

- Permanent (e.g., reductions must continue through attainment dates)
- Enforceable (e.g., EPA has the ability to apply penalties and secure corrective action)
- Quantifiable (e.g., reductions must be calculated by reliable and replicable means)
- Surplus (e.g., emission reduction must not otherwise be required or assumed by an adopted SIP measure)

At the meeting, SCAQMD staff provided examples of potentially SIP creditable measures by each of the five categories and how these measures demonstrate the four integrity elements. SCAQMD staff also presented an update on the FBMSM Framework based on comments received as well as a new website dedicated to the facility-based mobile source measures.

On October 4, 2017, a third individual working group meeting was held for each of the five FBMSB Working Groups except the marine ports. At these meetings, SCAQMD staff described the respective assumptions and results of the base year and future baseline emissions inventory in the 2016 AQMP. SCAQMD staff presented some potential emission reduction opportunities and sought stakeholder input on additional potential emission reduction opportunities by the respective major sources of emissions. Additional needed information on emissions inventory also have been identified for the respective major sources of emissions.

As next steps, SCAQMD staff will work with stakeholders to obtain the needed detailed emissions information, identify specific voluntary emission reduction commitments, continue to evaluate emissions inventory, evaluate climate action plans, and develop voluntary and regulatory concepts. A progress report on the FBMSM Working Group process is scheduled to be present to the SCAQMD's Mobile Source Committee in March 2018. For additional information, visit <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures>.

Under a separate effort and in response to the ARB Board Direction, ARB staff has held two public workshops and four community meetings to discuss and seek stakeholder input on concepts for minimizing community health impacts from large freight facilities including seaports, railyards, and warehouses/distribution centers. The two workshops, one in Los Angeles on August 29 and the other in Sacramento on September 6, followed the same format and presented the same presentational materials. The four community meetings were held in September and each included multiple breakout sessions where participants gathered in small groups to discuss their views and raise questions with ARB staff. Two of the community meetings were held in the SCAG region: one in City of Long Beach while the other in City of Fontana. ARB staff is scheduled to present concepts to the ARB Board in March 2018. For additional information, visit <https://www.arb.ca.gov/gmp/sfti/freightfacility.htm>.

First Meeting of 2016 AQMP Funding Working Group

As part of the 2016 AQMP development process, a Draft Financial Incentives Funding Action Plan has been prepared to help identify new revenue sources that the SCAQMD could pursue for incentive funding programs to help accelerate the turnover of existing vehicles and equipment to zero and near-zero emission technologies and help the region meet federal air quality standards. At its March 2017 meeting, the SCAQMD Governing Board approved the schedule of activities included in the Draft Funding Action Plan. The Draft Action Plan can be downloaded from <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/draftfinancialincentivefunddec2016.pdf?sfvrsn=6>.

On August 18, 2017, the SCAQMD staff kicked off the first 2016 AQMP Funding Working Group meeting. At the meeting, SCAQMD staff discussed the mission, goals, and membership of the Funding Working Group, presented the 2016 AQMP funding needs and the Draft Financial Incentives Funding Action Plan. The SCAQMD staff also provided an update on state and federal actions. Finally, the SCAQMD staff held discussion to seek stakeholder suggestions for outreach and initial funding ideas and strategies. For additional information, visit <http://www.aqmd.gov/home/about/groups-committees/aqmp-advisory-group/2016-aqmp-funding-working-group>.

SCAG Staff Participation

Several SCAG staff from the relevant subject areas have participated in these working group meetings, reviewed meeting materials, and provided input within their respective areas. SCAG staff will continue to actively participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY17-18 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

None



Technical Working Group

Agenda Item 1

Transportation Safety Regional Targets Technical Working Group

November 16, 2017



Safety Performance Management 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

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

Safety Target 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**

Safety Target 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)

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)

Stakeholder Feedback

- Support for aspirational or vision-based target setting
- Support for evidence-based targets that support a vision-based overarching target
- **Support for the state's targets (Towards Zero Deaths or vision-based)**

