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MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, March 15, 2018
10:00 a.m. – 12:00 p.m.

SCAG OFFICES

900 Wilshire Blvd., 17th Floor
Policy Room B
Los Angeles, CA 90017
(213) 236-1800

**HOW TO PARTICIPATE IN MEETING
ON NEXT PAGE**



How to Participate

In Person

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900 Wilshire Blvd., 17th Floor
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Videoconference

San Bernardino County
1170 West 3rd Street, Suite 140
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Riverside, CA 92501
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950 County Square Drive, Suite 101
Ventura, CA 93003
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Web Meeting

Join from PC, Mac, Linux, iOS or Android:
<https://zoom.us/j/142774637>

Teleconference

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Technical Working Group

March 15, 2018
10:00 a.m. – 12:00 p.m.

SCAG Downtown Office – Policy Room B
900 Wilshire Blvd., 17th Floor
Los Angeles 90017

Agenda

Receive and File

Status Update on Implementation of AB 617 in the South Coast

Attachment

Information Items

- | | | |
|---|---------------------|------------|
| 1. Regional Planning Working Group | Sarah Jepson | |
| 2. Base Year, Horizon Year and Baseline Definition | Naresh Amatya | Attachment |
| 3. 29 th Annual Demographic Workshop
Announcement | John Cho | Attachment |
| 4. Environmental Justice Working Group | Ping Chang/Anita Au | Attachment |
| 5. SB 375 Target Update | Ping Chang | |



Technical Working Group

Receive and File

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

EEC Agenda Item No. 8
February 1, 2018

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rongsheng Luo; Program Manager; (213) 236-1994;
luo@scag.ca.gov



Subject: Status Update on Implementation of AB 617 in the South
Coast Region

RECOMMENDED ACTION:

For Information Only - No Action Required

EXECUTIVE SUMMARY:

Signed into law recently by California Governor Brown, AB 617 is the most significant criteria and toxics air quality legislation passed in California in the last three decades. Dr. Philip Fine, Deputy Executive Officer of South Coast Air Quality Management District (SCAQMD), will present an overview of the AB 617 requirements and a status update on the implementation of AB 617 in the South Coast Region.

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:

Known as the Community Air Protection Program (CAPP), AB 617 was authored by Assembly Member Cristina Garcia and signed into law by Governor Brown on July 26, 2017. AB 617 is a companion bill to AB 398 that extends California's cap-and-trade program for greenhouse gas emissions. The CAPP is designed to provide important new tools to address pollution exposures in California's most heavily impacted communities, disadvantaged communities, and sensitive receptor locations. Specifically, AB 617 requires the California Air Resources Board (ARB) to identify communities with the highest exposure burden and develop a Statewide Monitoring Plan and Statewide Reduction Strategy by October 2018. Rather than relying on greenhouse gas reduction requirements to yield air quality improvements, AB 617 requires that significantly enhanced community-level air monitoring, emissions reporting and mitigation programs be implemented by the ARB and local air districts in California's most impacted communities.

ARB staff has begun the public process, meeting with community and environmental justice organizations, air districts, and additional stakeholders to determine the most appropriate focus of community air monitoring in addition to defining goals and metrics for community level actions in reducing exposure to air pollution. The SCAQMD has been working closely with the ARB to implement AB 617 in the South Coast Air Basin.

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:

SCAQMD PowerPoint Presentation – SCAQMD AB 617 Implementation

SCAQMD AB 617 Implementation

SCAG ENERGY AND ENVIRONMENT COMMITTEE

FEBRUARY 1, 2018

Key Components of AB 617

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Monitoring

- Identification of Communities
- Statewide Monitoring Plan
- District and Community operated networks
- Statewide data display

Community Emission Reduction Plans

- Identification of Communities
- Statewide Strategy
- District Community Emission Reduction Plans
- State and District emission reduction strategies

Best Available Retrofit Control Technology

- Development of Statewide BACT/BARCT Clearinghouse
- Develop mechanisms to input new determinations
- Implement BARCT

Emissions Reporting

- Uniform Statewide Reporting
- Statewide Pollution Mapping Tool

Timing

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Monitoring

- Monitoring Plan by October **2018**
- Deploy networks in identified communities by July **2019**
- updated January every year thereafter

