



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

#### REGIONAL COUNCIL OFFICERS

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Jorge Marquez, Covina

Energy & Environment  
David Pollock, Moorpark

Transportation  
Cheryl Viegas-Walker, El Centro

## REMOTE PARTICIPATION ONLY

# TRANSPORTATION COMMITTEE

*Thursday, February 4, 2021*  
**9:30 a.m. – 11:30 a.m.**

**To Participate on Your Computer:**  
<https://scag.zoom.us/j/253270430>

**To Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 253 270 430**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### **PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Peter Waggonner at (213) 630-1402 or via email at [waggonner@scag.ca.gov](mailto:waggonner@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

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) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

*You may submit public comments in two (2) ways:*

1. **Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, February 3, 2021.**

All written comments received after 5pm on Wednesday, February 3, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov).

***In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.***



## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



### TC - Transportation Committee *Members – February 2021*

1. **Hon. Cheryl Viegas-Walker**  
TC Chair, El Centro, RC District 1
2. **Hon. Sean Ashton**  
Downey, RC District 25
3. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**  
Los Angeles County
5. **Hon. Ben Benoit**  
Air District Representative
6. **Hon. Art Brown**  
Buena Park, RC District 21
7. **Hon. Lorrie Brown**  
Ventura, RC District 47
8. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
9. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
10. **Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
11. **Hon. Darrell Dorris**  
Lancaster, NCTC
12. **Hon. J. John Dutrey**  
Montclair, SBCTA
13. **Hon. James Gazeley**  
Lomita, RC District 39
14. **Sup. Curt Hagman**  
San Bernardino County
15. **Hon. Ray Hamada**  
Bellflower, RC District 24

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#### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. Jan C. Harnik**  
RCTC
- 17. Hon. Lindsey Horvath**  
West Hollywood, WSCCOG
- 18. Hon. Mike Judge**  
VCTC
- 19. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 20. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
- 21. Hon. Linda Krupa**  
Hemet, WRCOG
- 22. Hon. Richard Loa**  
Palmdale, NCTC
- 23. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 24. Hon. Steven Ly**  
Rosemead, RC District 32
- 25. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 26. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 27. Hon. Larry McCallon**  
Highland, RC District 7
- 28. Hon. Marsha McLean**  
Santa Clarita, NCTC
- 29. Hon. L. Dennis Michael**  
Rancho Cucamonga, RC District 9
- 30. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 31. Hon. Carol Moore**  
Laguna Woods, OCCOG

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- 32. Hon. Ara Najarian**  
Glendale, SFVCOG
- 33. Hon. Frank Navarro**  
Colton, RC District 6
- 34. Hon. Hector Pacheco**  
San Fernando, RC District 67
- 35. Hon. Ed Reece**  
Claremont, SGVCOG
- 36. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 37. Hon. Ali Saleh**  
Bell, RC District 27
- 38. Hon. Tim Sandoval**  
Pomona, RC District 38
- 39. Hon. Rey Santos**  
Beaumont, RC District 3
- 40. Hon. Zak Schwank**  
Temecula, RC District 5
- 41. Hon. Ugo**  
OCTA
- 4 . Hon. Marty Simonoff**  
Brea, RC District 22
- 4 . Hon. Jeremy Smith**  
Canyon Lake, President's Appt. (Member at Large)
- 4 Hon. Ward Smith**  
Placentia, OCCOG
- 4 . Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 4 Sup. Karen Spiegel**  
Riverside County
- 4 . Hon. Cynthia Sternquist**  
Temple City, SGVCOG

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- 4 . Hon. Jess Talamantes**  
Burbank, President's Appt. (Member at Large)
  
- . Hon. Steve Tye**  
Diamond Bar, RC District 37
  
- . Hon. Donald Wagner**  
Orange County
  
- 51. Hon. Colleen Wallace**  
Banning, President's Appt. (Member at Large)
  
- 52. Hon. Alan Wapner**  
SBCTA
  
- 53. Hon. Alicia Weintraub**  
Calabasas, LVMCOG
  
- 54. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member

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## TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments  
Remote Participation Only  
**Thursday, February 4, 2021**  
**9:30 AM**

The Transportation Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Cheryl Viegas-Walker, Chair)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, February 3, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, February 3, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of TC Meeting, January 7, 2021

#### Receive and File

2. Resolution for SCAG to Bridge the Digital Divide in Underserved Communities
3. Regional Early Action Plan (REAP) Program Summary and Update

### **ACTION ITEM/S**

4. Election of TC Vice Chair
5. 2020/2021 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications 5 Mins.  
*(Marisa Laderach, Senior Regional Planner)*





## TRANSPORTATION COMMITTEE AGENDA

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### **RECOMMENDED ACTION FOR TC:**

Recommend Regional Council approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications.

### **RECOMMENDED ACTION FOR RC:**

Approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications.

6. Adoption of 2021 Federal Transportation Improvement Program 20 Mins.  
*(John Asuncion, Senior Regional Planner)*

### **RECOMMENDED ACTION FOR TC:**

Recommend Regional Council approval of the 2021 Federal Transportation Improvement Program (FTIP) at its March 4, 2021 meeting.

### **INFORMATION ITEMS**

7. Magway, a High Capacity Delivery System 20 Mins.  
*(Huw Thomas, Development Director, Magway)*
8. Mobility Innovations & Pricing Project Overview 20 Mins.  
*(Jaimee Lederman, Senior Regional Planner)*
9. Emerging Mobility Patterns During COVID-19 25 Mins.  
*(Tiffany Chu, CEO & Co-Founder, Remix)*

### **CHAIR'S REPORT**

*(The Honorable Cheryl Viegas-Walker, Chair)*

### **METROLINK REPORT**

*(The Honorable Art Brown, SCAG Representative)*

### **STAFF REPORT**

*(John Asuncion, SCAG Staff)*

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

### **ANNOUNCEMENT/S**

### **ADJOURNMENT**



Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, JANUARY 7, 2021**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

The Transportation Committee of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

**Members Present:**

- |                                      |                             |
|--------------------------------------|-----------------------------|
| Hon. Sean Ashton, Downey             | District 25                 |
| Hon. Phil Bacerra, Santa Ana         | District 16                 |
| Hon. Kathryn Barger                  | Los Angeles County          |
| Hon. Ben Benoit, Wildomar            | Air District Representative |
| Hon. Art Brown, Buena Park           | District 21                 |
| Hon. Ross Chun, Aliso Viejo          | OCTA                        |
| Hon. Diane Dixon, Newport Beach      | OCCOG                       |
| Hon. John Dutrey, Montclair          | SBCTA                       |
| Hon. James Gazeley, Lomita           | District 39                 |
| Sup. Curt Hagman                     | San Bernardino County       |
| Hon. Ray Hamada, Bellflower          | District 24                 |
| Hon. Jan Harnik, Palm Desert         | RCTC                        |
| Hon. Lindsey Horvath, West Hollywood | WSCCOG                      |
| Hon. Mike T. Judge, Simi Valley      | VCTC                        |
| Hon. Trish Kelley, Mission Viejo     | OCCOG                       |
| Hon. Linda Krupa, Hemet              | WRCOG                       |
| Hon. Richard Loa, Palmdale           | NCTC                        |
| Hon. Clint Lorimore, Eastvale        | District 4                  |
| Hon. Steven Ly, Rosemead             | District 32                 |
| Hon. Steve Manos, Lake Elsinore      | District 63                 |
| Hon. Ray Marquez, Chino Hills        | District 10                 |
| Hon. Larry McCallon, Highland        | SBCTA                       |

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Hon. Marsha McLean, Santa Clarita	NCTC
Hon. L. Dennis Michael, Rancho Cucamonga	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Hector Pacheco, San Fernando	District 67
Hon. Ed Reece, Claremont	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Sup. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes	SFVCOG
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro <b>(Chair)</b>	District 1
Hon. Don Wagner	Orange County
Sup. Colleen Wallace	Banning
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Paul Krekorian	District 49
Hon. Fred Minagar, Laguna Niguel	District 12

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Cheryl Viegas-Walker, El Centro, District 1, called the meeting to order at 9:31 a.m. Hon. Larry McCallon, Highland, District 7, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

No members of the public requested to comment.

### CONSENT CALENDAR

#### Approval Item

1. Minutes of TC Meeting, November 5, 2020

#### Receive and File

2. California Air Resources Board (CARB) Acceptance of Connect SoCal and Recommendations
3. California Transportation Commission Adoption of Senate Bill (SB) 1 Competitive Programs

A MOTION was made (Navarro) to approve Consent Calendar Items 1 and 3. The motion was SECONDED (Wallace) and passed by the following votes:

**AYES:** ASHTON, BACERRA, BARGER, BENOIT, BROWN, CHUN, DIXON, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (45)\*

**NOES:** None (0)

**ABSTAIN:** None (0)

\* The vote recorded at the meeting was adjusted due to the vote of SCAG member Betts who is not a member of this committee but was inadvertently included in the roll call vote.

Hon. Trish Kelley, Mission Viejo, OCCOG, asked for a discussion on Consent Calendar Item 2, CARB recommendations and her concern about the retention of capacity building transportation projects previously approved by local sales tax measures. Kome Ajise, Executive Director, responded that staff will provide a response to CARB regarding each of its recommendations. Further, there will be an ongoing dialouge with CARB throughout preparation of the 2024 plan and this matter will be part of the policy considerations looking forward.

A MOTION was made (Kelley) to approve Consent Calendar Item 2. The motion was SECONDED (Ashton) and passed by the following votes:

**AYES:** ASHTON, BACERRA, BARGER, BENOIT, BROWN, CHUN, DIXON, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (46)\*

**NOES:** None (0)

**ABSTAIN:** None (0)

\* The vote recorded at the meeting was adjusted due to the vote of SCAG member Betts who is not a member of this committee but was inadvertently included in the roll call vote.

#### **ACTION/DISCUSSION ITEMS**

##### 4. Regional Safety Targets 2021

Courtney Aguirre, SCAG staff, reported on Regional Safety Targets 2021. Ms. Aguirre stated this region represents half of the state's population and experiences 1,600 accident fatalities and 6,300 serious injuries yearly. She reviewed data trends and noted fatalities have increased in recent years as well as non-motorized fatalities and serious injuries which follows a national trend. Ms. Aguirre reviewed the proposed 2021 Regional Safety Targets and goals. She next reviewed SCAG's recent role in transportation safety including participation in the Strategic Highway Safety Plan Steering Committee and working with Assemblymember Laura Friedman's office on safety legislation including AB 43 which could allow local jurisdictions more latitude in setting safer speed limits.

Ms. Aguirre further noted that SCAG is creating a Regional High Injury Network with the aim to help local jurisdictions focus safety efforts where needed most. Additionally, there is an ongoing effort to support local entities in creating safety plans through Sustainable Communities Planning Grants, and to encourage best practices through Toolbox Tuesdays Trainings and SCAG's Go Human advertising and safety education campaigns. She noted SCAG's safety policy seeks to develop a data driven approach to inform public policy and planning and encourage strategic use of available funds. It also seeks to engage stakeholders in transportation safety policy and plan development. She noted it is recommended that the Regional Council adopt 2021 safety targets which include the goal to reduce fatalities and serious injuries by 3.5 percent and work Towards Zero Deaths by 2050.

Hon. Marsha McLean, Santa Clarita, NCTC, asked if outreach efforts could encourage transit use to increase safety and support legislation enabling greater local control over street speeds as well as enhanced law enforcement efforts.

Hon. Cheryl Viegas-Walker, El Centro, District 1, noted that planning features ought to be included in safety planning and street markings and crosswalk planning can be improved to enhance safety.

Hon. Ray Marquez, Chino Hills, District 10, asked if the safety impacts of autonomous vehicles can be monitored.

A MOTION was made (Marquez) to recommend that the Regional Council adopt the 2021 Regional Safety Targets and the supporting Regional Safety Policy Resolution. The motion was SECONDED (Ashton) and passed by the following votes:

**AYES:** ASHTON, BACERRA, BARGER, BENOIT, BROWN, CHUN, DIXON, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (46)\*

**NOES:** None (0)

**ABSTAIN:** None (0)

\* The vote recorded at the meeting was adjusted due to the vote of SCAG member Betts who is not a member of this committee but was inadvertently included in the roll call vote.

## 5. California High-Speed Rail Los Angeles to Anaheim Section

Kome Ajise, Executive Director, stated that California High-Speed Rail Authority (HSRA) will submit an EIR and EIS for the Los Angeles to Anaheim segment. This includes the addition of freight and goods movement facilities in Colton and Barstow. He noted SCAG, San Bernardino County Transportation Authority and the Air Quality Management District submitted a joint letter to HSRA requesting better collaboration and communication on the proposed project. LaDonna DiCamillo, Southern California Regional Director, HSRA, provided an update, noting Phase 1 of the project is 520 miles from San Francisco to Los Angeles/Anaheim, and of that, 119 miles is already under construction. Phase II would extend the line 300 miles to include Sacramento in the north and San Diego in the south with trains traveling at approximately 200 miles per hour utilizing 24 stations. She reviewed regional investments in the project including the Link US expansion of Union Station and the \$77 million grade separation project at Rosecrans and Marquardt. She noted the Bakersfield to Palmdale section is 80 miles and the Palmdale to Burbank section is approximately 40 miles which will require approximately 30 miles of tunneling. Burbank to Los Angeles is 14 miles and includes two stations.

Ms. DiCamillo stated the Los Angeles to Anaheim segment is approximately 30 miles and four stations are proposed, Union Station, Norwalk/Santa Fe Springs, Fullerton Transportation Center and Anaheim (ARTIC). She noted four tracks are planned for the corridor which is predominantly owned by BNSF Railway.

Lena Kent, Regional Director Public Affairs, BNSF, stated the proposed Colton Intermodal Facility will accommodate freight trains that cannot be handled in the LOSSAN Corridor due to increased passenger rail service. She noted it is anticipated that traffic to the facility would be generated mostly from local origins and electric cargo handling equipment is planned for the facility. Further benefits include jobs during construction, economic activity, and the construction of locally needed grade separations. Ms. DeCamillo noted the project's environmental document is scheduled to be released summer 2021 followed by stakeholder outreach.

Hon. Larry McCallon, Highland, District 7, stated that SCAG and San Bernardino County Transportation Authority (SBCTA) have not planned for truck movement created by the project and requested that HSRA model and mitigate its impacts. Also, it is anticipated mitigation efforts would require widening freeways, interchanges and arterials which is in opposition to current state goals. Mr. McCallon encouraged HSRA to dialogue with SBCTA and the communities affected by the project and to mitigate each of the impacts it would create for residents.

Hon. Alan Wapner, Ontario, SBCTA, expressed concerns that San Bernardino County is being asked to bear a disproportionate environmental burden from the project.

Hon. Frank Navarro, Colton, SBCTA, noted nearby communities impacted by this project are currently listed in CalEnviroScreen 3.0 as greatly impacted by environmental pollutants and expressed concern this project only adds more.

#### 6. Update on Comments Received for Draft 2021 Federal Transportation Improvement Program (FTIP)

Naresh Amatya, SCAG staff, provided an update on the 2021 FTIP. Mr. Amatya noted a draft of the document was released November 6, 2020 for a (30) day public review ending December 7, 2020. He noted during that time two public hearings were conducted on November 17 and December 20, 2020. Mr. Amatya reviewed the comments received and based on current feedback from partner agencies and stakeholders no significant changes are anticipated for the final document. He stated the final document will be brought before the committee at the February meeting for their approval to submit to the Regional Council for their approval.

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

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Hon. Cheryl Viegas-Walker, El Centro, District 1, noted the request by members to invite Assemblymember Laura Friedman to speak to the committee. She also welcomed new member, Lindsey Horvath, West Hollywood, WSCCOG, and thanked outgoing members for their service.

#### **METROLINK REPORT**

Hon. Art Brown, Buena Park, District 21, reported Metrolink's Board elected Ara Najarian as chair, Larry McCallon as first vice-chair and Doug Chaffee as second vice-chair. Ara Najarian serves on Glendale City Council and represents the Los Angeles County Metropolitan Transportation Authority. Additionally, Metrolink has installed new, state-of-the-art antimicrobial air filters on all its train cars. The filters are capable of neutralizing pathogens via a proprietary antimicrobial technology that attack the pathogens' cell walls, thereby eliminating 99.9 % of pathogens. Further, Metrolink has developed a combination draft strategic business plan/short-range business plan that provides a foundation for advancing the region's Metrolink system to meet current and future regional travel needs.