Target Setting Evaluation: External Factors

- State of the economy can have a dramatic impact
- Continued population growth
- Changing demographics (e.g., older adults, Millennials)
- Change in the mode mix on roadways
- Effect **of the region's active transportation** initiatives
- Availability of funding
- Capacity of MPO to motivate reductions compared to implementing agencies (e.g., county transportation commissions and local jurisdictions)

Regional Targets - Forecasts

- A simple trend line based on data from 2001-2016 data
- A simple trend line projection based on 5-year rolling averages from 2005 to 2016
- The average percentage decline from 2001 to 2016 (for annual and 5-year rolling averages)
- **Applying the state's methodology to the region**

Regional Targets - Forecasts

Forecasted Reductions

Measure	Baseline 5-Year Rolling Average	2001-2016 Linear Trend Projection Annual Numbers (Not 5-Year Rolling)		2005-2016 5-Year Rolling Average Linear Trend Projection		State Methodology Applied (5-Year Rolling Average)
	2016	Average Annual % Change (Past 16 Years of Data)	2018 Prediction	Average Annual % Change (Past 16 Years of Data)	2018 Prediction	2018 Prediction
Number of Fatalities	1403	-0.04%	1213	-1.97%	1121	1601
Rate of Fatalities per 100M VMT	0.88	-0.99%	0.73	-2.50%	0.70	0.97
Number of Serious Injuries	5044	0.12%	4612	-1.35%	4358	5752
Rate of Serious Injuries per 100M	3.162	-0.83%	2.79	-1.87%	2.72	3.5
Total Number of Nonmotorized	2046.4	8%	1995.8	-0.30%	1849.9	2068

* In all cases, referring to victims, not collisions

Regional Targets - Recommendation

- Options:
 - Support state targets
 - Establish numerical targets specific to SCAG
 - Or a combination
- Recommendations:
 - Support state targets
 - Adopt numerical targets consistent with the state methodology

Next Steps

- December: TC recommends adoption of regional targets
- February: RC adopts regional targets
- February onwards: Work with stakeholders to develop regional safety plan for 2020 RTP/SCS
- February 2019, 2020, etc. – monitor progress and set updated targets each year

Thank You

Further Questions? Please contact:
Courtney Aguirre, aguirre@scag.ca.gov





Technical Working Group

Agenda Item 4

Future Communities Framework

Mike Jones
Senior Regional Planner



Future Communities Framework

Stages of Readiness

Comprehensive and Integrated



Emerging Leaders



Legacy Systems



Committee Discussion Topics

- Open Data vs. Big Data
- Internet of Things
- Data Analytics
- Smart Communities
- SB 272 Enterprise Data Systems
- Developing an Open Data Program
- Social Change Data Commons
- Technology Issues for Local Government
- Data Loss Prevention and Cybersecurity
- South Bay Net Fiber Backbone Network
- Transitioning to a Clean Energy Future

Future Communities Framework

Supporting Outreach

SCAG Internal Evaluation

SCAG IS DOING:

- Strategic Plan coordination
- Department-level meetings
- Peer evaluations

Consultant Roundtable

INDUSTRY WANTS:

- SCAG to act as a data broker
- Raw data to encourage innovative use
- Clear goals & timeline for data release
- Increased availability of SCAG's GIS library through open data portal

Regional Data Survey

JURISDICTIONS WANT:

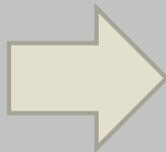
- Access to, sharing of data
- Capacity for analysis
- SCAG to support innovation
- SCAG data – used frequently

Future Communities Framework

Open Data Big
Data Committee



Future
Communities
Framework



Policy Recommendations
High level policies to guide future SCAG work (Why?)

Strategies
Overview of relevant strategies and framework of key opportunities (How?)

Future Communities Initiative
Detail of initial efforts would be included in Framework as work plan (What?)