Community Emission Reduction Plans

- Identification of Communities by October **2018**
- Statewide Strategy by October **2018**
- District Community Emission Reduction Plans by October **2019**
- updated every 5 years

Best Available Retrofit Control Technology

- Development of Statewide BACT/BARCT Clearinghouse
- District schedule for BARCT by end of **2018**
- Implement BARCT by end of **2023**

Emissions Reporting

- No timelines in statute, but anticipated actions by **2019**

Key Implementation Issues for SCAQMD

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▶ Funding

- ▶ \$27 million statewide for AB617 Implementation (\$10.7 million for SCAQMD)
- ▶ \$250 million+ statewide for mobile source emission reduction (\$107.5 million for SCAQMD, plus other competitive grant opportunities)

▶ Staffing

- ▶ Community ID process and outreach
- ▶ Monitoring
- ▶ Community Emission Reduction Plans
- ▶ BARCT rules and implementation
- ▶ Emission Inventory, BARCT, and BACT work with CARB

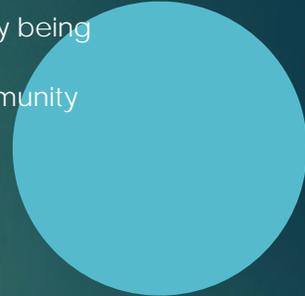
▶ Timing and Deadlines

- ▶ Very challenging in every case

Community Identification

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- ▶ Process and criteria for identifying communities is actively being developed
- ▶ SCAQMD recommended a nomination process for community identification, CARB is working on procedures
 - ▶ CARB would establish overall criteria and process
 - ▶ Air Districts and others can submit nominations
 - ▶ Local outreach and public process by Air Districts
 - ▶ Utilize existing public data sets
 - ▶ CalEnviroScreen (Air pollution-related or other factors?)
 - ▶ Multiple Air Toxics Exposure Studies (MATES)
 - ▶ Criteria pollutant and air toxics emissions reporting
 - ▶ Existing Health Risk Assessments (Mobile and Stationary)
- ▶ Comprehensive list with prioritizations



Monitoring

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- ▶ Development of Statewide Monitoring Plan
 - ▶ Review of current air monitoring technologies
 - ▶ Review of existing community monitoring deployments
 - ▶ Recommendations for additional monitoring
 - ▶ Utilization of low-cost sensor technology
 - ▶ Sensor evaluation (AQ-SPEC)
 - ▶ PM measurements feasible, but does not cover most pollutants of concern
- ▶ Community Air Monitoring
 - ▶ Real-time continuous monitoring preferred when feasible
 - ▶ Community partnerships to conduct monitoring
 - ▶ Use of a statewide data display system to provide monitoring data to public
 - ▶ Leverage state and local resources where possible
 - ▶ Outreach to public needed to ensure proper communication and interpretation of monitoring data
 - ▶ QA/QC of monitored data is critical



Community Emission Reduction Plans

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- ▶ Statewide guidelines to be developed
- ▶ Achieving emissions real and quantifiable emissions reductions in communities
 - ▶ Transparent process to solicit input from communities and facilities is critical to success
 - ▶ Statewide guidance needs to be clear and provide accountability, but allow flexibility to meet individual community needs
 - ▶ Need to quantify expected future emissions and exposure reductions due to existing regulations and programs
 - ▶ Additional quantification of emissions at some facilities needed (fugitive emissions, unpermitted sources, etc.)
 - ▶ Monitoring might uncover previously unidentified emission sources
 - ▶ Identification of emission reduction measures (community-based AQMP)
 - ▶ How are targets and timelines for emissions reductions established?

Best Available Retrofit Control Technology (BARCT)

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- ▶ Each air district develops its own BACT/BARCT determinations
 - ▶ Different air districts set different BARCT levels based on policy considerations, eg. severity of air quality problems, cost-effectiveness, uniqueness of sources, proximity to communities
 - ▶ Database should highlight and acknowledge differences in BARCT determinations across air districts
- ▶ Consolidation of each air district's existing determinations into a central database
 - ▶ CARB's goal is to have the database ready by January 1, 2018
 - ▶ Database should be easy to use, searchable, and downloadable
 - ▶ Include cost-effectiveness thresholds and other factors that were included in analysis
- ▶ Develop a mechanism for future determinations
- ▶ SCAQMD continues with expedited RECLAIM sunset and corresponding BARCT rules