#### **ADJOURNMENT**

Hon. Cheryl Viegas-Walker, El Centro, District 1, adjourned the meeting at 11:24 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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TC

2020- 21

MEMBERS	CITY	Representing	2020- 21													Total Mtgs Attended To Date
			JUN (GA)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Ashton, Sean	Downey	District 25		1		1	1	1			1					5
Bacerra, Phil	Santa Ana	District 16		1		1	1	1			1					5
Barger, Kathryn	Los Angeles County	Los Angeles County									1					1
Benoit, Ben	Wildomar	South Coast AQMD		1				1	1		1					4
Brown, Art	Buena Park	District 21		1		1	1	1			1					5
Buscaino, Joe	Los Angeles	District 62				1										1
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1			1					5
Curtis, Jonathan	La Cañada Flintridge	District 36						1								1
Dixon, Diane	Newport Beach	OCCOG		1		1	1	1			1					5
Dutrey, J. John	Montclair	SBCTA		1		1	1				1					4
Gazeley, James	Lomita	District 39		1		1	1	1			1					5
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1		1	1	1			1					5
Hamada, Ray	Bellflower	Bellflower		1		1	1	1			1					5
Harnik, Jan	Palm Desert	RCTC		1		1	1	1			1					5
Horvath, Lindsey	West Hollywood	WSCCOG									1					1
Judge, Mike	Simi Valley	VCTC				1	1	1			1					4
Kelley, Trish	Mission Viejo	OCCOG		1		1	1	1			1					5
Krekorian, Paul	Public Transit Rep	District 49														
Krupa, Linda	Hemet	WRCOG		1		1	1	1			1					5
Loa, Richard	Palmdale	NCTC		1		1	1	1			1					5
Lorimore, Clint	Eastvale	District 4		1		1	1				1					4
Ly, Steven	Rosemead	District 32		1		1	1	1			1					5
Manos, Steve	Lake Elsinore	District 63		1		1	1	1			1					5
Marquez, Paul	Caltrans District 7	Ex-Officio		1				1	1		1					4

Marquez, Ray	Chino Hills	District 10	1	1	1	1	1	1	5
McCallon, Larry	Highland	SBCTA	1	1	1	1	1	1	5
McLean, Marsha	No. L.A. County	District 67	1	1	1	1	1	1	5
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1			4
Minagar, Fred	Laguna Niguel	District 12			1	1			2
Moore, Carol	Laguna Woods	OCCOG	1	1	1	1	1	1	5
Najarian, Ara	Glendale	AVCJPA	1	1	1	1	1	1	5
Navarro, Frank	Colton	District 6		1		1			3
Pacheco, Hector	San Fernando	District	1	1	1				4
Reece, Ed	Claremont	SGVCOG	1	1	1	1	1	1	5
Ruiz, Crystal	San Jacinto	WRCOG	1	1	1	1	1	1	5
Saleh, Ali	City of Bell	GCCOG	1		1				3
Sandoval, Tim	Pomona	District 38	1	1	1	1	1	1	5
Santos, Rey	Beaumont	District 3	1	1	1	1	1	1	5
Schwank, Zak	Temecula	District 5	1	1	1	1	1	1	5
Simonoff, Marty	Brea	District 22	1		1	1			4
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1	1	1	1	1	5
Smith, Ward	Placentia	OCCOG	1	1		1			4
Solache, Jose Luis	Lynwood	District 26			1				2
Spiegel, Karen	Riverside County	Riverside County	1	1	1	1	1	1	5
Sternquist, Cynthia	Temple City	SGVCOG		1	1	1	1	1	4
Talamantes, Jess	Burbank	AVCJPA		1	1	1	1	1	4
Tye, Steve	Diamond Bar	District 37	1	1	1	1	1	1	5
Viegas-Walker, Cheryl	El Centro	District 1	1	1	1	1	1	1	5
Wagner, Don	Orange County	Orange County	1	1	1	1	1	1	5
Wallace, Colleen	Banning	Banning		1	1	1	1	1	4
Wapner, Alan	Ontario	SBCTA	1	1	1	1	1	1	5
Weintraub, Alicia	Calabasas	LVMCOG	1	1	1	1	1	1	5



Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**From:** Roland Ok, Program Manager II,  
(213) 236-1819, ok@scag.ca.gov

**Subject:** Resolution for SCAG to Bridge the Digital Divide in  
Underserved Communities

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution 21-629-2 to establish a Broadband Action Plan to assist in bridging the digital divide.

**RECOMMENDED ACTION FOR CEHD, EEC AND TC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*The COVID-19 pandemic has made the digital divide in underserved communities, including communities of color, rural communities and senior citizens, more apparent as work, commerce, health and other economic services have moved online. Residents in underserved communities are struggling to participate in the digital landscape as broadband services are unavailable to them due to lack of affordability or infrastructure. As such, there is a need to expedite broadband infrastructure deployment and provide connectivity at an affordable rate to underserved communities. SCAG staff has drafted a resolution (Resolution No. 21-629-2) for the Regional Council to adopt, which would establish a Broadband Action Plan to assist in bridging the digital divide.*

**BACKGROUND:**

The Southern California Association of Governments (SCAG) has implemented several initiatives as stated in the September 3, 2020 staff report regarding Emerging Issues and Trends for Future

**OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

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Planning<sup>1</sup> to address matters regarding the digital divide and matters of equity within underserved communities (including communities of color and rural communities).

The Regional Council adopted Resolution No. 20-623-2, which established a special committee on equity and social justice and directed SCAG to develop a program to address economic and social disparities within communities of color.

Broadband has become essential infrastructure for the 21<sup>st</sup> century. Schools, offices, retail and governments all rely on online platforms, offering people significant time savings and a digital avenue for economic prosperity. Additionally, digital skills are increasingly necessary for a growing number of jobs.

However, broadband can only deliver benefits to those who have access to connect, afford and know how to use it. By these measures, broadband is still far from a universal service in American cities. Over 2,000,000 Californians do not have access to high-speed broadband service at benchmark speeds of 100 megabits per second downloads and as of December 2018, 23 percent of California housing units, housing 8.4 million residents do not have broadband subscriptions.

According to the 2019 United States Census Data, within the SCAG region alone, approximately 650,000 households (or 10 percent of all households) do not have access to adequate internet speeds (dial-up internet) or no internet access.<sup>2</sup> These households are disproportionately located in low income and rural areas and the populations are predominantly Black, Latino<sup>3</sup> or Senior Citizens (Age 65+).

Access to universal subscription is attributed to a range of factors. Broadband is still considered relatively expensive, and survey results regularly show prices as a significant barrier to broadband adoption.<sup>4</sup> Many also lack digital skills – significantly 52% of adults are “relatively hesitant” when it comes to new technologies and digital skills, meaning they have low levels of digital skills or limited trust in the internet.<sup>5</sup> Finally, there are still physical infrastructural gaps that provide another significant barrier for adoption.<sup>6</sup>

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<sup>1</sup> SCAG Staff Report on Connect SoCal – Emerging Issues and Trends for Future Planning, pg. 801.

<sup>2</sup> 2019 U.S. Census ACS Survey Data, Household Income in the Last 12 Months by Presence and Type of Internet Subscription by Household (SCAG Region).

<sup>3</sup> Language and terms connected to equity and representation are evolving (Latino v. Latinx) and may not represent current or future best practices. The names of indicators used in this report are drawn from terminology used in the data source (U.S. Census) where they are taken from.

<sup>4</sup> Monica Anderson, “Mobile Technology and Home Broadband 2019” (Washington: Pew Research Center, 2019).

<sup>5</sup> John B. Horrigan, “Digital Readiness Gaps” (Washington: Pew Research Center, 2016).

<sup>6</sup> 2020 Broadband Deployment Report available at: <https://docs.fcc.gov/public/attachments/FCC-20-50A1.pdf>

With the COVID-19 pandemic pushing more activities online, the pandemic has made the digital divide in underserved communities more apparent. At least 124,000 schools within the United States have closed, affecting approximately 55 million students.<sup>7</sup> With 10 percent of households in the SCAG region lacking proper access to broadband, many students within low income or underserved communities now face a disadvantage in learning and keeping pace with their peers. Further, telework has created a similar division, allowing for some to safely work from home while others must keep commuting to work and putting their health at risk. These issues extend to telemedicine, e-commerce, food delivery services, and entertainment. Activities shifting towards the digital landscape may remain so after the pandemic, and households without access to broadband will face significant educational, health and economic disadvantages.

### **Executive Order N-73-20 and State Broadband Action Plan**

On August 14, 2020, Governor Gavin Newsom signed Executive Order N-73-20 (Attachment 2), which requires state agencies working on the digital divide to accelerate mapping and data collection, funding, deployment and adoption of high-speed internet. It also required the state's Broadband Council, which was established in 2010 to boost broadband deployment, form a new state Broadband Action Plan (Attachment 3). The Plan includes a roadmap for broadband deployment and adoption by local governments, publicly accessible information on funding opportunities for broadband and maximized access in underserved communities and tribal lands.

### **Sample Resolution and Policy Paper to Bring Broadband in Underserved Communities**

Following the signing of Executive Order N-73-20 and at the behest of SCAG's Emerging Technology Committee, local jurisdictions and other stakeholders, SCAG and its sister metropolitan planning organization (MPO), the San Diego Association of Governments (SANDAG), convened a working group to assist in bridging the digital divide. Members of the working group included various stakeholders throughout the region (elected officials, National CORE, BizFed, K-12 school districts, universities, broadband providers, public health officials and others). As a result, SCAG drafted a sample resolution and policy paper to bring broadband in underserved communities for local jurisdictions to adopt, with input from stakeholders (Attachment 4). The sample resolution and policy paper were presented to the Emerging Technologies Committee on October 29, 2020 for input and review.

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<sup>7</sup> "Coronavirus and School Closures", *Education Week*, March 6, 2020. Available online at <https://www.edweek.org/ew/section/multimedia/map-coronavirus-and-school-closures.html>.

The sample resolution and policy paper recognize broadband access throughout Southern California and exacerbation of the digital divide within underserved communities due to COVID-19. SCAG recognizes that some local jurisdictions (Los Angeles County) have adopted a resolution of their own. As such, the draft resolution was designed to complement existing programs rather than supersede them. Key items the resolution supports are as follows:

- Collaboration with Los Angeles, Orange, Imperial, Riverside, San Bernardino, San Diego and Ventura Counties, broadband providers, school districts (K-12), community college districts, universities, community and business stakeholders, Regional Broadband Consortiums, California Emerging Technology Fund, the State of California and other federal and regional organizations that have similar goals to increase broadband access throughout Southern California;
- The request for grant funding from the State and/or Federal government for a regional program that provides funding for free internet access for qualifying residents that bridges the economic digital divide;
- Working with collaborating jurisdictions to affect the deployment decisions of broadband providers by lowering permitting fees to a reasonable level, reduce the cost of entry and operation of broadband systems in our communities, reduce the risks of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and creating new avenues for competitive entry;
- Identifying broadband opportunity zones, supports the adoption of an emergency ordinance which would allow local jurisdictions to develop specific rules to expedite low cost broadband deployment such as: waivers for microprojects, deployment of broadband infrastructure in underserved communities and fixed wireless or other broadband technologies in rural communities;
- The adoption of consistent fees and expedited broadband permitting processes within collaborating jurisdictions.

To date, three of the six counties (Riverside, San Bernardino, Los Angeles) within the SCAG region have adopted a resolution to address the digital divide, with Riverside and San Bernardino Counties using the working group's sample resolution as a template. SCAG recommends that local jurisdictions use the sample resolution and policy paper as a template for jurisdictions that are interested but have yet to adopt a resolution.

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## **Resolution of SCAG Setting Forth Support to Increase Broadband Access to Bridge the Digital Divide throughout Southern California**

As the State and local jurisdictions work towards rapid broadband development, stakeholders have requested that the SCAG Regional Council recognize and work towards bridging the digital divide through regional cohesiveness. As such, SCAG has developed its own resolution for the Regional Council to adopt. SCAG's Resolution recognizes its limited authority and upon approval would direct staff to develop its own Broadband Action Plan which may include but is not limited to the following:

- Develop a model resolution and policy paper addressing the digital divide, for local jurisdictions to adopt;
- Pursue grant funding opportunities and seek partnerships to assist local jurisdictions with broadband implementation, including a regional broadband needs assessment, to complement State efforts;
- Convene a working group which would act as a venue for SCAG, local jurisdictions, broadband providers and stakeholders to develop solutions to allow for rapid deployment of broadband technology such as: streamlining the permit process, lowering fees to a reasonable level, and reducing the cost of entry and operation of broadband systems within underserved communities;
- Include broadband planning, data and research findings, and strategies, as appropriate, as part of SCAG's efforts to ensure an inclusive Regional Economic Recovery and Strategy;
- Incorporate broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs (Environmental Justice, Transportation Demand Management, Goods Movement, Sustainability, Resilience, etc.);
- Based on SCAG's findings, utilize data as part of Scenario Planning Process for upcoming and future Regional Transportation Plan/Sustainable Communities Strategies.

### **NEXT STEPS**

Upon approval, Staff will provide regular updates to the Regional Council and Policy Committees on the progress of the SCAG's Broadband Action Plan.

### **FISCAL IMPACT:**

This project is funded in SCAG's Fiscal Year 2020-21 Overall Work Program (OWP) under project

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020-0161A.04 (Environmental Compliance, Coordination and Outreach)

**ATTACHMENT(S):**

1. Resolution No. 21-629-2
2. Executive Order N-73-20
3. State Broadband Action Plan
4. Sample Resolution and Policy Paper for Local Jurisdiction





SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017 T: (213) 236-1800 www.scag.ca.gov

RESOLUTION NO. 21-629-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS SETTING FORTH SUPPORT TO INCREASE BROADBAND ACCESS TO BRIDGE THE DIGITAL DIVIDE THROUGHOUT SOUTHERN CALIFORNIA

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for bringing Southern California’s diverse residents and local partners together with unifying regional plans, policies, and programs that result in more healthy, sustainable, and economically resilient communities;

WHEREAS, SCAG recognizes closing the digital divide is important and provides long-term community benefits that include the ability to fully engage in the digital economy, access existing and emerging services, expands economic opportunities and bridges the economic divide;

WHEREAS, the COVID-19 pandemic has amplified the need for available, reliable and affordable broadband services in all communities;

WHEREAS, the COVID-19 pandemic has caused schools to shift to distance learning;

WHEREAS, the COVID-19 pandemic has made the digital divide within underserved communities and/or areas (which include people of color, low-income households, residents in rural areas, and senior citizens) more apparent;

WHEREAS, SCAG recognizes that lack of infrastructure, cost and household income are key barriers to broadband access;

WHEREAS, all residents, businesses and institutions need high speed broadband services where they work, live, learn and play;

WHEREAS, high speed broadband enables Work from Home and remote workers, enhances business efficiencies, drives job creation throughout the region, and connects customers and partners worldwide to goods and services;

WHEREAS, high speed broadband is a “green technology” that reduces our impact on the environment, shrinks our regional carbon footprint, offsetting vehicle trips and use of resources, and saving energy;

REGIONAL COUNCIL OFFICERS

- President Rex Richardson, Long Beach
First Vice President Clint Lorimore, Eastvale
Second Vice President Jan C. Harnik, Riverside County Transportation Commission
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Rex Richardson, Long Beach
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Cheryl Viegas-Walker, El Centro

Attachment: Resolution No. 21-629-2 (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

**WHEREAS**, high speed broadband greatly expands the ability of residents throughout the region to access medical, behavioral, oral health services and the capacity of public health officials to monitor and respond to health threats such as COVID-19 and other diseases;

**WHEREAS**, high speed broadband enables greater civic participation and brings communities together, helps improve public safety, and makes our transportation systems more resilient and efficient;

**WHEREAS**, effective emergency services require using high speed broadband to integrate data in real time from all available sources, so decision makers have access to the information necessary for the protection of lives and property;

**WHEREAS**, evaluating and/or developing strategies to bridge the digital divide would support SCAG’s commitment to address equity issues throughout the SCAG region (Resolution 20-623-2);

**WHEREAS**, evaluating and/or developing strategies to bridge the digital divide would assist in implementing the 2020-2045 Regional Transportation Plan and Sustainable Communities Strategies (Connect SoCal);

**WHEREAS**, evaluating and/or developing strategies to bridge the digital divide would assist in the development of future Regional Transportation Plans/Sustainable Communities Strategies.

**NOW, THEREFORE, BE IT RESOLVED**, that the Regional Council of the Southern California Association of Governments:

1. Declares that bridging the digital divide is integral to developing a healthy, resilient and economically competitive region;
2. Supports the FCC’s (United States Federal Communications Commission) and CPUC’s (California Public Utilities Commission) rules, regulations, programs and funding opportunities that support broadband deployment opportunities to bridge the digital divide;
3. Supports Governor Newsom’s Executive Order N-73-20 signed August 14, 2020 that seeks to accelerate work towards closing gaps in access to reliable broadband networks throughout California;
4. Supports collaboration with local jurisdictions within the SCAG region, broadband providers, school districts (K-12), community college districts, universities, community and business stakeholders, Regional Broadband Consortiums, California Emerging Technology Fund, MPOs, the State of California and other federal and regional organizations that have similar goals to increase broadband access throughout Southern California;
5. Hereby directs staff to develop a Broadband Action Plan which may include but are not limited to the following:
  - a. Develop a model resolution and policy paper addressing the digital divide, for local jurisdictions to adopt;
  - b. Pursue grant funding opportunities and seek partnerships to assist local jurisdictions with broadband implementation, including a regional broadband needs assessment, to complement State efforts;

- c. Convene a working group which would act as a venue for SCAG, local jurisdictions, broadband providers and stakeholders to develop solutions to allow for rapid deployment of broadband technology such as: streamlining the permit process, lower fees to a reasonable level, reduce the cost of entry and operation of broadband systems within underserved communities;
- d. Include broadband planning, data and research findings, and strategies, as appropriate, as part of SCAG’s efforts to ensure an inclusive Regional Economic Recovery and Strategy;
- e. Incorporate broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs (Environmental Justice, Transportation Demand Management, Goods Movement, Sustainability, Resilience, etc.);
- f. Based on SCAG’s findings, utilize data as part of Scenario Planning Process for upcoming and future Regional Transportation Plan/Sustainable Communities Strategies.

**PASSED, APPROVED, AND ADOPTED**, by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of February, 2021:

\_\_\_\_\_  
Rex Richardson  
President, SCAG  
Councilmember, City of Long Beach

Attested by:

\_\_\_\_\_  
Kome Ajise  
Executive Director

Approved as to Form:

\_\_\_\_\_  
Michael Houston  
Chief Counsel

EXECUTIVE DEPARTMENT  
STATE OF CALIFORNIA

EXECUTIVE ORDER N-73-20

**WHEREAS** deploying affordable and reliable broadband networks throughout California will accelerate continuous improvements in economic and workforce development, infrastructure, public safety, education, economy, and an engaged citizenry; and

**WHEREAS** broadband access, adoption, and training are essential components of digital equity for California's diverse populations; and

**WHEREAS** over 2,000,000 Californians do not have access to high-speed broadband service at benchmark speeds of 100 megabits per second download, including 50 percent of rural housing units; and

**WHEREAS** as of December 2018, 23 percent of California housing units, housing 8.4 million residents, do not have broadband subscriptions; and

**WHEREAS** despite the increasing importance of broadband for employment, health, public safety information and community connections, 34 percent of adults 60 and over do not currently use the Internet; and

**WHEREAS** the COVID-19 pandemic has amplified the extent to which broadband is essential for public safety, public health, and economic resilience; and

**WHEREAS** the COVID-19 pandemic has caused schools to shift to distance learning; and

**WHEREAS** telehealth greatly expands the ability of Californians to access medical, behavioral and oral health services, and has been prioritized across health systems during the COVID-19 pandemic, yet not all Californians have access to sufficient broadband to allow live video connections; and

**WHEREAS** effective emergency services require using broadband infrastructure to integrate data in real time from all available sources so decision makers at the local, regional, and statewide level have access to the information necessary for the protection of lives and property; and

**WHEREAS** local and tribal governments play a critical role in understanding the broadband needs of their communities and in infrastructure planning and permitting.