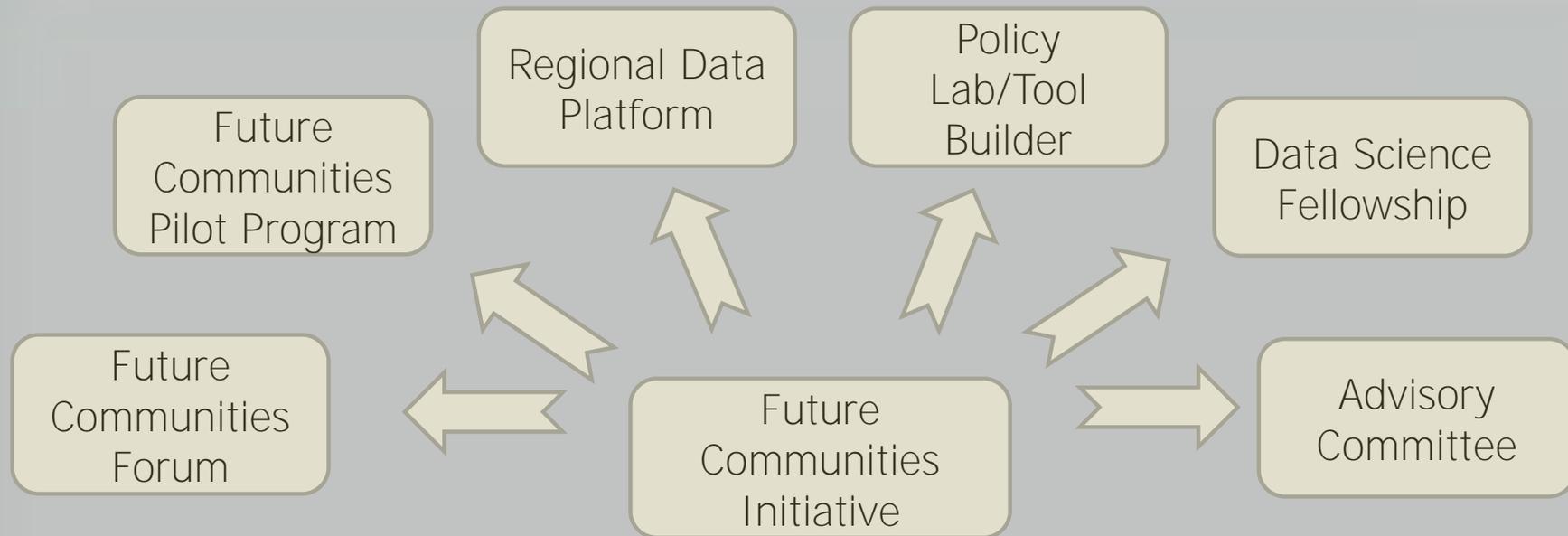
Proposed Policies

- Promote data driven decision making, government transparency, and data as a public engagement tool to accelerate progress toward achieving regional planning goals.
- Increase the availability of civic data and information to reduce costs and increase the efficiency of public services.
- Facilitate regional collaboration to ensure regional and local public data governance structures are in place to protect our data systems and people.
- Champion fairness and social equity in the deployment of new technologies within the region.
- Use data and data tools to increase opportunities for public engagement and advocacy to inform local and regional policy.
- Stimulate a wider conversation among public agencies in our region and among planners across the world on the future of cities.
- Model best practices within SCAG by committing to be a data-driven agency and upgrading administrative and business practices to increase operational efficiencies.

Proposed Strategies

- Provide Guidance: Conduct studies and develop strategies for local cities that outline the steps needed to become smart communities.
- Support Coordination and Standardization: Develop a process for identifying data sets that could benefit from regional standardization and create processes for coordinating data collection.
- Expand Partnerships: Explore opportunities for engagement with supportive initiatives and build partnerships that magnify impact.
- Provide Resources: Pursue resources for planning and implementation of open data, big data, and new technology initiatives.

Future Communities Initiative



Partnership Framework

- SCAG will launch 3-year, \$8 m initiative to advance priority projects
- The initiative will leverage public/private funds, including \$4.5 M in SCAG resources
- Projects will be administered by SCAG leveraging existing relationships and programs with cities/counties