Emissions Reporting

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- ▶ Applicable facilities must report emissions to a statewide, uniform system for criteria and toxics on annual basis
 - ▶ SCAQMD already requires annual reporting for criteria pollutants and a subset of air toxics
 - ▶ No current standardized method of emissions reporting across air districts
 - ▶ Development of a new reporting tool, but use existing tools where possible
 - ▶ Key goal includes avoiding duplicative reporting to CARB and air districts
 - ▶ Emissions data will likely be available through CARB's AB 197 Pollution Mapping Tool
- ▶ Facilities with "elevated" AB 2588 Toxics Hot Spots Act priority scores must report
 - ▶ Methodology to calculate priority scores also vary across air districts
 - ▶ No definition of "elevated"

Current SCAQMD Approach

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- ▶ Close Coordination with CARB
 - ▶ High level meetings and ongoing staff Working Groups for each topic area
 - ▶ Funding, roles, outreach, timing, guidance documents, clearing house, etc.
- ▶ Utilize existing SCAQMD resources and experience to the maximum extent possible
- ▶ Continue to assess expected workload and resource needs
- ▶ Access funding ASAP for timely implementation
- ▶ Early action successes make case for continued funding
- ▶ Governing Board approved 36.5 FTEs and equipment purchases in January
- ▶ Need to begin hiring process and start work immediately



Technical Working Group

Agenda Item 2

Base Year, Baseline, and Horizon Year

In order to analyze existing and future conditions for the purposes of developing and presenting the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG must define years for each of the following three milestone years: Base Year, Baseline, and Horizon Year. SCAG staff proposes using the years indicated below for each of these milestone years for the 2020 RTP/SCS.

Base Year: 2016

A Base Year must be established for the purposes of defining and bench marking the “existing” conditions. The Base Year is dictated by the most complete and current data availability that is closest to the RTP/SCS adoption year in order to accurately represent the existing transportation network, travel conditions, demographics, and land use patterns. Based on such considerations, 2016 appears to be the most logical choice to accept as the Base Year for the 2020 RTP/SCS.

Baseline and Horizon Years: 2045

A Transportation Baseline or “no-build” scenario must be established for the purposes of defining conditions at a future point in time that does not include RTP/SCS planned projects, programs and policies beyond what is already under construction, and/or committed in the FTIP as defined below. The Baseline scenario would utilize the following criteria from the Transportation Conformity guidelines to include transportation projects that would comprise the Baseline transportation network, but no other projects or changes proposed by the 2020 RTP/SCS.

1. All in-place regionally significant highway, active transportation and transit facilities, services and activities;
2. All ongoing travel demand management or transportation system management activities; and
3. Completion of all regionally significant projects, regardless of funding source, which are currently under construction or are undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first year of the previously conforming transportation plan and/or TIP; or have completed the NEPA process.

Similarly, a Horizon Year must be established in the same year as the Baseline for the purposes of defining conditions at that same future point in time if the RTP/SCS were to be implemented.

Federal laws as defined by “Moving Ahead for Progress in the 21st Century” (MAP-21) require that the Horizon Year be no less than twenty (20) years from the effective date of the RTP/SCS. Given the 2020 RTP/SCS’s expected effective year of 2020, this RTP/SCS’s Horizon Year must be 2040 or later. Furthermore, based on past experience, RTP/SCS gets amended a number of times in between the update cycle. So, as an example if last amendment to 2020 RTP/SCS were to occur in 2023, safe horizon year for this amendment would be 2043. Given 2020 RTP/SCS could be amended anytime during the four year update cycle, which would end in 2024, it would make sense to ensure the plan address 20 years out from the date of the last potential amendment. Based on such considerations, staff is proposing 2045 as the Horizon Year for the 2020 RTP/SCS.



Technical Working Group

Agenda Item 3

SAVE THE DATE

29TH ANNUAL DEMOGRAPHIC WORKSHOP

TITLE: *Demographic impact after the recovery: How much and what changes?*

MONDAY, JUNE 11, 2018

8:30 AM – 3:30 PM

University of Southern California

Trojan Grand Ballroom

3607 Trousdale Parkway, Los Angeles CA, 90089

The USC Sol Price School of Public Policy and the Southern California Association of Governments are pleased to invite you to the **29th Annual Demographic Workshop** at the University of Southern California's Trojan Grand Ballroom on Monday, June 11th, 2018.