**NOW, THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California, in accordance with the power and authority vested in me by the Constitution and statutes of the State of California, do hereby issue this Order to become effective immediately.

**IT IS HEREBY ORDERED THAT:**

1. California state agencies subject to my authority are directed to pursue a minimum broadband speed goal of 100 megabits per second download speed to guide infrastructure investments and program implementation to benefit all Californians.
2. The California Broadband Council is requested to create a new State Broadband Action Plan by December 31, 2020, and to review the plan annually thereafter. The California Department of Technology's Office of Broadband and Digital Literacy is directed to support and monitor implementation of the Plan and this Executive Order. The Plan shall incorporate the 100 megabits per second goal, and include the following elements:
  - a. A roadmap to accelerate the deployment and adoption of broadband by state agencies and to support such deployment and adoption by local governments.
  - b. Publicly accessible information on all federal and state funding opportunities and eligibility requirements.
  - c. Provisions to maximize the inclusion of tribal lands in all broadband access and adoption opportunities developed in consultation with tribal governments.

**MAPPING AND DATA**

3. The California Public Utilities Commission (CPUC) is requested to lead data aggregation and mapping efforts in collaboration with the California State Transportation Agency (CalSTA) and other relevant state agencies, local and tribal governments, and regional consortia. These efforts should address:
  - a. Locations without broadband access;
  - b. Information on public and private broadband network infrastructure;
  - c. State-owned infrastructure and rights of way;
  - d. The costs of deploying various middle and last-mile network components; and
  - e. Information to support the development of local broadband infrastructure deployment and digital equity plans.
4. The California Department of Technology (CDT), in collaboration with the Governor's Office of Business and Economic Development (GO-Biz) and the Department of General Services (DGS), is directed to regularly convene private-sector companies in an effort to understand and predict current and future demand for broadband, for the purpose of enabling the State to more effectively allocate resources and manage policies and

programs supporting broadband goals and continuing the State's leadership in broadband innovation.

## **FUNDING**

5. GO-Biz is directed to identify funding opportunities for broadband deployment and adoption by:
  - a. Collaborating with all cabinet-level agencies, independent departments, and independent constitutional officers to create a list of funding sources to support broadband, equipment, and digital literacy; and
  - b. Coordinating efforts of state agencies to maximize federal broadband funding for California.
6. CDT, in collaboration with DGS, is directed to seek opportunities to leverage the State's contract authorities as resources to further statewide broadband access and adoption.

## **DEPLOYMENT**

7. CalSTA and California Department of Transportation (Caltrans) are directed to work with the California Transportation Commission (CTC) to identify and incorporate the installation of conduit and/or fiber into all appropriate and feasible transportation projects along strategic corridors.
8. CPUC, in collaboration with CDT and other relevant agencies, is requested to seek opportunities to use programs under its jurisdiction to accelerate broadband deployment and to leverage utility infrastructure to increase access to existing fiber and cost-effectively deploy new fiber.
9. DGS is directed to provide an inventory of state property for possible use for broadband infrastructure based on such criteria as may be provided by the CPUC, Caltrans, and other relevant agencies, to accelerate broadband deployment.
10. The Governor's Office of Emergency Services (CalOES) is directed to coordinate with jurisdictions implementing Next-Generation 9-1-1 to expand broadband infrastructure to enhance public safety and disaster preparedness, response, recovery, and mitigation capabilities.
11. The California Department of Food and Agriculture (CDFA) is directed to identify and facilitate new broadband projects that support precision agriculture and food systems in rural communities. CDFA is also directed to work with CalOES to inventory the status of existing broadband connectivity at all fairgrounds.
12. The California Department of Housing and Community Development and the California Housing Finance Agency are directed to provide recommendations to the CPUC to increase free or low-cost broadband connectivity at all publicly subsidized housing communities for residential units.

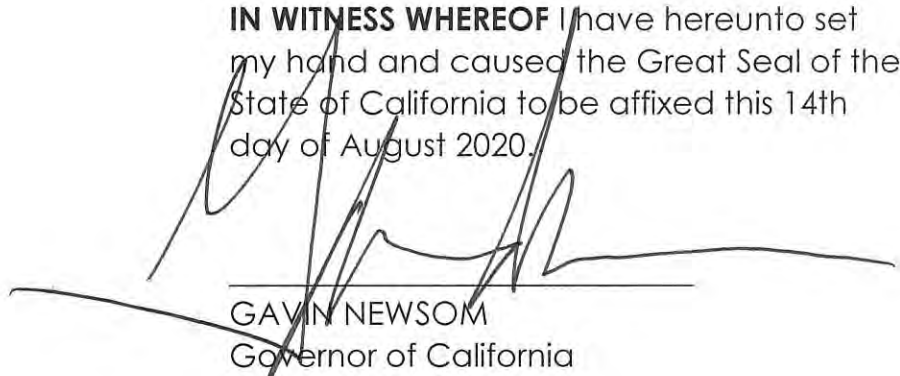
**ADOPTION**

- 13. GO-Biz is directed to coordinate the outreach efforts of existing statewide programs and institutions to inform residents of affordable Internet service offerings, including:
  - a. The CPUC is requested to develop tools for low-income individuals and social service organizations to easily identify and subscribe to affordable broadband plans;
  - b. The California Emerging Technologies Fund is directed to continue promoting affordable home Internet service offers to recipients of the National School Lunch Program; and
  - c. The California State Library, in consultation with local libraries, is directed to promote affordable home Internet services within their communities.
  
- 14. The California Department of Education is requested to continue leading statewide efforts to ensure that students have the computing devices and connectivity necessary for distance learning and online instruction.
  
- 15. The California Department of Aging, in partnership with CDT and CPUC, is directed to analyze the needs of people ages 60 and older for access to affordable, reliable, high-speed broadband, and to identify program and partnership opportunities to close the digital divide among older Californians.

**IT IS FURTHER ORDERED** that, as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice 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 agencies, departments, entities, officers, 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 14th day of August 2020.



\_\_\_\_\_  
GAVIN NEWSOM  
Governor of California

**ATTEST:**

\_\_\_\_\_  
ALEX PADILLA  
Secretary of State



# BROADBAND ACTION PLAN 2020

## CALIFORNIA BROADBAND FOR ALL



Attachment: State Broadband Action Plan (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)



The Honorable Gavin Newsom  
Governor, State of California

Re: the State of California's Broadband Action Plan

Dear Governor Newsom:

**Broadband is essential to modern life.** The Covid-19 pandemic has only reinforced our reliance on broadband—and the importance of closing the digital divide. With school, work, and health care increasingly—or completely—available online as a public health imperative, Californians' ability to access and use broadband became the difference between being able to fully engage in life, and being cut off.

In light of these challenges, in response to executive order N-73-20 calling for a California State Broadband Action Plan, the California Broadband Council developed the "Broadband for All" Action Plan with the understanding that broadband access, adoption, and training are essential components of digital equity. The Council solicited extensive engagement and input from state and local agencies, state legislative leaders, tribal nations, broadband industry leaders, nonprofits, and members of the public.

This Plan focuses on achieving three long-term goals: All Californians have high-performance broadband available at home, schools, libraries, and businesses; All Californians have access to affordable broadband and the devices necessary to access the internet; and All Californians can access training and support to enable digital inclusion. To achieve these goals the California Broadband Council plans to leverage the state's full range of tools, including policy, programs, funding, partnerships, and collaborations with federal, local, and tribal governments.

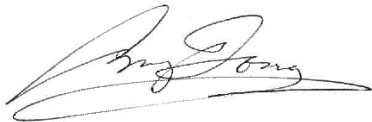
We recognize that enabling every Californian to access and adopt broadband will require time. Like the rest of the country, we face complex and deep-rooted challenges to delivering Broadband for All. We also recognize achieving Broadband for All will require partnerships with and support from the broadband industry and federal, local, and tribal governments. The California Broadband Council is committed to working with all partners to implement these actions, monitor progress, and update the action plan annually informed by what we accomplish, learn, and new opportunities.

We want to give special recognition to the California Broadband Council designees whose dedication and contributions to the Broadband for All Action Plan were invaluable.

We appreciate the opportunity to establish the state's Broadband for All Action Plan and proudly look forward to partnering across agencies and organizations at every level of government—and with industry—to take action that will ensure all Californians have equal access to affordable, high-performance broadband and the devices and skills needed to use it.

Sincerely,

The California Broadband Council



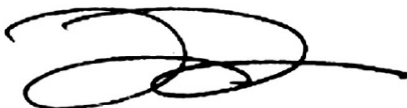
Amy Tong, Chair, State CIO and Director of California Department of Technology



Senator Ben Hueso, Vice-Chair, Member of the California State Senate  
Sarah Smith, Designee, Consultant for the Senate Energy, Utilities and Communications Committee



Assemblyman Mike Gipson, Member, California State Assembly  
Dr. Angelo Williamson, Designee, Chief of Staff



Tony Thurmond, Member, Superintendent of Public Instruction

Jerry Winkler, Designee, Education Program Consultant for the California Department of Education



Marybel Batjer, Member, President of California Public Utilities Commission  
Martha Guzman-Aceves, Designee, Commissioner



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# Dedication

This Broadband for All Action Plan is dedicated to the memory of the late Honorable Gwen Moore. She was the fourth African American woman elected to the California Legislature in 1978. Assemblywoman Moore led transformative changes to California’s telecommunication policies during her 16-year career in the legislature, 12 of which were as Chair of the Utilities and Commerce Committee. Assemblywoman Moore not only crafted the state’s Universal Service Act, bringing affordable telephone access to all Californians—she also imagined a California in which residents could all benefit from access to the internet, even proposing a statewide ISDN network in 1993. In a state that has led the world’s technology innovations, the California Broadband Council remains grateful to a leader who believed and left a legacy of work to ensure all Californians should have equal and equitable access to these innovations and opportunities.

# Executive Summary

***Broadband is essential to modern life.*** It is an engine of economic possibility, educational opportunity, civic engagement, and access to health care. People and communities that lack broadband and the means to use it are falling behind.

Residents in less populated areas have much less access to broadband services. But lack of broadband is not just a matter of geography or density; income, education, disability status, age, race, and ethnicity all correlate with lower broadband adoption. In other words, the poor, the less-educated, the differently abled, seniors, and people of color also feel the costs of the digital divide.

The COVID-19 pandemic has reinforced our reliance on broadband—and the importance of closing the divide. With school, work, and health care increasingly—or completely—available online as a public health imperative, Californians’ ability to access and use broadband became the difference between being able to fully engage in life, and being cut off.

In light of these challenges, this California State Broadband Action Plan—prepared in response to Governor Gavin Newsom’s executive order<sup>1</sup>—reflects the state’s belief that broadband is essential to economic and workforce development, public safety, education, and an engaged public.

The California Broadband Council developed this “Broadband for All” plan in fall 2020 understanding that digital equity warrants broadband access, adoption, and training.

The Council solicited extensive engagement and input from state and local agencies, state legislative leaders, tribal nations, broadband industry leaders, nonprofits, and members of the public. Besides our own research on national best practices, we reviewed 70 written comments and listened to ideas and concerns raised by many of the 150 organizations and more than 600 attendees that participated in listening sessions, online events, and meetings.<sup>2</sup>

This Plan focuses on achieving three long-term goals:

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<sup>1</sup> California Executive Order N-73-20, <https://www.gov.ca.gov/wp-content/uploads/2020/08/8.14.20-EO-N-73-20.pdf>.

<sup>2</sup> All written public comments, transcripts and recordings of the listening sessions and the California Broadband Council meetings are available on the Council’s website (<https://broadbandcouncil.ca.gov/action-plan/>).



**Goal 1:** All Californians have high-performance broadband available at home, schools, libraries, and businesses.

**Goal 2:** All Californians have access to affordable broadband and necessary devices.

**Goal 3:** All Californians can access training and support to enable digital inclusion.

To achieve these goals, the Council plans to leverage the state's full range of tools, including policy, programs, funding, partnerships, and collaborations with federal, municipal, and tribal governments. This Plan lays out key actions including:

- Modernize broadband speed and performance standards
- Simplify processes and leverage existing assets and construction
- Set reliability standards
- Increase access to affordable broadband services and devices
- Promote affordable broadband services and devices
- Encourage broadband competition
- Strengthen partnerships and coordinate initiatives
- Improve broadband data and mapping transparency and usability
- Develop technical assistance and support
- Bolster partnerships

We know this will take time. Like the rest of the country, we face complex and deep-rooted challenges to delivering Broadband for All.

We are making plans in an ever-changing landscape. For example, the potential impacts of federal programs like the Federal Communications Commission's Rural Digital Opportunity Fund remain unknown. The actions we propose here are first steps. We will revise these actions at least annually to reflect new achievements and opportunities.

We cannot do this alone. We need partnerships with and support from the broadband industry and federal, local, and tribal governments to achieve

Broadband for All. We expect to partner across agencies and organizations at every level of government and industry.

This is a moment for collaboration. The COVID-19 pandemic and devastating wildfire season have tested our state, our communities, and our loved ones. Californians have struggled to work, learn, and care for each other from home. In response, California's government, business, philanthropic, and nonprofit communities have come together to help blunt the worst effects of the digital divide.

- The [Governor's Task Force on Business and Jobs Recovery](#) and the [Superintendent of Public Instruction's Digital Divide Task Force](#) helped secure donations of over 64,000 internet-accessible devices and 100,000 hot spots for students.<sup>3</sup>
- The Governor's task force also reached out to internet service providers such as Cox, Charter, and Comcast, which extended low-cost plans to low-income children and families to assist with distance learning. Several other internet service providers expanded their affordable offers and enacted more beneficial policies on service termination, fees, and data caps.

These examples of collaboration and philanthropy helped California address the worst of the short-term effects of the pandemic, make meaningful headway on devices, and illustrate the importance of the work ahead.

We are proud to partner across our state to ensure all Californians have equal access to affordable, high-performance broadband and the devices and skills needed to use it.

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<sup>3</sup> "State Superintendent Tony Thurmond and Digital Divide Task Force Identify Resources, Partnerships Available to Support Successful Distance Learning in the Fall," California Department of Education, News Release, July 23, 2020, <https://www.cde.ca.gov/nr/ne/yr20/yr20rel61.asp>.

## Why Broadband for All?

Broadband can transform lives—and lack of access or adoption of broadband can limit Californians’ economic, educational, and health care opportunities.

- **Imagine** two seniors with medical needs, struggling to find reliable transportation to get to and from weekly medical appointments—and unable to take advantage of telehealth visits because they do not have access to broadband (and might not know how to use it even if they did).
- **Imagine** a family of five working and learning from home. Imagine the kids trying to understand geometry while the video of their teacher pauses and freezes. Imagine adults taking turns sitting in the car to take work video calls—unable to connect because the family does not have enough bandwidth to keep from knocking each other offline.
- **Imagine** a college student working a full-time, minimum-wage job by day and attending online classes at night, and then coming home after a nine-hour day and spending the next five hours trying to stream courses and submit homework through a smartphone.
- **Imagine** a farmer in the heart of the Central Valley who cannot effectively compete in global markets because of the lack of broadband access necessary to utilize internet-enabled machinery that other farms use to optimize soil fertility and yield more crops.

Since the beginning of the internet era, California’s policymakers have envisioned a California in which all residents can communicate using robust and affordable services, and where they are empowered to leverage these technologies for economic and social benefits.<sup>4</sup> Even as far back as 1993, the state considered at what point internet access would become so essential that broadband should be made affordable to everyone.<sup>5</sup>

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<sup>4</sup> See, for example, AB 1289 (Stats. 1993 Ch. 1143), which made it the policy of the state “to promote economic growth, job creation, and the substantial social benefits that will result from the rapid implementation of advanced information and communications technologies by adequate long-term investment in the necessary infrastructure.” And SB 1563 (Stats. 2002, Ch. 674) which made it the policy of California “To assist in bridging the ‘digital divide’ by encouraging expanded access to a state-of-the-art technologies for rural, inner-city, low-income, and disabled Californians.”

<sup>5</sup> California Public Utilities Commission. “Enhancing California’s Competitive Strength: A Strategy for Telecommunications Infrastructure (A Report to the Governor).” November 1993, 48.

The Council's pursuit of Broadband for All is rooted in a belief that broadband internet access is a critical service, not a luxury:

- Broadband access enables individuals to work, study, communicate, apply for government services, operate home-based businesses, receive emergency information, and access health care.
- Broadband powers the state's most critical systems, from its electrical grid to its water supply systems, its public safety and emergency response networks. Broadband underpins modern life.
- Broadband has helped ensure California's ability to compete on the world stage for years. Broadband enables communities to build thriving economies by attracting talent and businesses. It powers California's advancement and success in industries from higher education to manufacturing and agriculture, and in the service economy.

Like residents of every other state, however, Californians have uneven access to and adoption of broadband.

These challenges existed when Governor Newsom announced in November 2019 that he would bring stakeholders together to develop a Broadband for All plan.<sup>6</sup> Four months later, the COVID-19 pandemic upended many aspects of Californians' lives—and broadband, already essential to so many activities, became the only point of entry to many critical life needs. Nearly 7 million California K-12 students saw their schools close and started learning from home,<sup>7</sup> employees who were able to telework began working remotely, and Medicare patients began seeing their doctors through telehealth visits at much greater rates.

Even as in-person activities resume, digital tools and services will continue to become integral to modern life. Those without broadband will fall further behind. They will miss out on professional opportunities and quality-of-life improvements. This is especially troubling for historically underserved communities already behind their connected peers.

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<sup>6</sup> "In Fresno at the California Economic Summit, Governor Newsom Highlights New Investments in Higher Education, Actions to Strengthen California's Workforce & His Administration's Focus on Regional Growth Strategies," Office of Governor Gavin Newsom, News Release, November 8, 2019, <https://www.gov.ca.gov/2019/11/08/in-fresno-at-the-california-economic-summit-governor-newsom-highlights-new-investments-in-higher-education-actions-to-strengthen-californias-workforce-his-administrations-focus-on-regional/>.

<sup>7</sup> Council staff calculation: <https://www.cde.ca.gov/ds/sd/cb/ceffingertipfacts.asp>.

Broadband for All also represents new opportunities; a way not just to keep up, but a means to get ahead. The COVID-19 pandemic compelled many employers, employees, and entrepreneurs to pivot quickly to working from alternative places. That same type of innovation could be harnessed to encourage new regional economic development efforts after the pandemic—building on the Governor’s Regions Rise Together initiative.<sup>8</sup>

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<sup>8</sup> “Regions Rise Together,” State of California, <https://www.arcgis.com/apps/Cascade/index.html?appid=d056b93e3116413cbd1ad25cc4245221>.

# The Current State of Broadband in California

Delivering broadband to a state as large and diverse as California is complicated. Regions and communities vary by levels of competition, historic investment, and the need for subsidies to incentivize infrastructure deployment and broadband adoption.

While broadband infrastructure and increasing adoption have helped power California's fiscal health and well-being for decades, uneven access to this essential service remains.<sup>9</sup> According to the most recent figures, 23 percent of California housing units—home to 8.4 million residents—do not have broadband subscriptions.<sup>10</sup>

At the end of 2018, broadband services that advertised download speeds of 100 Mbps or greater were available to nearly 95 percent of California households. This achievement reflects widespread cable and fiber deployment in dense urban areas.

Nevertheless, many homes in urban areas remain unserved or do not have access to the same broadband infrastructure (especially fiber) that is available to wealthier neighbors, illustrating a historical pattern of uneven investment.<sup>11</sup> In addition, in rural California less than half of households (46.5 percent) can adopt broadband at this speed. Even in urban areas some communities lack availability.

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<sup>9</sup> In this report we refer to broadband "availability" when the infrastructure is available such that a household could access it. We refer to broadband "adoption" when a household subscribes to an available service. We refer to the "digital divide" to describe either lack of availability or lack of adoption (the latter of which might be caused by issues related to lack of affordability, devices, or digital skills).

<sup>10</sup> Council staff calculation. California's population was approximately 39.5M in 2019, assuming average household size of 3.05, and 22 percent of households did not subscribe to broadband at home through a computing device. See 2019 California Emerging Technology Fund survey for figures on non-smartphone broadband subscriptions: <https://www.cetfund.org/action-and-results/statewide-surveys/2019-statewide-surveys/>

<sup>11</sup> See the below resources on lack of access (particularly to fiber) in urban communities: "Who gets access to Fast Broadband? Evidence from Los Angeles County 2014-2017," Hernan Galperin et. al, October 2019, <https://arnicusc.org/publications/who-gets-access-to-fast-broadband-evidence-from-los-angeles-county-2014-17/>

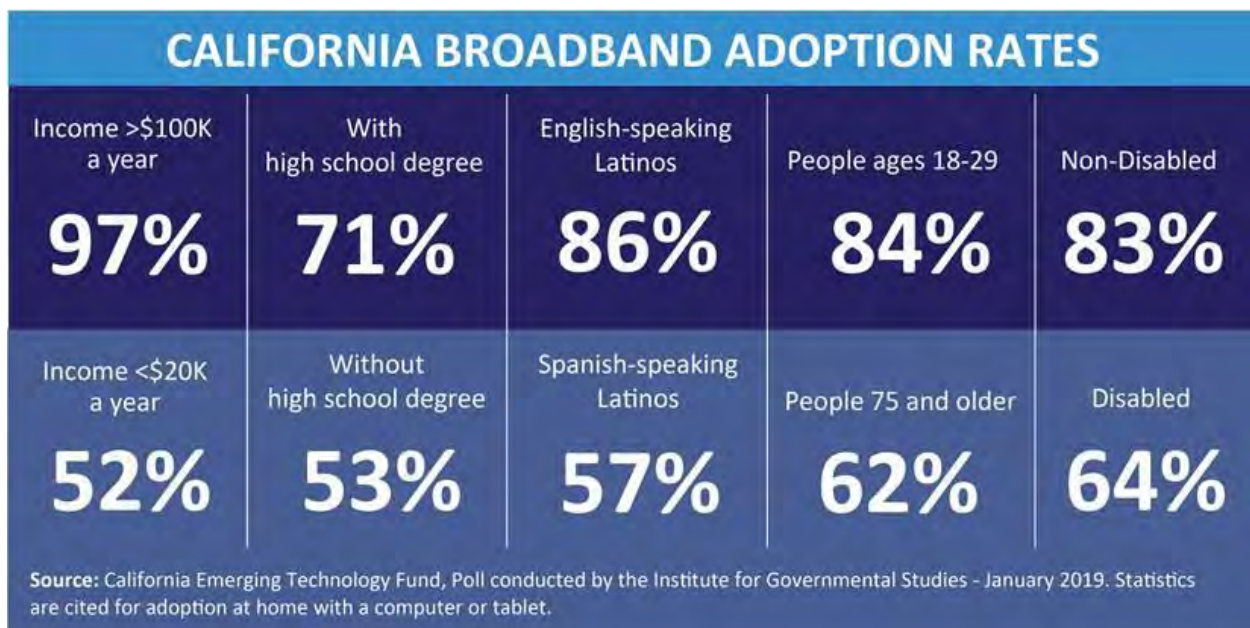
"On the Wrong Side of the Digital Divide," Greenlining Institute, June 2020, <https://greenlining.org/publications/online-resources/2020/on-the-wrong-side-of-the-digital-divide/>

"AT&T's Digital Redlining: Leaving Communities Behind for Profit," National Digital Inclusion Alliance and Communication Workers of America, October 2020, [https://www.digitalinclusion.org/wp-content/uploads/dlm\\_uploads/2020/10/ATTs-Digital-Redlining-Leaving-Communities-Behind-for-Profit.pdf](https://www.digitalinclusion.org/wp-content/uploads/dlm_uploads/2020/10/ATTs-Digital-Redlining-Leaving-Communities-Behind-for-Profit.pdf)

Approximately 674,000 households in the state lack high-capacity broadband, with about 305,000 located in urban areas and 369,000 located in rural areas.<sup>12</sup>

The geographical challenge is immense. Consider that urban California covers nearly 8,200 square miles and contains almost 95 percent of the state’s population. Rural California is home to 5 percent of the population spread across 147,000 square miles—an area larger than the combined land areas of Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Rhode Island, South Carolina, Vermont, and West Virginia.<sup>13</sup>

But California’s challenge is not only geography. Many Californians struggle to access broadband even when it is physically available.<sup>14</sup> Income, education, disability status, age, race, and ethnicity all correlate with lower broadband adoption, as the following data illustrates.<sup>15</sup>



<sup>12</sup> “California Advanced Services Fund: 2019 Annual Report,” April 2020, p. 11, <https://www.cpuc.ca.gov/General.aspx?id=9226>.

<sup>13</sup> Council staff calculation. “United States Summary: 2010,” U.S. Census, <https://www.census.gov/prod/cen2010/cph-2-1.pdf>.

<sup>14</sup> “Statewide Survey 2019,” California Emerging Technology Fund, <https://www.cetfund.org/action-and-results/statewide-surveys/2019-statewide-surveys/>.

<sup>15</sup> The California Public Utilities Commission concluded income was the most significant factor contributing to low adoption rates: “Broadband Adoption Gap Analysis,” CPUC, June 2019, [https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/UtilitiesIndustries/Communications/Reports\\_and\\_Presentations/CDVideoBB/BAGapAnalysis.pdf](https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/UtilitiesIndustries/Communications/Reports_and_Presentations/CDVideoBB/BAGapAnalysis.pdf).

# Challenges to Achieving Broadband for All

State, local, and tribal governments, the private sector, nonprofits, and philanthropies have all made investments to address these challenges over the past 20 years. While California has made significant progress toward digital equity, the evolving complexity and scope of the challenges means much work remains.

The Council identified five core roadblocks preventing Californians from accessing or adopting broadband: availability (speed and reliability), affordability, access to devices, digital skills, and data.

## Challenge 1: Availability (speed and reliability)

### *Californians' need for high-performance broadband continues to increase*

In 1996, the Federal Communications Commission (FCC) defined broadband internet as a 200 kbps speed service—fast enough to send and receive email. Bandwidth needs clearly have increased since then, but speed benchmarks lag behind those needs.

The FCC last updated its definition of broadband to a minimum of 25 Mbps download and 3 Mbps upload (25/3 Mbps) in 2015.<sup>16</sup> That benchmark was intended to be sufficient for people engaging in “light use” (email, browsing, basic video, VoIP, internet radio) or moderate use (basic functions plus one high-demand application such as videoconferencing, online gaming, or streaming HD video) for up to three devices at a time.<sup>17</sup>

California’s current standard is slower than the FCC’s definition. California defines broadband service in its core broadband subsidy program, the California Advanced Services Fund (CASF), as 6/1 Mbps or higher, and subsidizes build out at 10/1 Mbps or higher. This makes California one of 32 states that defines service below the FCC’s benchmark.<sup>18</sup> California also does not include latency standards, which are critical for applications like video and emerging Internet of Things and Smart Cities applications.

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<sup>16</sup> “2015 Broadband Progress Report and Notice of Inquiry on Immediate Action to Accelerate Deployment,” Federal Communications Commission, February 4, 2015, <https://docs.fcc.gov/public/attachments/FCC-15-10A1.pdf>.

<sup>17</sup> “Household Broadband Guide,” Federal Communications Commission, February 5, 2020, <https://www.fcc.gov/consumers/guides/household-broadband-guide>.

<sup>18</sup> “State Broadband Policy Explorer,” Pew, July 31, 2019, <https://www.pewtrusts.org/en/research-and-analysis/data-visualizations/2019/state-broadband-policy-explorer>.



There is little chance that Californians will need less broadband in the future. Americans already are outgrowing today's federal 25/3 Mbps standard. For example, the Federal Communications Commission's 2018 "Measuring Broadband America" report found that among participating home internet service providers, the median download speed experienced by users was approximately 72 Mbps, nearly triple the current federal standard.

In addition, the FCC found that from 2016 to 2017, between 2 and 50 percent of DSL subscribers, 4 and 100 percent of cable subscribers, and 14 and 80 percent of fiber subscribers moved to higher-speed tiers—either because the subscriber changed their broadband plan, or because the subscriber's service provider upgraded their plan.<sup>19</sup>

The number of internet-connected devices continues to grow. In 2019 there were approximately 10 billion Internet of Things devices connected worldwide. Industry forecasts suggest this will triple to 30.9 billion by 2025, with growth driven by personal and home devices.<sup>20</sup>

### *Rural, tribal and some urban communities lack high-performance broadband, network resiliency, and redundancy*

A large portion of California's population now has access to some broadband. At the end of 2018, 96.3 percent of Californian households had residential access to broadband at speeds of 25/3 or greater, and nearly 95 percent had access to download speeds of 100 Mbps or greater.<sup>21</sup> The areas of the state in which these speeds are not available are disproportionately rural. Less than 47 percent of rural households have broadband access at 100 Mbps and just over two-thirds have access at 25/3.<sup>22</sup>

Having low-quality or no broadband creates not only missed economic or quality-of-life opportunities but also threatens people's lives and homes. As the Governor's Wildfires and Climate Change Strike Force report noted in 2019, "the lack of broadband in rural communities and access to cell services makes it difficult to communicate clear emergency evacuation orders to residents or to

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<sup>19</sup> "Eighth Measuring Broadband America Fixed Broadband Report," Federal Communications Commission, December 14, 2018, <https://www.fcc.gov/reports-research/reports/measuring-broadband-america/measuring-fixed-broadband-eighth-report>.

<sup>20</sup> "State of the IoT 2020: 12 billion IoT connections, surpassing non-IoT for the first time," IoT Analytics, November 19, 2020, <https://iot-analytics.com/state-of-the-iot-2020-12-billion-iot-connections-surpassing-non-iot-for-the-first-time/>.

<sup>21</sup> "California Advanced Services Fund: 2019 Annual Report," p. 11.

<sup>22</sup> "California Advanced Services Fund: 2019 Annual Report," p. 11.

locate residents when they are in trouble.”<sup>23</sup> Progressively worse fire seasons have shone a spotlight on the limited capacity of the current infrastructure absent substantively more investment in redundancy and infrastructure hardening. Given the changing climate, there is a risk that broadband services may fail because of public safety power shutoffs or damage done to fragile infrastructure.

Tribal lands, which are largely rural, remain consistently underserved by broadband. While FCC data reports that over 98 percent of non-tribal areas in California have access to a fixed broadband provider, nearly a quarter of tribal lands lack access to such service.<sup>24</sup> Too many tribal lands in California are unserved.<sup>25</sup> Rural tribal communities often have less robust services available than their urban counterparts. According to the FCC’s Native Nations Task Force November 2019 Report, challenges include “statutory obstacles, regulatory and economic barriers, geographic and economic barriers, mapping challenges, Tribal consultation and engagement issues, accessibility, and adoption and demand issues.”<sup>26</sup> The result is a pattern of underinvestment and an exacerbation of existing inequalities.

The economics of infrastructure deployment help explain recurrent underinvestment in rural and tribal communities. Programs like CASF are designed to address this issue. There is a higher cost to build network infrastructure in less densely populated rural areas.<sup>27</sup> One possible result is that the private sector will choose not to offer services in low-density areas, especially without a subsidy.<sup>28</sup> If a provider does offer service, it will be under no obligation to continue providing internet access, even if it is the only provider in a community. Competition among

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<sup>23</sup> “Wildfires and Climate Change: California’s Energy Future,” A Report from Governor Newsom’s Strike Force, April 12, 2020; p 12.

<sup>24</sup> “Fixed Broadband Deployment: California,” Federal Communications Commission, <https://broadbandmap.fcc.gov/#/area-summary?version=dec2019&type=state&geoid=06&tech=acfow&speed=25.3&vlat=37.41896076143145&vlon=-119.30660699999999&vzoom=3.9361444836050796>

<sup>25</sup> Analysis showing the reservation and trust lands (excluding tribal communities not on these lands) that 15 of California’s federally recognized tribes have no broadband and 30 have less than 25 Mbps download. See Order Instituting Rulemaking into the Review of the California High Cost Fund-A Program (Rulemaking 11-11-007), Opening Comments of the Public Advocates Office on the Assigned Commissioner’s Fifth Amended Scoping Memo and Ruling (Feb. 29, 2020) at page 10, <https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M336/K533/336533984.PDF>. See

<sup>26</sup> Native Nations Task Communications Task Force, Improving and increasing Broadband Deployment on Tribal Lands, Nov 5, 2019.

<sup>27</sup> “Rural Broadband Economics: A Review of Rural Subsidies,” CostQuest Associates, 2018, page 10, <https://www.ustelecom.org/wp-content/uploads/2018/11/Rural-Broadband-Economics-A-Review-of-Rural-Subsidies-final-paper-1.pdf>.

<sup>28</sup> “Rural Broadband Economics: A Review of Rural Subsidies,” page 13.

providers is also more difficult in these communities because they offer thinner profit margins and require large capital investments.

As a result, prospective internet service providers in these areas of California require concerted help to overcome the challenges of building new infrastructure. Public intervention, particularly in the form of capital subsidies like those offered through the CASF program and various federal programs, is often necessary to incentivize providers to deliver equivalent service to poor and rural communities.

We must make it easier to serve unserved and underserved communities. This will require collaboration and consideration of alternative models and strategies to lower barriers to entry, such as making public infrastructure available for lease, barring anti-competitive agreements in multiple dwelling units like apartments, and streamlining permitting processes. For example, the Council heard from providers about the challenges associated with permitting and building across jurisdictions. This is an area that warrants continued focus and innovation,<sup>29</sup> especially in unserved and underserved communities.

*Delivering Gigabit Service to unserved and underserved Californians will require at least \$6.8 billion in new private, federal, and state investments.<sup>30</sup>*

Broadband infrastructure is a long-term capital investment. The state must continue to invest public resources in infrastructure that will serve Californians for decades to come.

Several last-mile technologies can deliver these speeds to Californians. Fiber is always a critical component for last-mile and advanced wireless services, whether to the home, community or somewhere between.<sup>31</sup> It is a critical backhaul for next-generation wireless technologies, such as 5G.<sup>32</sup> A home's

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<sup>29</sup> See, for example: "Public Infrastructure/Private Service: A Shared-Risk Partnership Model for 21st Century Broadband Infrastructure," published by the Benton Institute for Broadband and Society, 2020, <https://www.benton.org/publications/public-infrastructure-private-service>.

<sup>30</sup> See California Broadband Cost Model, <https://www.cpuc.ca.gov/communications/costmodel/>.

<sup>31</sup> "The Case for Fiber to the Home, Today: Why Fiber is a Superior Medium for 21st Century Broadband," Electronic Frontier Foundation, 2019, page 22, <https://www.eff.org/document/case-fiber-home-today-why-fiber-superior-medium-21st-century-broadband>.

<sup>32</sup> "5G Deployment: FCC Needs Comprehensive Strategic Planning to Guide Its Efforts," U.S. Government Accountability Office, June 2020, page 19, <https://www.gao.gov/assets/710/707530.pdf>.

proximity to fiber improves service quality dramatically.<sup>33</sup> The economics of building fiber do not make sense in parts of the state. These places will require alternative solutions.<sup>34</sup> Providing fiber connectivity across California will take a long time, and require considerable investment from the state and the federal government.

The California Public Utilities Commission (CPUC) contracted with experts to estimate the network investment required to build fiber networks that can provide broadband and voice services to California homes and businesses. The model includes the cost of middle-mile for use by multiple service providers. The model estimates the cost to build a network to serve currently unserved locations specified in three different tiers: 25 Mbps download and 3 Mbps upload, 100 Mbps download and 10 Mbps upload, and 100 Mbps download with no upload considered. It includes investment in “extremely high-cost” areas supported by monthly FCC subsidies. The estimates are for a passive fiber optical network delivering broadband and voice service to residences and businesses.