This year's program, "*Demographic impact after the recovery: How much and what changes?*" provides new insights and research on what has changed during the long recovery since the Great Recession and what lingering effects ought to be considered for the future. Following a check-up on recent migration, fertility, and aging statistics, we will examine whether the recovery in the region may be overheated – and whether to expect winners and losers despite aggregate growth. Next, we will have presentations on housing choices and shortages as Millennials seek greater life stability and Baby Boomers look for their next move. Our last panel will consist of a discussion of the impacts of these demographic shifts on transportation. Following a lunch keynote address, the workshop will break into a series of applied roundtables.



Technical Working Group

Agenda Item 4

Environmental Justice Working Group Proposal (3/12/18)

Background: SCAG's Environmental Justice (EJ) Program has historically been driven by regulatory compliance for the RTP/SCS process that occurs every four years. SCAG staff is proposing to develop a working group to facilitate discussion on EJ topics during the development of RTPs/SCSs as well as before and after the preparation and adoption of the RTPs/SCSs to create an ongoing EJ Program. This enables SCAG to develop continuous conversations on EJ issues that has been requested by many stakeholders during 2012-2035 RTP/SCS and 2016-2040 RTP/SCS outreach efforts. Developing an EJ Working Group will be the start of many efforts in creating an ongoing EJ Program.

Objectives: The purpose of the EJ Working Group is to kick-start SCAG's ongoing EJ Program and facilitate continuous discussions on EJ related areas. The objective of the EJ Working Group is to discuss EJ topics and issues that were expressed during RTP/SCS outreach efforts and current EJ concerns raised by SCAG stakeholders. Some EJ topic discussions include, but are not limited to:

- Introduction and implementation of relevant and recently passed legislation (i.e. SB 1000, AB 617);
- Public health impacts: air quality, access to parks and open space, mortality rates in disadvantaged communities, noise impacts on EJ communities, etc.;
- Impacts of gentrification on low income communities and local businesses;
- Lack of transit access and impacts on EJ communities

Membership: Membership of the EJ Working Group should represent a cross-section of stakeholders in the advocacy community. To ensure that enough members are represented, it is suggested that fifty (50) candidates be invited to join the Working Group. Potential candidates can include, but are not limited to:

- Advocacy Groups: Affordable housing, public health, transit riders, environmental conservation, etc.
- Regional/Sub-regional: County Transportation Commissions, Tribal Governments, AQMDs
- Cities: City staff from local jurisdictions throughout the SCAG region who are interested or are taking steps to address EJ topics in their local jurisdiction
- Other Stakeholders: non-governmental organizations (NGOs), community based organizations (CBOs), goods movement related groups (i.e. rail, airports, seaports, logistic centers, etc.), and academia (from local universities/colleges who've done research on EJ topics)

Meeting Details: The EJ Working Group should meet three to four times each fiscal year, and more often during the preparation and adoption process of the RTP/SCS. Videoconferencing will be available at each SCAG satellite office and SCAG stakeholders suggested to hold some meetings at different locations around the region, like SCAG's Ventura and Inland Empire offices, to maximize stakeholder participation. To maximize public participation, SCAG staff will be committed to posting the meeting agenda at least 72 hours in advance of the meetings online and at all meeting locations. EJ Working Group meetings will typically consist of presentations on special EJ topics by SCAG staff or outside presenters followed by a Q&A session at the end of the meeting. The meetings will also be led by staff or a facilitator to help keep the discussion on track and maintain meeting flow.

The first EJ Working Group meeting would be held on May 17, 2018 (as part of the Regional Planning Working Group) to help guide the outreach and analysis approaches for the 2020 RTP/SCS. At this meeting, SCAG staff will present EJ Program efforts that have been done since 2016 RTP/SCS outreach and objectives for the working group. There will be a discussion of what value this working group can add to SCAG's EJ Program and to the agency as a whole.

Content for future meetings will focus on progress of the RTP/SCS EJ Appendix, implementation of SB 1000, and other EJ related discussion areas. SCAG staff also intends to coordinate with other SCAG departments that are conducting work/studies relevant to EJ to present interesting and valuable content at the meetings.