Because the areas of the state unserved today are often difficult to reach, it is possible that build-out may present more challenges—and need more resources—than the cost model estimates. Regardless, the model provides an informative baseline from which the state can plan targeted investments. Comparing the estimated costs for middle-mile and last-mile for three speed tiers illuminates details about how the model considers each part of the network, as described below.

Middle-mile provides a critical transport platform that multiple service providers can use between last-mile nodes. Middle-mile is distinct from wireless backhaul, which is usually built for a single provider. Although middle-mile fiber is already present in many locations, often it is not available for use by all service providers due to price, bandwidth, or owner policies. The estimated cost to build a statewide, middle-mile, dark fiber network along highways from scratch is \$2.2 billion. (Operators’ electronics would be priced separately.)

For the last-mile or access network, the model estimated three tiers of service that include middle-mile costs. Each estimate is standalone, meaning that each speed tier provides for a complete network in unserved areas at that speed tier.

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<sup>33</sup> “Issue Brief: California’s Digital Divide,” Little Hoover Commission, December 2020, page 4, <https://lhc.ca.gov/sites/lhc.ca.gov/files/Reports/253/IssueBrief1.pdf>.

<sup>34</sup> For example, each year California schools and libraries solicit bids from providers for broadband access. In some cases, rural schools and libraries receive no bid for fiber or they receive a single bid, usually for fixed wireless.

Unserved areas are the places where a network that provides this speed does not currently exist. Unlike the middle mile estimate, the last mile model network considers using infrastructure of existing service providers. The model factors in existing facilities costs such as pole attachments, conduit/duct, and manholes. The cost model does not currently reflect the costs of a new entrant into a market, which are likely to differ from incumbents. The CPUC could consider changes to the model to reflect a full range of deployment scenarios.

For last-mile network speeds of 25 Mbps download and 3 Mbps upload, the estimated cost for the California network build, including middle-mile, is \$5.6 billion. For last-mile network speeds of 100 Mbps download and 10 Mbps upload, the estimated cost for the California network build, including middle-mile, is \$6.8 billion. For last-mile network speeds of 100 Mbps download without estimating an upload speed, the estimated cost for the California network build, including middle-mile, is \$6.7 billion. The difference between these two model estimates is the cost of network electronics.

The CPUC's cost modeling tool will help the state target subsidized funding and deployment—and, with enhancements, can provide the state with better tools to measure progress.

### Challenge 2: Affordability

Price matters. When we consider what broadband costs a Californian, we have to account for all of the components in its price tag. The service cost is just one component; there are also taxes, surcharges, rental charges for modems and routers, and the cost of devices used for getting online—such as laptops and tablets. There are also additional unexpected costs of contractual penalties if a family falls behind and has to catch up, cancel, or switch plans. Each of these is a mandatory cost—and barrier—to getting online.

Compared to many other countries, broadband in the United States is expensive. Across the Organization for Economic Co-operation and Development (OECD) countries, only Mexico has higher broadband prices than the United States.<sup>35</sup> For a family with a tight budget, it is easy to see how paying for food, electricity, rent, and other necessities would take precedence over purchasing internet services.

That is one reason cellular phone subscriptions are the core communications service purchased by many Californians. However, smartphones provide only

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<sup>35</sup> "Broadband Portal," OECD, <http://www.oecd.org/sti/broadband/broadband-statistics/>. See fixed broadband basket, high user.

limited broadband access, and have a limited ability to share service with others—a spouse, children, or an elderly parent—in the household.

Over half of Californians without broadband at home cannot afford market prices or do not own a computer.<sup>36</sup> Many lower-income households believe they could afford \$10 to \$15 per month for broadband.<sup>37</sup>

Unfortunately, many existing affordable broadband programs cost more per month, have limited eligibility, and limited awareness. Providers limit eligibility for their affordable programs to people living right above the poverty line. This restriction makes them more limited in scope than the federal Lifeline subsidy program, in which most broadband providers do not take part. Affordable broadband programs also do not offer broadband at high speeds. Most affordable programs provide only at least 15/2 Mbps. In a pre-pandemic survey, over 70 percent of California non-adopters did not know these programs existed.<sup>38</sup> The state’s LifeLine program does not offer broadband by itself.<sup>39</sup> And there are no broadband programs to support families at risk of losing their service, like the Low Income Home Energy Assistance program.

Competition, which can drive down prices in an open, lightly regulated market, is more difficult to find for a service with such high capital costs. In its 2018 report on the state of competition among retail communications services in California, the PUC found that regional fixed broadband markets are highly concentrated, and that competition is weaker at higher speed thresholds.<sup>40</sup>

The lack of competition is particularly striking at higher speeds. For example, FCC data on 100/10 Mbps access shows that 4 percent of households have no access, 28 percent only had one provider, 45 percent have two choices, and only 23 percent were able to choose between three or more providers.<sup>41</sup>

In general, wealthier communities are two to three times more likely to have more than two choices than communities with households that have-lower-than-

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<sup>36</sup> “Statewide Survey 2019,” California Emerging Technology Fund.

<sup>37</sup> Jonathan Sallet, “Broadband for America’s Future: A Vision for the 2020s,” Benton Institute for Broadband & Society, October 2019, pages 65–66, <https://www.benton.org/publications/broadband-policy2020s>.

<sup>38</sup> “Statewide Survey 2019,” California Emerging Technology Fund.

<sup>39</sup> California LifeLine, <https://www.californialifeline.com/en>.

<sup>40</sup> “Retail Communications Services in California,” California Public Utilities Commission, December 2018, [https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/UtilitiesIndustries/Communications/Reports\\_and\\_Presentations/CD\\_Mgmt/re/CompetitionReportFinal%20Jan2019.pdf](https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/UtilitiesIndustries/Communications/Reports_and_Presentations/CD_Mgmt/re/CompetitionReportFinal%20Jan2019.pdf).

<sup>41</sup> “Fixed Broadband Deployment,” Federal Communications Commission, December 2019 map data, <https://broadbandmap.fcc.gov/#/>.

average income.<sup>42</sup> This results in greater inequities in poorer communities. Consumers benefit when companies compete for customers, and research shows that broadband competition reduces prices, and improves service.<sup>43</sup>

### Challenge 3: Devices

As we focus on creating digital equity, we must look at not only what is available and affordable, but also how Californians access the internet.

In 2019, only 82 percent of California households had a desktop or laptop at home.<sup>44</sup> For those not yet connected to the internet, a device can be a barrier. For example, 51 percent of non-adopters stated that broadband was too expensive or they did not have a computer at home.<sup>45</sup> Several hundred dollars is a significant investment for a lower-income household. If that household lacks good credit, the true cost can be much higher.

Households that access the internet through a smartphone only are unable to fully participate in modern digital life. In 2019, 78 percent of California households with home internet had a home desktop, laptop, or tablet computer, but 10 percent of those households only accessed broadband through their smartphone.<sup>46</sup> Smartphone-only users are often limited to consumer applications, finding it challenging to use such basic tools as word processors and spreadsheets. In addition, Smartphone-only users must contend with plans that have usage limits, resulting in a kind of “workaround ecosystem” using free Wi-Fi hotspots—exactly the kind of workaround the 2020 pandemic has disabled.<sup>47</sup>

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<sup>42</sup> Jonathan Sallet, “Broadband for America’s Future: A Vision for the 2020s,” Benton Institute for Broadband & Society, October 2019, [https://www.benton.org/sites/default/files/BBA\\_full\\_F5\\_10.30.pdf](https://www.benton.org/sites/default/files/BBA_full_F5_10.30.pdf).

<sup>43</sup> Jonathan Sallet, “Broadband for America’s Future: A Vision for the 2020s.”

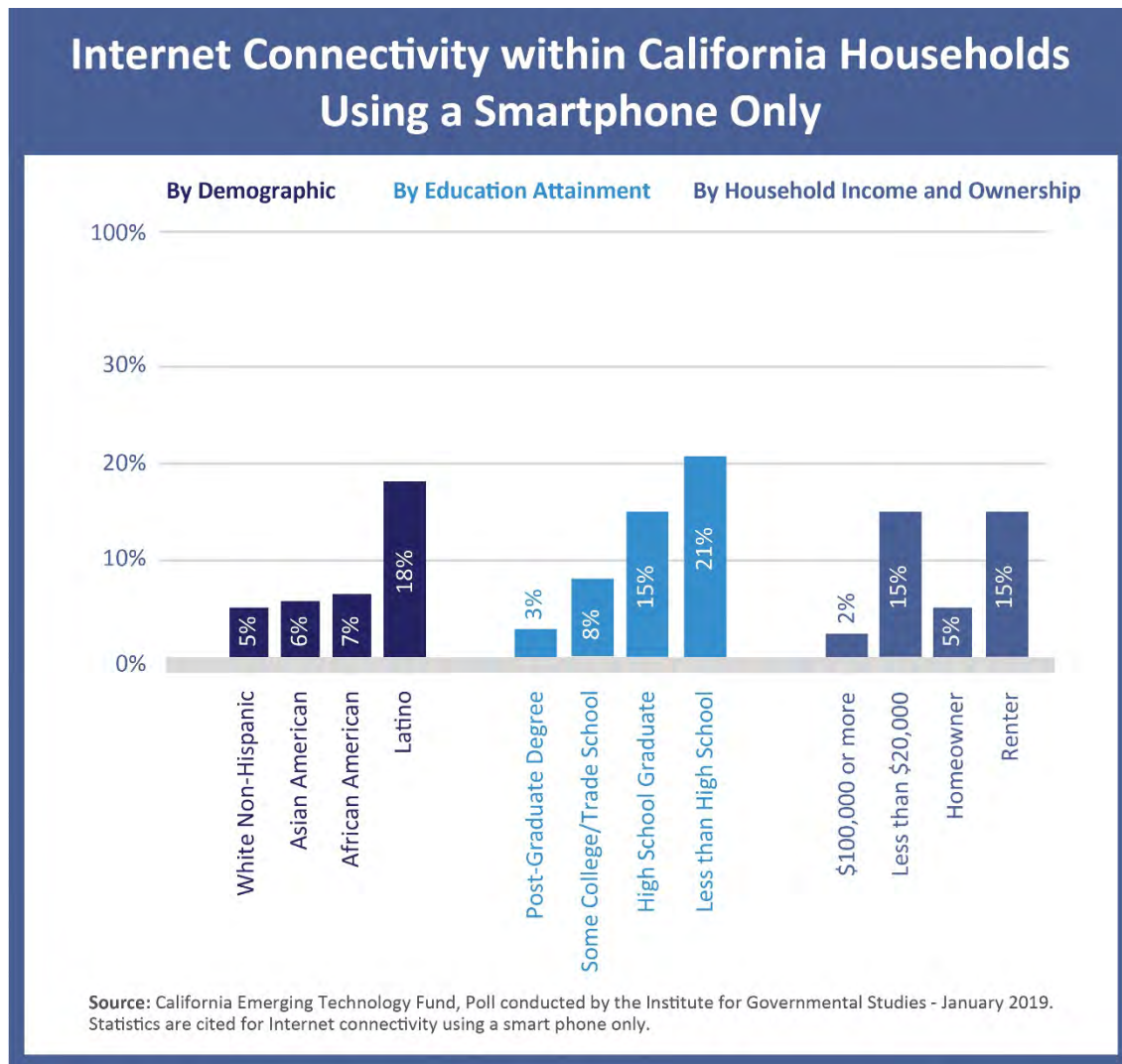
<sup>44</sup> “Types of Computer and Internet Subscriptions,” U.S. Census Bureau, American Community Survey 2019 (Table S2801), <https://data.census.gov/cedsci/table?q=computer%20ownership&g=0400000US06&tid=ACSST1Y2019.S2801&hidePreview=true>. An additional 0.6 percent have a tablet, but no other computing device.

<sup>45</sup> “Internet Connectivity and the ‘Digital Divide’ in California - 2019,” California Emerging Technology Fund, page 12.

<sup>46</sup> “Internet Connectivity and the ‘Digital Divide’ in California - 2019,” California Emerging Technology Fund, page 5.

<sup>47</sup> Monica Anderson and John B. Horrigan, “Smartphones help those without broadband get online, but don’t necessarily bridge the digital divide,” Pew, October 3, 2016, <https://www.pewresearch.org/fact-tank/2016/10/03/smartphones-help-those-without-broadband-get-online-but-dont-necessarily-bridge-the-digital-divide/>.

Vulnerable populations are often the most likely to be smartphone dependent, as the following data illustrates.



Often our most vulnerable populations can only access the internet on a smartphone.<sup>48</sup> Mobile service is an important tool, but it cannot bridge the digital divide. People who can access the internet through smartphones only cannot enjoy the full benefits of high-speed broadband.

Not everyone will have access to a desktop or laptop at home. Computer labs at libraries and nonprofits, and programs in which students can bring laptops home from schools will continue to be critical. Discount or refurbishing programs may help some afford devices. Others may continue to struggle to afford devices for a variety of reasons ranging from housing insecurity to concerns about privacy. In these cases, libraries and nonprofits fill a gap by providing computer and internet

<sup>48</sup> "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund. See "underconnected" users.



access to all. Across the nearly 1,200 library branches in California, community members used public computers 24 million times in fiscal year 2018–2019.<sup>49</sup> While this does not substitute for home adoption, it is an important backstop for the most vulnerable Californians.

#### Challenge 4: Digital skills

Broadband adoption requires more than a device to access affordable, available broadband. It also requires digital skills. The skills to get online are essential for ensuring Broadband for All.

Digital literacy is a spectrum, from basic computing and internet search skills to computer science. And, like other forms of literacy, the need for digital literacy changes over time. A young child needs different digital skills than someone searching for a job, seeing a doctor for a telehealth visit, or engaging in civic life. So, we need to build digital skills to address different needs at different phases in life.

For new broadband adopters, creating equity starts with ensuring access to introductory skills. For example, a study of users of Comcast’s program for low-income subscribers, Internet Essentials, found that significantly more of these households felt they would need help setting up a new device (69 percent) compared to the control group (50 percent).<sup>50</sup>

For households where broadband is available, but not adopted, research demonstrates that a low price is not the only barrier.<sup>51</sup> These households worry they may not be able to use the internet. A large share of new adopters feel uncomfortable in even setting up a device. Therefore, local digital learning programs run by cities, community colleges, libraries, schools, and nonprofit organizations play a critical role in creating a digitally inclusive California, and require ongoing support.

It is important to note that in the same Comcast Internet Essentials study, the users who engaged in basic training were more likely to “use the internet for learning,

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<sup>49</sup> 2018–2019 California State Library Annual Survey. Results available at <https://www.countingopinions.com/pireports/report.php?7ee907072fa6bbb008b6b06b39cad413&live>.

<sup>50</sup> John Horrigan, PhD, “Reaching the Unconnected: Benefits for kids and schoolwork drive broadband subscriptions, but digital skills training opens doors to household internet use for jobs and learning,” Technology Policy Institute, August 2019, p. 23, [https://techpolicyinstitute.org/wp-content/uploads/2019/08/Horrigan\\_Reaching-the-Unconnected.pdf](https://techpolicyinstitute.org/wp-content/uploads/2019/08/Horrigan_Reaching-the-Unconnected.pdf).

<sup>51</sup> Horrigan, “Reaching the Unconnected,” pages 3 – 4.

job searching, and improving job skills.”<sup>52</sup> This lends further credence to the notion that digital skills training is important because it impacts the way people use the internet.

Digital literacy often focuses on reaching late adopters who risk falling further behind. This is important as the lack of digital literacy compounds existing disadvantages and excludes them from opportunities. For example, a lack of digital literacy excludes potential students from opportunities to build skills online.

Challenge 5: Data

Try solving a problem when you do not know exactly who has it, or where it occurs, or how much it will cost to fix it. We face this situation today in trying to solve California’s digital divide. Data about costs, gaps, speeds, and access to broadband in California is disparate and subjective.

Key data problems are granularity and accuracy.<sup>53</sup> Data about broadband availability exists at the census block level. Blocks in urban areas might be an actual city block, but in rural areas they might span miles. In remote areas, blocks may encompass several hundred square miles.<sup>54</sup> Additionally, concerns over the accuracy of California and FCC availability data remain. Inaccurate data can make communities eligible or ineligible for state and federal funds.

Another part of the problem is that we do not have critical data to understand the quality of availability and adoption. For example, for the affordable broadband programs what is the take-up rate? How quickly do customers cycle off? How many people that apply are turned away? What are the prices for the same kind of service in different parts of the state?

Finally, actual service data remains elusive. Broadband subscription data is critical for understanding where people actually have internet service, as opposed to where providers advertise service. Subscription data by address provides granularity to map broadband affordability and adoption accurately.

High-quality data is not an end to itself. But without accurate, transparent, and updated data, we cannot develop good policies to solve real problems. Other critical sectors provide models for gathering better data. As one example, the U.S.

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<sup>52</sup> Horrigan, “Reaching the Unconnected,” page 26.

<sup>53</sup> Ryan Johnston, “FCC’s annual broadband report criticized for ‘inconsistent’ methodology,” StateScoop, May 30, 2019, <https://statescoop.com/fccs-annual-broadband-report-criticized-for-inconsistent-methodology/>.

<sup>54</sup> “Glossary: Blocks (Census Blocks),” U.S. Census Bureau, <https://www.census.gov/programs-surveys/geography/about/glossary.html>.

Energy Information Administration (EIA) collects the location of energy infrastructure throughout the country from industry, and makes it public. EIA also collects cost and pricing data from industry and consumers, and publishes data at the state level. These robust data sets provide policymakers the tools needed to respond to supply and pricing challenges, particularly for low-income consumers.

# From Obstacles to Opportunity: California's Broadband Goals

For all Californians to have access to affordable broadband and the means to use it, we must meet three goals:

Goal 1: All Californians have high-performance broadband available at home, schools, libraries, and businesses.

Broadband is not available or resilient in all corners of the state. Rural communities, tribal lands, and some urban areas face particular challenges. Californians also need fast enough internet to live and thrive in modern society. Learning, getting government services, working, and receiving health care increasingly assume broadband access. All Californians should have high-performance broadband available where they live. This includes low-income neighborhoods. The homeless or those without broadband at home should have access to broadband in their communities. Schools, libraries, and community-based organizations will continue to provide critical community access.

Goal 2: All Californians have access to affordable broadband and necessary devices.

Broadband service is still unaffordable for too many Californians today. The total cost of access is challenging. The costs stack up: a computer, a mouse, a router, a subscription. These costs can put broadband out of reach, particularly for lower-income families or those with little credit. All Californians should have affordable broadband service and devices available, regardless of geography or household income.

Goal 3: All Californians can access training and support to enable digital inclusion.

Broadband adoption requires more than availability and affordability of service and devices. People need digital literacy to want broadband services, and to enjoy the many (and ever-increasing) digital opportunities. Californians must have access to digital skills training for job opportunities to thrive in a digital world.

## Action Plan

Delivering tangible and measurable results will require innovation and action across many sectors and levels of government. This action must be grounded in strong partnerships among federal, state, tribal, and local governments, and with the private sector, nonprofits, and philanthropy.

Key opportunities for progress are reflected in the Action Plan items below. The Council and its partners will begin working on these items in 2021, recognizing that some may require legislative action. The Council will evaluate priorities and results over the next year in order to update the plan in 2022.

### Actions to ensure all Californians have high-performance broadband available at home, schools, libraries, and businesses

The state must pull all levers to make high-performance broadband available to all Californians. These levers include modernizing state broadband definitions, optimizing the state's financial toolkit, simplifying deployment, leveraging existing assets, and setting reliability standards for critical infrastructure. Universal access to high-performance broadband will take time, and it is critical that the state build a strong foundation to ensure meaningful and efficient investment.

#### Modernize broadband speed and performance standards

1. Recommend, and adopt shared standards among all state grant-funding and related broadband programs:
  - a. Define "broadband" with dual definitions: (1) a baseline definition to match the FCC standard of 25/3 Mbps and (2) a goal of 100/20 Mbps that reflects the Governor's Executive Order of a minimum of 100 Mbps download, and growing demand for higher upload speeds. These dual definitions bring the state in alignment with current federal standards<sup>55</sup> and adopt a forward-looking speed as bandwidth needs continue to grow. Federal funding benchmarks will be updated accordingly in the coming years.
  - b. Mitigate the problems with federal data. California should evaluate broadband at the serviceable location level to bring greater accuracy and granularity.

At the same time, state programs should evaluate definitions of "unserved" and "underserved" with each state funding opportunity to ensure that awardees are best positioned to leverage state funding to pursue competitive federal funding opportunities. Projects eligible for funding should deliver at least 25/3 Mbps to align with national and

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<sup>55</sup> Federal Communications Commission, "FCC Launches \$20 Billion Rural Digital Opportunity Fund To Expand Rural Broadband Deployment," <https://docs.fcc.gov/public/attachments/FCC-20-5A1.pdf>. See above baseline performance tier.

international standards, and 100/20 Mbps ideally to align with the Governor's Executive Order.

Review broadband funding speed targets for infrastructure subsidies or grants annually in light of national and international trends to ensure California remains competitive. Also review standards in light of federal funding requirements and scoring criteria to ensure that California applicants are able to leverage state funding to unlock federal grant and other funding opportunities.

- c. Develop criteria for state funding around demonstrated local and tribal government involvement that align with criteria for federal broadband funding, specifically the Department of Agriculture's ReConnect and Community Connect programs. Requiring robust demonstrated support will help to make state-funded projects even more competitive to receive funding from federal programs that require significant community support.
- d. Prioritize funding open access, middle-mile infrastructure, including connections to anchor institutions.

*Key Parties:* California Public Utilities Commission, California Department of Education, California State Library, California Department of Housing and Community Development and any other agency that makes broadband-eligible infrastructure grants.

- 2. Identify alternative financing opportunities with government and philanthropic partners to maximize funding for new infrastructure. The state should work with local governments to explore opportunities for public financing, including but not limited to bond instruments. The state should also engage with active philanthropy organizations to identify areas of shared interest and potential sources of funding to support new broadband deployments in unserved and underserved areas.

*Key Parties:* Governor's Office of Business and Economic Development, and California Public Utilities Commission

- 3. Modernize California's universal service programs to support the deployment and ongoing maintenance of broadband networks.

*Key Parties:* California Public Utilities Commission

*Additional areas worth consideration:*

- Increase financial resources allocated to expanding broadband availability statewide.
- Establish obligations for existing Internet Service Providers to serve all customers.

#### Simplify processes and leverage existing assets and construction

4. Implement a Dig Smart policy to install conduit as part of any appropriate and feasible state-funded transportation project in strategic corridors, as an incentive for service build-outs to un- and under-connected communities. Dig Smart policies present an opportunity to lower the capital cost of infrastructure deployment and minimize disruptions caused by ongoing or duplicitous construction, both incentivizing and expediting new investment.

*Key Parties:* California State Transportation Agency

5. Continue improving state encroachment permitting processes and rights-of-way management to accelerate broadband deployment projects that will serve un- and under-connected communities.

*Key Parties:* California State Transportation Agency

6. Explore various actions to enhance permitting processes at all levels of government through meaningful partnerships. Convene semi-annual meetings with broadband providers and local governments to enhance permitting processes that support the construction of broadband infrastructure and the needs of local governments. In addition, the office should launch a formal partnership with federal agencies to support prioritization of permits for broadband construction through federal land and when permit holders are experiencing delays.

*Key Parties:* California Department of Technology

7. Identify state property for possible use for broadband infrastructure, based on specific criteria identified by the CPUC, Caltrans and other relevant agencies, to accelerate broadband deployment.

*Key Parties:* California Public Utilities Commission, Department of General Services, California State Transportation Agency, California Department of Technology

8. Regularly coordinate and convene with jurisdictions implementing next-generation 9-1-1 to expand broadband infrastructure to enhance public

safety and disaster preparedness, response, recovery, and mitigation capabilities.

*Key Parties:* California Office of Emergency Services

#### Set reliability standards

9. Establish standards for middle mile and backhaul resilience and reliability. Recent experiences responding to wildfires throughout the state can be leveraged to identify shortcomings in network resilience and reliability. Analysis of demonstrated gaps can be used to set standards and a timeline for bringing networks throughout the state in line with such goals.

*Key Parties:* California Public Utilities Commission in consultation with the Governor's Office of Emergency Services

10. Establish clear standards of consumer protection and provisioning of equitable service by providers. Evaluate the surcharge collections and overall bill impacts, including other, non-public charges, to minimize total customer bill impacts. Examine whether broadband service in underserved and unserved communities is consistent with current licensing requirements.

*Key Parties:* California Public Utilities Commission

#### *Additional areas worth consideration:*

- Explore framework to ensure broadband resilience and reliability standards are met.

#### Actions to ensure all Californians have access to affordable broadband and necessary devices

The Council recognizes that broadband affordability remains an obstacle for many Californians. Partnerships with anchor institutions such as libraries, schools, and community organizations, as well as with philanthropies and private industry, will continue to be critical in ensuring access to internet-enabled devices and ultimately encouraging broadband adoption. The Council believes we can make significant progress in helping Californians enroll in existing affordable internet programs.

#### Increase access to affordable broadband services and devices

11. Within the scope of the California Public Utilities Commission's current proceeding, "Order Instituting Rulemaking to Establish a Framework and



Processes for Assessing the Affordability of Utility Service,” develop a framework to define essential broadband service affordability standards, evaluate those standards relative to other essential service costs, and develop a range of metrics to provide a comprehensive assessment of households’ ability to afford essential broadband service.

*Key Parties:* California Public Utilities Commission

12. Improve the California LifeLine Program by including stand-alone broadband service, and work in partnership with internet service providers to encourage participation in the program.

*Key Parties:* California Public Utilities Commission

13. Leverage existing California Department of Housing and Community Development programs, such as the Infill Infrastructure Grant Program and the Affordable Housing and Sustainable Communities Program, to provide free broadband service for tenants in newly built housing. Funding programs could incorporate opportunities for awardees to provide 100/20 Mbps broadband service for free of charge to all tenants in publicly subsidized units.

*Key Parties:* Department of Housing and Community Development

14. Promote existing state contractual vehicles with internet service providers and equipment vendors to support cost savings and efficient purchasing of broadband services and equipment by local public entities, such as school and library districts. Leveraging existing contracts is a resource-efficient strategy to help other public entities acquire affordable broadband services, especially in bulk.

*Key Parties:* Department of General Services, California Department of Technology, California Department of Education and California State Library

15. Analyze the needs of people ages 60 and older for access to affordable, reliable, high-speed broadband, and identify programmatic and partnership opportunities to meet these needs.

*Key Parties:* California Department of Aging, California Department of Technology, California Public Utilities Commission

*Additional areas worth consideration:*

- Ensure all affordable broadband offers meet minimum state standards for broadband

## Promote affordable broadband services and devices

16. Partner with internet service providers to promote, track, and publicly report the progress of adoption of affordable internet services and devices throughout the state.
  - a. Request providers to develop multi-language marketing materials for distribution to under-adopting communities and support dissemination by leveraging existing public programs and campaigns, such as: CalFresh, Department of Motor Vehicles (DMV), CalWorks, Covered California, public libraries, public housing, and the National School Lunch Program (NSLP), investor-owned utility CARES and Energy Savings Assistance (ESA) programs.
  - b. Develop tools for low-income individuals and service organizations to identify and subscribe to affordable broadband plans easily.
  - c. Continue promoting affordable broadband and device offers to:
    - i. Recipients of the National School Lunch program
    - ii. Public library patrons

*Key Parties:* California Department of Technology, California Public Utilities Commission, California Emerging Technology Fund and California State Library with support from all departments listed above, providers, manufacturers, and local government

## Encourage broadband competition

17. Provide guidance to local governments and partner with tribal governments to develop broadband strategies and explore options for increasing competition in their communities. Specifically, provide guidelines for communities to inventory local infrastructure assets, publish template lease agreements, and make assets available on an open-access basis.

*Key Parties:* California Public Utilities Commission

*Additional areas worth consideration:*

- Identify if there are new incentives to encourage competitive leasing of privately-owned infrastructure to encourage competition.
- Explore methods of promoting competition within multi-dwelling units – for example, through statewide adoption of San Francisco’s Article 52 – to

enable tenants in apartment buildings to choose among multiple internet service providers.

### Actions to ensure all Californians can access training and support to enable digital inclusion

Digital skills and literacy training are essential for digital inclusion. Nearly a quarter of Californians who do not subscribe to broadband today say that they are uncomfortable using a computer or going online.<sup>56</sup> The California Broadband Council thinks the state can make headway by better aligning skills training with infrastructure build-outs. The state can identify existing grant funds that can support digital skills training and can continue to support the organizations leading the way today—local governments, libraries, nonprofits, schools, and other stakeholders.

### Strengthen partnerships and coordinate initiatives

18. Develop and manage a multi-layer network of digital-inclusion stakeholders to discuss ongoing needs, share resources, and coordinate initiatives.

First, leverage California Broadband Council meetings and the GO-Biz broadband funding identification initiative to strengthen partnerships among anchor organizations such as schools, libraries, workforce development boards, and county social service departments.

Second, convene local government broadband coordinators and managers quarterly to identify barriers to local programming, new actions undertaken, and tools developed at the local level. Also, regularly convene private and nonprofit sector companies in an effort to understand and predict current and future demand for broadband.

Third, convene broadband adoption practitioners, including libraries, nonprofit organizations, and others semi-annually to share best practices and ongoing community needs to innovate and create new digital literacy tools, and develop curriculum and training programs to meet the needs of the workforce, community, and students.

*Key Parties:* Office of Broadband and Digital Literacy, Governor's Office of Business and Economic Development, California Public Utilities Commission, Department of General Services, state agencies that work with the local

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<sup>56</sup> "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund, table 6.

agencies listed above, California Emerging Technology Fund, private and nonprofit sector broadband providers, and local partners.

*Additional areas worth consideration:*

- Build out digital skills training programs that include core digital literacy as well as more advanced technical training that is linked specific jobs and career pathways.

### Actions to support all goals

Achieving the goals presented in this action plan requires cross-cutting action in three key areas: data transparency, technical assistance, and partnerships.

First, improve and share accurate, granular data to help stakeholders develop targeted solutions to improve broadband availability and adoption.

Second, expand technical assistance for local and tribal governments and their key partners to better leverage funding availability.

Finally, bolster partnerships among local, state, and federal governments, as well as with industry providers to ensure all resources are leveraged to the fullest extent possible.

### Improve broadband data and mapping transparency and usability

19. Collect more granular and accurate broadband data and leverage this information to build out the public California Interactive Broadband Map.

Collecting and mapping broadband availability data at the home address level will provide internet service providers and local and tribal governments the tools needed to pursue state and federal funding opportunities competitively. It will also enable them to advocate proactively for their eligibility to participate in such programs, by being able to demonstrate a lack of broadband access.

Improve the California Interactive Broadband Map by incorporating: existing public broadband assets, geographic boundaries, roads, anchor institutions, public rights-of-way, and fairgrounds.

*Key Parties:* California Public Utilities Commission in partnership with other departments/agencies including the California Department of Food and Agriculture and the Governor's Office of Emergency Services.

20. Leverage the California Public Utilities Commission’s cost model to inform broadband planning and investments, project broadband availability based on existing resources, and inform statewide discussions of additional resources required to achieve our broadband goals.

*Key Parties:* California Public Utilities Commission in partnership with the Governor’s Office of Business and Economic Development and the California Department of Technology

21. Establish a Broadband For All portal to enable easy access to broadband information and tools and serve as a central repository, including:

- a. A page for the public to submit data to validate or dispute broadband mapping data related to broadband speeds and availability.
- b. Resources and toolkits specific to broadband planning and implementation.
- c. Digital inclusion plans, initiatives, and best practices developed by local governments, nonprofits, anchor institutions, and community partners. When possible, entities should include resources that can be replicated or built upon by other entities.
- d. Digital skills training tools, such as curricula, fact sheets, promotion collateral, and more.
- e. Information on affordable internet offers and devices, including cost, eligibility, customer service contact information, and instructions on how to sign up.
- f. State and federal broadband funding opportunities using the grants.ca.gov site, including program status, eligibility requirements, and ability to be leveraged as match for other programs.

*Key Parties:* California Department of Technology

Develop technical assistance and support

22. Identify additional opportunities to provide technical assistance to local governments, Tribes, nonprofits, and their partners to best leverage local, state, federal, and private funding opportunities. This may include supporting the creation of special districts or cooperatives to deploy networks, and providing support in navigating the technical, regulatory, and financial hurdles to deployment.

*Key Parties:* California Public Utilities Commission, California Department of Technology

*Additional areas worth consideration:*

- Building out a technical assistance program that could include feasibility studies for potential infrastructure build-outs.
- Explore mechanisms for private entities to share asset availability with local governments on a project-by-project basis to enable efficient investment.

### Bolster partnerships

23. Form a planning group of all state agencies that oversee any potential infrastructure or broadband adoption funding to meet quarterly to ensure alignment in funding goals and implementation, and to identify existing and new programs that can support Broadband for All. The planning group will:

- a. Allow various agencies to coordinate funding priorities to ensure maximum impact of state funds, maximization of new and existing federal funding opportunities,<sup>57</sup> and that various programs complement one another in meeting the state’s broadband goals.
- b. Explore setting shared standards among state grant programs to prioritize joint infrastructure and adoption projects.
- c. Explore opportunities to use programs under their jurisdiction to accelerate broadband deployment and to leverage utility infrastructure to increase access to existing fiber and cost-effectively deploy new fiber.
- d. Identify and facilitate new broadband projects that support precision agriculture and food systems in rural communities.
- e. Identify ways to increase free or low-cost broadband connectivity at all publicly subsidized housing communities for residential units.
- f. Include updates from the California Department of Education as it continues leading statewide efforts to ensure that students have computing devices and connectivity necessary for distance learning and online instruction.

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<sup>57</sup> Existing funding opportunities include broadband-specific programs, but also those programs for which broadband access and adoption are an eligible use of funds (e.g., CARES Act, TANF, SNAP, U.S. Department of Labor funds)

- g. Identify additional opportunities for cross-department partnerships that bring new funding sources together, such as the current initiative by the Labor and Workforce Development Agency and the California State Library that supports access to online training and digital literacy.
- h. Support issuing guidance on how state agencies and local partners can support digital inclusion via existing federal programs, as has already been happening across departments.<sup>58</sup>
- i. Support access to broadband in fast-growing, inland parts of the state, as well as facilitate the growth of second offices for established CA companies, new startups, and telework opportunities to reduce vehicle miles traveled consistent with the state's climate commitments.

*Key Parties:* Governor's Office Business and Economic Development, California Public Utilities Commission, California Department of Food and Agriculture, California Department of Education, California State Library, California Department of Housing and Community Development, California Department of Water Resources, California Labor and Workforce Development Agency, California Department of Social Services, California Department of Aging, Governor's Office of Planning and Research, and any other agency with broadband infrastructure and adoption eligible programs.

24. Request that the executive branch entities and constitutional agencies incorporate broadband into their strategic plans, and provide broadband priorities to the California Broadband Council annually to ensure effective interagency collaboration.

*Key Parties:* All executive branch state entities (agencies, departments, commissions, etc.), and if they agree, constitutional agencies.

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<sup>58</sup> See, for example, recent guidance from the California Department of Social Services to County Welfare Departments, which includes adoption and training options for program recipients: [https://cdss.ca.gov/Portals/9/Additional-Resources/Letters-and-Notices/ACINs/2020/I-76\\_20.pdf?ver=2020-11-05-094747-987](https://cdss.ca.gov/Portals/9/Additional-Resources/Letters-and-Notices/ACINs/2020/I-76_20.pdf?ver=2020-11-05-094747-987).

## What's Next

This Broadband Action Plan will be a live, iterative document. The California Broadband Council will update the Plan on an annual or more frequent basis through 2025 as directed by Governor Newsom's broadband executive order N-73-20.<sup>59</sup>

The California Broadband Council—in partnership with key state, local, and Tribal government agencies, internet service providers, nonprofits, and other broadband stakeholders—will continue to collaborate and identify critical action items.

Lead agencies or organizations will regularly report on their ongoing progress and provide assessments of each assigned action to the California Broadband Council—and the Council will convene quarterly meetings to discuss and determine next steps.

The Council appreciates the public input it has received during the preparation of this Plan. Public comments on the Broadband Action Plan may be submitted via email ([CABroadbandCouncil@state.ca.gov](mailto:CABroadbandCouncil@state.ca.gov)) or during public comment periods at the California Broadband Council meetings.

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<sup>59</sup> California Executive Order N-73-20, <https://www.gov.ca.gov/wp-content/uploads/2020/08/8.14.20-EO-N-73-20.pdf>.



# Acknowledgements

This report would not be possible without the time and energy invested by the members of the California Broadband Council and their staffs, designees, and other experts around the state. In particular, the Council wishes to thank Stephanie Tom, Deputy Director for Broadband and Digital Literacy at the California Department of Technology, and Justin Cohan-Shapiro, Chief Strategist at the California Department of Technology, who led the development of this Plan.

The Council is also grateful to the following staff, stakeholders, and experts for their feedback, research, and input: the analysts at CTC Technology & Energy, Sara Hudson, Technical Writer, and the California Regional Broadband Consortia. Also special recognition goes to Anne Neville-Bonilla, Director of the California Research Bureau, and Stuart Drown, Deputy Secretary, California Government Operations Agency, whose significant contributions to the writing and editing of this report were invaluable.

A committed team coordinated the Council's efforts on this Plan. At the California Department of Technology, Adelina Zendejas, Deputy Director of Special Projects; Jules Stein, Manager for Broadband and Digital Literacy and Legislation; Sachin Brahme, Information Technology Manager, Bob Andosca, Acting Deputy Director of Communication; Katherine Milton, Communications Manager; and Michelle Wagner, Graphic Designer all provided invaluable support to the Council's meetings and operations for this report.

A special note of appreciation to California Forward, Elizabeth Doohar, Broadband Facilities Coordinator at the Department of Transportation, and Christina Snider, the Governor's Tribal Advisor for their support leading the listening sessions with the community, local government, and Tribes to ensure diverse and inclusive feedback was obtained and incorporated into the Plan.

The collective support of the Council, staff, stakeholders, and experts, yielded unprecedented feedback and engagement from over 650 individuals through the following channels:

- 8 Council meetings with an average of 70 attendees.
- 6 listening sessions with an average of 60 participants.
- 2 tribal consultants with a total of 15 participants.
- 8 public working sessions with an average of 20 participants.
- 12 individual one-on-one meetings with California Broadband Council staff.

- 77 submitted written public comments.

The Council thanks all of these contributors for the skill, energy, and dedication they brought to creating this Plan.

# Appendix A: Summary of 12-Month Action Plan

**GOAL #1: Actions to ensure all Californians have high-performance broadband available at home, schools, libraries, and businesses**

## Modernize broadband speed and performance standards

1. Recommend, and adopt shared standards among all state grant-funding and related broadband programs:

- a) Define “broadband” with dual definitions: (1) a baseline definition to match the FCC standard of 25/3 Mbps and (2) a goal of 100/20 Mbps that reflects the Governor’s Executive Order of a minimum of 100 Mbps download, and growing demand for higher upload speeds. These dual definitions both bring the state in alignment with current federal standards and adopt a forward-looking speed as bandwidth needs continue to grow. Federal funding benchmarks will be updated accordingly in the coming years.
- b) Mitigate the problems with federal data. California should evaluate broadband at the serviceable location level to bring greater accuracy and granularity.

At the same time, state programs should evaluate definitions of “unserved” and “underserved” with each state funding opportunity to ensure that awardees are best positioned to leverage state funding to pursue competitive federal funding opportunities. Projects eligible for funding should deliver at least 25/3 Mbps to align with national and international standards, and 100/20 Mbps ideally to align with the Governor’s Executive Order.

Review broadband funding speed targets for infrastructure subsidies or grants annually in light of national and international trends to ensure California remains competitive. Also review standards in light of federal funding requirements and scoring criteria to ensure that California

### Key Parties:

- California Public Utilities Commission,
- California Department of Education,
- California State Library,
- California Department of Housing and Community Development, and
- Any other agency that makes broadband-eligible infrastructure grants.

<p>applicants are able to leverage state funding to unlock federal grant and other funding opportunities.</p> <p>c) Develop criteria for state funding around demonstrated local and tribal government involvement that align with such criteria for federal broadband funding, specifically the Department of Agriculture’s ReConnect and Community Connect programs. Requiring robust demonstrated support will help to make state-funded projects even more competitive to receive funding from federal programs that require significant community support.</p> <p>d) Prioritize funding open access, middle-mile infrastructure, including connections to anchor institutions.</p>	
<p>2. Identify alternative financing opportunities with government and philanthropic partners to maximize funding for new infrastructure. The state should work with local governments to explore opportunities for public financing, including but not limited to bond instruments. The state should also engage with active philanthropy organizations to identify areas of shared interest and potential sources of funding to support new broadband deployments in unserved and underserved areas.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• Governor’s Office of Business and Economic Development, and</li> <li>• California Public Utilities Commission</li> </ul>
<p>3. Modernize California’s universal service programs to support the deployment and ongoing maintenance of broadband networks effectively.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission</li> </ul>
<p>Additional areas worth consideration:</p> <ul style="list-style-type: none"> <li>• Increase financial resources allocated to expanding broadband availability statewide.</li> <li>• Establish obligations for existing Internet Service Providers to serve all customers.</li> </ul>	<p>TBD</p>

Simplify processes and leverage existing assets and construction

<p>4. Implement a Dig Smart policy to install conduit as part of any appropriate and feasible state-funded transportation project in strategic corridors, as an incentive for service build-outs to un- and under-</p>	<p>Key Parties:</p>
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<p>connected communities. Dig Smart policies present an opportunity to lower the capital cost of infrastructure deployment and minimize disruptions caused by ongoing or duplicitous construction, both incentivizing and expediting new investment.</p>	<ul style="list-style-type: none"> <li>• California State Transportation Agency</li> </ul>
<p>5. Continue improving state encroachment permitting processes and rights-of-way management to accelerate broadband deployment projects that will serve un- and under-connected communities.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California State Transportation Agency</li> </ul>
<p>6. Explore various actions to enhance permitting processes at all levels of government through meaningful partnerships. Convene semi-annual meetings with broadband providers and local governments to enhance permitting processes that support the construction of broadband infrastructure and the needs of local governments. In addition, the office should launch a formal partnership with federal agencies to support prioritization of permits for broadband construction through federal land and when permit holders are experiencing delays.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Department of Technology</li> </ul>
<p>7. Identify state property for possible use for broadband infrastructure, based on specific criteria identified by the CPUC, Caltrans and other relevant agencies, to accelerate broadband deployment.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission,</li> <li>• Department of General Services,</li> <li>• California State Transportation Agency,</li> <li>• California Department of Technology</li> </ul>
<p>8. Regularly coordinate and convene with jurisdictions implementing next-generation 911 to expand broadband infrastructure to enhance public safety and disaster preparedness, response, recovery, and mitigation capabilities.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Office of Emergency Services</li> </ul>

Set reliability standards	
9. Establish standards for middle-mile and backhaul resilience and reliability. Recent experiences responding to wildfires throughout the state can be leveraged to identify shortcomings in network resilience and reliability. Analysis of demonstrated gaps can be used to set standards and a timeline for bringing networks throughout the state in line with such goals.	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission in consultation with the</li> <li>• Governor’s Office of Emergency Services</li> </ul>
10. Establish clear standards of consumer protection and provisioning of equitable service by providers. Evaluate the surcharge collection and overall bill impacts, including other non-public charges to minimize total customer bill impacts. Examine whether broadband service in underserved and unserved communities is consistent with current licensing requirements.	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission</li> </ul>
Additional areas worth consideration: <ul style="list-style-type: none"> <li>• Explore framework to ensure broadband resilience and reliability standards are met.</li> </ul>	TBD

**GOAL #2: Actions to ensure all Californians have access to affordable broadband and necessary devices**

Increase access to affordable broadband services and devices	
11. Within the scope of the California Public Utilities Commission’s current proceeding, “Order Instituting Rulemaking to Establish a Framework and Processes for Assessing the Affordability of Utility Service,” develop a framework to define essential broadband service affordability standards, evaluate those standards relative to other essential service costs, and develop a range of metrics to provide a comprehensive assessment of households’ ability to afford essential broadband service.	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission</li> </ul>
12. Improve the California LifeLine Program by including stand-alone broadband service, and work in partnership with internet service providers to encourage participation in the program.	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission</li> </ul>

<p>13. Leverage existing California Department of Housing and Community Development programs, such as the Infill Infrastructure Grant Program and the Affordable Housing and Sustainable Communities Program, to provide free broadband service for tenants in newly built housing. Funding programs could incorporate opportunities for awardees to provide 100/20 Mbps broadband service free of charge to all tenants in publicly subsidized units.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• Department of Housing and Community Development</li> </ul>
<p>14. Promote existing state contractual vehicles with internet service providers and equipment vendors to support cost savings and efficient purchasing of broadband services and equipment by local public entities such as school and library districts. Leveraging existing contracts is a resource-efficient strategy to help other public entities acquire affordable broadband services, especially in bulk.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• Department of General Services,</li> <li>• California Department of Technology,</li> <li>• California Department of Education</li> <li>• California State Library</li> </ul>
<p>15. Analyze the needs of people ages 60 and older for access to affordable, reliable, high-speed broadband, and identify programmatic and partnership opportunities to meet these needs.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Department of Aging,</li> <li>• California Department of Technology,</li> <li>• California Public Utilities Commission</li> </ul>
<p>Additional areas worth consideration:</p> <ul style="list-style-type: none"> <li>• Ensure all affordable broadband offers meet minimum state standards for broadband</li> </ul>	<p>TBD</p>

Promote affordable broadband services and devices

16. Partner with internet service providers to promote, track and publicly report the progress of adoption of affordable internet services and devices throughout the state.

- a) Request providers to develop multi-language marketing materials for distribution to under-adopting communities and support dissemination by leveraging existing public programs and campaigns, such as: CalFresh, Department of Motor Vehicles (DMV), CalWorks, Covered California, public libraries, public housing, and the National School Lunch Program (NSLP), investor-owned utility CARES and Energy Savings Assistance (ESA) programs.
- b) Develop tools for low-income individuals and service organizations to identify and subscribe to affordable broadband plans easily.
- c) Continue promoting affordable broadband and device offers to:
  - i. Recipients of the National School Lunch program
  - ii. Public library patrons

Key Parties:

- California Department of Technology,
- California Public Utilities Commission,
- California Emerging Technology Fund and
- California State Library, with support from all departments listed above, providers, manufacturers, and local government

Encourage broadband competition

17. Provide guidance to local governments and partner with Tribal governments to develop broadband strategies and explore options for increasing competition in their communities. Specifically, provide guidelines for communities to inventory local infrastructure assets, publish template lease agreements, and make assets available on an open-access basis.

Key Parties:

- California Public Utilities Commission

Additional areas worth consideration:

- Identify if there are new incentives to encourage competitive leasing of privately-owned infrastructure to encourage competition.
- Explore methods of promoting competition within multi-dwelling units – for example, through statewide adoption of San Francisco’s Article 52 – to enable

TBD



tenants in apartment buildings to choose between multiple internet service providers.	
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GOAL #3: Actions to ensure all Californians can access training and support to enable digital inclusion

Strengthen partnerships and coordinate initiatives	
<p>18. Develop and manage a multi-layer network of digital inclusion stakeholders to discuss ongoing needs, share resources, and coordinate initiatives. First, leverage California Broadband Council meetings and the GO-Biz broadband funding identification initiative to strengthen partnerships among anchor organizations such as schools, libraries, workforce development boards, and county social service departments. Second, convene local government broadband coordinators and managers quarterly to identify barriers to local programming, new actions undertaken, and tools developed at the local level. Also, regularly convene private and nonprofit sector companies in an effort to understand and predict current and future demand for broadband. Third, convene broadband adoption practitioners, including libraries, nonprofit organizations, and others semi-annually to share best practices and ongoing community needs in regard to, innovate and create new digital literacy tools, and develop curriculum and training programs to meet the needs of the workforce, community, and students.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• Office of Broadband and Digital Literacy,</li> <li>• Governor’s Office of Business and Economic Development,</li> <li>• California Public Utilities Commission ,</li> <li>• Department of General Services,</li> <li>• State agencies that work with the local agencies listed above,</li> <li>• California Emerging Technology Fund,</li> <li>• Private and nonprofit sector broadband providers, and</li> <li>• Local partners.</li> </ul>
<p>Additional areas worth consideration:</p> <ul style="list-style-type: none"> <li>• Build out digital skills training programs that include core digital literacy, as well as more advanced technical training linked to specific jobs and career pathways.</li> </ul>	<p>TBD</p>

Improve broadband data and mapping transparency and usability	
<p>19. Collect more granular and more accurate broadband data and leverage this information to build out the public California Interactive Broadband Map. Collecting and mapping broadband availability data at the home address level will provide internet service providers and local and tribal governments the tools needed to pursue state and federal funding opportunities competitively. It will also enable them to advocate proactively for their eligibility to participate in such programs by being able to demonstrate a lack of broadband access. This will incorporate the following data in the California Interactive Broadband Map: Existing public broadband assets, geographic boundaries, roads, anchor institutions, public rights-of-way, and fairgrounds.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission in partnership with other departments/agencies including the</li> <li>• California Department of Food and Agriculture and the</li> <li>• Governor’s Office of Emergency Services.</li> </ul>
<p>20. Leverage the California Public Utilities Commission’s cost model to inform broadband planning and investments, project broadband availability based on existing resources, and inform statewide discussions of additional resources required to achieve our broadband goals.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission in partnership with the</li> <li>• Governor’s Office of Business and Economic Development and the</li> <li>• California Department of Technology</li> </ul>
<p>21. Establish a Broadband for All portal to enable easy access to broadband information and tools and serve as a central repository, including:</p> <ol style="list-style-type: none"> <li>a) A page for the public to submit data to validate or dispute broadband mapping data related to broadband speeds and availability.</li> <li>b) Resources and toolkits specific to broadband planning and implementation.</li> <li>c) Digital inclusion plans, initiatives, and best practices developed by local governments, nonprofits, anchor institutions, and community</li> </ol>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Department of Technology</li> </ul>

<p>partners. When possible, entities should include resources that can be replicated or built upon by other entities.</p> <p>d) Digital skills training tools, such as curricula, fact sheets, promotion collateral, and more.</p> <p>e) Information on affordable internet offers and devices, including cost, eligibility, customer service contact information, and instructions on how to sign up.</p> <p>f) State and federal broadband funding opportunities using the grants.ca.gov site, including program status, eligibility requirements, and ability to be leveraged as match for other programs.</p>	
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Develop technical assistance and support	
<p>22. Identify additional opportunities to provide technical assistance to local governments, Tribes, nonprofits and their partners to best leverage local, state, federal, and private funding opportunities. This may include supporting the creation of special districts or cooperatives to deploy networks, and providing support in navigating the technical, regulatory, and financial hurdles to deployment.</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• California Public Utilities Commission,</li> <li>• California Department of Technology</li> </ul>
<p>Additional areas worth consideration:</p> <ul style="list-style-type: none"> <li>• Building out a technical assistance program that could include feasibility studies for potential infrastructure build-outs.</li> <li>• Explore mechanisms for private entities to share asset availability with local governments on a project-by-project basis to enable efficient investment.</li> </ul>	TBD

Bolster partnerships	
<p>23. Form a planning group of all state agencies that oversee any potential infrastructure or broadband adoption funding to meet quarterly to ensure alignment in funding goals and implementation, and further identify existing and new programs that can support Broadband for All. The planning group will:</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• Governor’s Office Business and Economic Development,</li> <li>• California Public Utilities Commission,</li> </ul>

<p>a) Allow various agencies to coordinate funding priorities to ensure maximum impact of state funds, maximization of new and existing federal funding opportunities, and that various programs complement one another in meeting the state's broadband goals.</p> <p>b) Explore setting shared standards among state grant programs to prioritize joint infrastructure and adoption projects.</p> <p>c) Explore opportunities to use programs under their jurisdiction to accelerate broadband deployment and to leverage utility infrastructure to increase access to existing fiber and cost-effectively deploy new fiber.</p> <p>d) Identify and facilitate new broadband projects that support precision agriculture and food systems in rural communities.</p> <p>e) Identify ways to increase free or low-cost broadband connectivity for residential units at all publicly subsidized housing communities.</p> <p>f) Include updates from the California Department of Education as it leads statewide efforts to ensure that students have the computing devices and connectivity necessary for distance learning and online instruction.</p> <p>g) Identify additional opportunities for cross-department partnerships that bring new funding sources together, such as the current initiative by the Labor and Workforce Development Agency and the California State Library that supports access to online training and digital literacy.</p> <p>h) Support issuing guidance on how state agencies and local partners can support digital inclusion via existing federal programs, such as has already happened across departments.</p> <p>i) Support access to broadband in fast-growing inland parts of the state, as well as facilitate the growth of second offices for established CA companies, new startups, and telework opportunities to reduce vehicle miles traveled consistent with the state's climate commitments.</p>	<ul style="list-style-type: none"> <li>• California Department of Food and Agriculture,</li> <li>• California Department of Education,</li> <li>• California State Library,</li> <li>• California Department of Housing and Community Development,</li> <li>• California Department of Water Resources,</li> <li>• California Labor and Workforce Development Agency,</li> <li>• California Department of Social Services,</li> <li>• California Department of Aging,</li> <li>• Governor's Office of Planning and Research, and</li> <li>• Any other agency with broadband infrastructure and adoption eligible programs.</li> </ul>
<p>24. Request that executive branch entities and constitutional agencies incorporate broadband into their strategic plans, and provide broadband priorities</p>	<p>Key Parties:</p> <ul style="list-style-type: none"> <li>• All executive branch state entities</li> </ul>

to the California Broadband Council annually to ensure effective interagency collaboration.	(agencies, departments, commissions, etc.), and if they agree, constitutional agencies.
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## Appendix B: CPUC Cost Model

Excerpt from the California Broadband Cost Model CBCM Report (December 2020). Available at <https://www.cpuc.ca.gov/communications/costmodel/>.

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Publication Date: December 2020

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## EXECUTIVE SUMMARY

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### INTRODUCTION

Chico State University, on behalf of California Public Utilities Commission (CPUC), engaged CostQuest Associates, Inc. (CQA) to provide a statewide cost model for broadband and voice services using methods consistent with the adopted FCC Connect America Cost Model (CACM) as modified by the approach requested by the CPUC. The CACM is used under multiple FCC funding mechanisms, including the Rural Digital Opportunity Fund (RDOF) program<sup>1</sup>. It must be noted here however that the California State Broadband Cost Model (CBCM) is not the CACM. The CBCM has as its purpose the estimation of investment to build broadband network infrastructure to given locations on a one-time capital cost basis.

The cost elements comprising CBCM are based on network design and engineering methods, to model, as closely as possible, estimated network deployment costs of a fiber to the premises network capable of meeting current and future consumer bandwidth demand requirements. The model's inputs are flexible, so that information about cost factors specific to areas of California may be adjusted going forward, at the option of the CPUC.

The purpose of the CBCM is to provide the CPUC and state Policy Makers with cost estimates for broadband across the state. To that end, and to support the various needs the CPUC seeks to address, the CBCM is provided as an iterative process. This model provides Middle Mile and Access Network investment with aggregate build out costs for Fiber to the Premises (FTTP) for the access networks and service tiers as described in the Scope section of this report. FTTP networks are capable of providing services with bandwidth up to 1000 Mbps. Investment is categorized above and below a threshold. The threshold value is intended to help identify areas which may be too costly for economically viable FTTP.

Future iterations of the model may be expanded to include additional network tech types, tiers of service, and geographies. We note, for example, a majority of California housing units are served with broadband services provided by cable companies. At the request of CPUC staff, the model may be adjusted to evaluate areas served by cable companies.

### SUMMARY FINDINGS

The cost models provide estimates for a Fiber to the Premises (FTTP) network. The Fiber to the Premises network is constructed for all unserved locations. Unserved locations *over* an investment threshold are served with the same network as those *under* the threshold.

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<sup>1</sup> The FCC RDOF Program information is available at: <https://www.fcc.gov/auction/904>. RDOF mapped locations in California are available via CPUC mapping at: <https://www.broadbandmap.ca.gov/federal/funding/>. The CPUC's support mechanisms for in-state RDOF bidders and federal program updates are available at: <https://www.cpuc.ca.gov/broadband/federal/funding/>.

The estimated investments to provide voice and broadband<sup>2</sup> were calculated for areas not served by the following speed standards:

1. 25 Mbps download / 3 Mbps upload
2. 100 Mbps download / no specified upload
3. 100 Mbps download / 10Mbps upload

Results are presented in Tables 1-4, below. The access network values allocate 100% of the middle mile structure to the voice and broadband network. Associated state maps for each speed standard table can be found in a separate document; see appendix D for detail.

Table 1: Estimated Investments - Statewide Comparative Summary, by Speed Tier<sup>3</sup>

Tier 1 (25/3) Total Network Investment	Category	Structure Count (Demand Locations)	Passed Access Investment	Service Turnup Based Investment	Total Investment
	Unserviced Network Subtotal	513,700	\$3,034,255,049	\$350,898,450	\$3,385,153,499
	Statewide Middle Mile Network Subtotal	na	na	na	\$2,167,280,701
See: Table 2	Total Investment	na	na	na	\$5,552,434,200
Tier 2 (100 Down) Total Network Investment	Category	Structure Count (Demand Locations)	Passed Access Investment	Service Turnup Based Investment	Total Investment
	Unserviced Network Subtotal	760,053	\$4,058,476,496	\$507,437,479	\$4,565,913,975
	Statewide Middle Mile Network Subtotal	na	na	na	\$2,167,280,701
See: Table 3	Total Investment	na	na	na	\$6,733,194,676
Tier 3 (100/10) Total Network Investment	Category	Structure Count (Demand Locations)	Passed Access Investment	Service Turnup Based Investment	Total Investment
	Unserviced Network Subtotal	779,065	\$4,114,007,951	\$518,715,826	\$4,632,723,777
	Statewide Middle Mile Network Subtotal	na	na	na	\$2,167,280,701
See: Table 4	Total Investment	na	na	na	\$6,800,004,478

<sup>2</sup> The Service Turnup investment (ONT and Drop) is not sensitive to the service speed deployed, up to 1 Gb of best-efforts service. The access network investment, while fairly static, is sensitive to the delivered speeds mainly with respect to splitter ratios and core electronics. Those sensitivities will be driven by bandwidth consumption assumptions for the end user, services consumed, and the number of supported end users connected to the network in an area.

<sup>3</sup> The Statewide Middle Mile Network Subtotal is based on a full state greenfield analysis.





**SAMPLE RESOLUTION NO. 2020-XXXX**  
**SETTING FORTH SUPPORT TO INCREASE BROADBAND ACCESS TO UNDERSERVED**  
**COMMUNITIES THROUGHOUT SOUTHERN CALIFORNIA**

**WHEREAS**, closing the digital divide is important and provides long-term community benefits that include the ability to fully engage in the digital economy, access existing and emerging services, expands economic opportunities and bridges the economic divide; and

**WHEREAS**, the COVID-19 pandemic has amplified the need for available, reliable and affordable broadband services in all communities; and

**WHEREAS**, the COVID-19 pandemic has caused schools to shift to distance learning; and

**WHEREAS**, the COVID-19 pandemic has made the digital divide within underserved communities and/or areas (which include people of color, low income households, residents in rural areas, and senior citizens) more apparent; and

**WHEREAS**, we recognize that cost and household income is a primary barrier to broadband access.

**WHEREAS**, all residents, businesses and institutions need high speed broadband services where they work, live, learn and play; and

**WHEREAS**, high speed broadband enables Work from Home and remote workers, enhances business efficiencies, drives job creation throughout the region, and connects customers and partners worldwide to goods and services; and

**WHEREAS**, high speed broadband is a “green technology” that reduces our impact on the environment, shrinks our regional carbon footprint, offsetting vehicle trips and use of resources; and

**WHEREAS**, high speed broadband greatly expands the ability of residents to access medical, behavioral, oral health services and the capacity of public health officials to monitor and respond to health threats such as COVID-19 and other diseases; and

**WHEREAS**, high speed broadband enables greater civic participation and brings communities together, helps improve public safety, and makes our transportation systems more resilient and efficient; and

**WHEREAS**, effective emergency services require using high speed broadband to integrate data in real time from all available sources, so decision makers have access to the information necessary for the protection of lives and property; and

**WHEREAS**, to accelerate the deployment of broadband, the primary objective is to deploy private-sector capital as quickly as possible through improved public cooperation; and

**NOW, THEREFORE, BE IT RESOLVED** on this XX day of XXXXX 2020 that the XXXXXX County Board of Supervisors does hereby as follows:

1. Supports FCCs (United States Federal Communications Commission) and CPUCs (California Public Utilities Commission) rules, regulations, programs and funding opportunities that support broadband deployment opportunities to bridge the digital divide.
2. Supports Governor Newsom’s Executive Order N-73-20 signed August 14, 2020 that seeks to accelerate work towards closing gaps in access to reliable broadband networks throughout California; and
3. Supports collaboration with [Los Angeles, Orange, Imperial, Riverside, San Bernardino, San Diego and Ventura Counties], broadband providers, school districts (K-12), community college districts, universities, community and business stakeholders, Regional Broadband Consortiums, California Emerging Technology Fund, the State of California and other federal and regional organizations that have similar goals to increase broadband access throughout Southern California; and
4. Determines that closing the digital divide is important and provides long-term community benefits; and
5. Supports the request for grant funding from the State and/or Federal government for a regional program that provides funding for free internet access for qualifying residents that bridges the economic digital divide; and
6. Supports a minimum broadband speed capability of 100 megabits per second today and 1 gigabit per second by 2030 for all residential and business customers within the urban, suburban and rural communities of our region; and
7. Supports working with collaborating jurisdictions to affect the deployment decisions of broadband providers by lowering permitting fees to a reasonable level, reduce the cost of entry and operation of broadband systems in our communities, reduce the risks of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and creating new avenues for competitive entry; and
8. Supports working with collaborating jurisdictions to identify broadband opportunity zones in underserved communities; and
9. Upon identifying broadband opportunity zones, supports the adoption of an emergency ordinance which would allow local jurisdictions to develop specific rules to expedite low cost broadband deployment such as: waivers for microprojects, deployment of broadband infrastructure in underserved communities and fixed wireless or other broadband technologies in rural communities; and

10. Supports the adoption of consistent fees and expedited broadband permitting processes within collaborating jurisdictions; and
11. Supports the concept of “Dig Smart” and/or “Dig Once” whereby conduit is installed for future or immediate use for wireless towers, fiber optic or other comparable broadband network installation, whenever underground construction occurs in a roadway.

DRAFT

**Sample Model Policy to bring Broadband in Underserved Communities  
(For Use by Local Governments)**

**Findings and Declarations**

The [Name of Local Government] hereby finds that the COVID-19 pandemic has forced residents of [Name of City/County] to completely restructure the way we live, work and, learn and access to “broadband” (which includes both wireline and wireless technologies) has become essential advancing public health, education and equity. However, not everyone has equal access to high-speed broadband and the pandemic has exposed the vast and damaging effects of the “digital divide.” Families left between are concentrated among communities of color, low-income and rural households. As such, 2020 is demanding that local governments address persistent differences in who has high quality internet access at home.

The [Name of Local Government] finds and declares that Broadband is an essential 21<sup>st</sup> Century infrastructure in a digital world and global economy. It is vital to the economic prosperity and quality of life for residents in [Name of Local Government] and throughout California. And, it can enable [Name of Local Government] to mitigate economic, educational and health disparities within underserved communities. During and beyond the current COVID-19 crisis, [Name of Local Government] need to develop long-term and short-term solutions that redress persistent inequalities in broadband access in an expedited manner.

The ability to be “connected” instantly through the Internet to information, services and digital tools is increasingly critical for access to and success in education, jobs, and economic opportunities. The deployment and adoption of broadband is a major strategy to spur economic development because it improves productivity, which attracts more capital investment and generates jobs, while saving both time and money for consumers.

Although California is home to a wellspring of innovation that has given rise to the evolution of information technologies and broadband, the use of broadband technology by California residents is only approximately equivalent to the national average and there is a significant Digital Divide that must be closed to remain globally competitive.

In addition, broadband is a “green technology” that can significantly reduce impacts on the environment, shrink the carbon footprint, and decrease dependence on foreign oil by offsetting vehicle trips, decreasing the use of resources, and saving energy, and assists in solving key environmental justice issues (reducing environmental and health impacts in low-income communities).

[Name of Local Government] is committed to helping families and children be healthy, productive and self-sufficient. And, it is recognized that the use of broadband can save both time and money for residents while helping them bridge the economic divide. Therefore, it is important that all residents within [Name of Local Government] have high-speed Internet access, particularly those living in lower-income and rural households and those living in publicly supported housing.

[Name of Local Government] also is committed to helping students obtain the highest-quality education possible and understands that the ability to learn and prepare for higher education is significantly enhanced if schools incorporate digital literacy and high-speed Internet connectivity into curriculum. The availability of computing devices both at school and at home are critical teaching and learning tools for academic achievement.

Therefore, it shall be the policy of the [Name of Local Government] to facilitate the rapid deployment and adoption of broadband to provide our residents with opportunities, quality of life, and convenience. Further, it is recognized that consumers need sufficient speeds of data transmission capability for the applications that they perceive as relevant to their daily lives and expect broadband networks to keep pace with those needs over time. Thus, it also shall be the policy of the [Name of Local Government] to encourage and facilitate upgrades to existing broadband infrastructure to ensure that the public and private sectors have access to sufficient broadband speeds to support consumer demand for new and evolving applications that save time, money and resources.

**Responsibilities and Roles: Opportunities to Promote Broadband**

The [Name of Local Government] recognizes that it has many responsibilities that affect deployment (supply) and adoption (demand) of broadband technologies and applications, including the following roles: (1) policy leader; (2) planner; (3) regulator (of land use); (4) consumer; and (5) service provider. As a policy leader, [Name of Local Government] may promulgate policies and ordinances to advance and protect the public interest or implement state and national laws that promote and accommodate high-speed Internet access. As a planner, [Name of Local Government] identifies opportunity areas, develops ordinances and permit streamlining. As a regulator, [Name of Local Government] approves permits which can encourage, promote and/or require rapid deployment of infrastructure and facilities to underserved communities within our jurisdiction. As a consumer, [Name of Local Government] purchases telecommunications and information technology equipment and services which, in turn, drives demand and improvements in these technologies and services. And, as a service provider, [Name of Local Government] has the ability to expand e-government functions by providing more information and access to public services online, thus encouraging broadband adoption. It shall be the policy of [Name of Local Government] in all of its roles and responsibilities to work with neighboring jurisdictions, service providers, and other stakeholders to actively identify opportunities to implement policies, programs and actions to encourage broadband deployment and adoption.

**Implementation**

[Name of Local Government] shall adopt strategies and implement provisions and ordinances that will expedite broadband deployment to underserved and rural communities, as well as promote economic development and improve security within the community:

*Broadband Opportunity Zones:*

- Collaborate with neighboring cities, county, MPOs, school districts, community college districts, universities, the state of California, the federal government, broadband providers and stakeholders to identify locations without broadband access.
- Develop and conduct multi-lingual surveys specifically targeting households in low-income and/or rural communities, focusing on access, usage, and barriers to internet adoption.

Quantify and describe [Name of Local Governments] level of digital engagement, digital divide, and level and source of digital inequality (city/county-wide and by qualified census tracts).

- Participate in the Federal Communications Commission’s Digital Opportunity Data Collection broadband access map crowdsourcing initiative.
- Develop and disseminate information to support the development of local broadband infrastructure deployment and digital equity plans.
- Develop a public outreach campaign to educate residents in [Name of Local Government] on the science behind new and emerging technologies and try to address potentially unfounded concerns as they become integrated into society.

*Promote existing programs and develop new programs for short term and temporary use:*

- Promote existing programs from broadband providers that offers subsidies or covers the cost of internet for low-income internet access.
- Promote existing state and/or federal government programs that offers subsidies for broadband access.
- Collaborate with broadband providers, community outreach groups, school districts, community colleges, universities and the business community to develop programs to cover the cost of broadband subscriptions for low-income students.
- Promote the use of public buildings, such as libraries, parks and convention centers, as broadband “hot spots” to allow residents affordable [or free] high-speed Internet access.

*Adoption of an Emergency Ordinance for underserved communities*

- Adopt an emergency ordinance to allow for rapid deployment of broadband in identified opportunity areas.
- Require a minimum broadband speed capability of 100 megabits per second today and 1 gigabit per second by 2030.
- Where feasible, exempt broadband opportunity areas from community character ordinances or local jurisdiction design guidelines.

- Where feasible, allow aerial fiber and other broadband infrastructure to be installed on pre-existing infrastructure such as existing powerlines to minimize impacts to aesthetics.
- When aerial fiber or other aboveground broadband infrastructure is not viable for last-mile solutions, allow for micro trenching in suitable areas as a viable short-term option.
- Should underground installation near a roadway occur, require the use of “dig-once” practices whereby conduit is installed for future immediate use for broadband installation.

#### *Streamline permitting*

- Develop a streamlined permitting process that lowers the cost of entry and operation of broadband systems, reduce the risks of delays during the planning, permitting and construction phases, provides opportunities for increasing revenue, and creating new avenues for competitive entry.
- Allow for cost/permit waivers for broadband “microprojects”.
- Permit grouping multiple projects under one permit to expedite the planning and construction phase.
- Collaborate with local jurisdictions to determine and agree upon a uniform permitting fee throughout the Southern California region.
- Identify local public rights-of-way and public facilities that can be used for broadband deployment and promulgate procedures to streamline the approval of easement encroachment permits consistent with principles of fairness and competition for all providers.
- Ensure a level playing field for all broadband providers—private and public (or government-led), wireline and wireless—making the use of public assets available to all providers on a competitive basis, commensurate with adopted policies regarding public benefits.

#### *Smart and Affordable Housing*

- Require all new residential subdivisions to be served with state-of-art broadband infrastructure with sufficient transmission rates to support applications relevant to residential consumers.
- Require all publicly subsidized housing development projects to provide an independent “advanced communications network” to drive economies of scale that can result in a significantly reduced cost basis for the lower-income residents. An “advanced communications network” is broadband infrastructure that, at a minimum, makes available affordable market-comparable high-speed Internet access service to all units via the aggregation and consolidation of service across the property. It is infrastructure in addition to



the standard cables, wiring and other infrastructure required for power, television and telephone service.

- Request the housing authority (authorities) to adopt policies to promote and support smart affordable housing with advanced communications networks whenever their public funds are used to subsidize the construction and provision of housing for lower-income residents.

#### *Interagency Cooperation*

- Request that the chief executive officer [County Administrative Officer or City Manager] outline a process for ensuring inter-agency and inter-jurisdictional cooperation which shall include: sharing this policy with other jurisdictions in the region; meeting with them to explore common needs for infrastructure; exploring opportunities to collaborate on broadband applications, such as telemedicine, or regional projects, such as library networks; and notifying neighboring jurisdictions about major infrastructure projects, such as transportation improvements along shared corridors.
- Explore opportunities to work with other public and private entities, such as schools, special districts, utilities, and private health and medical providers, to cooperate and joint venture on broadband deployment projects and adoption programs.

DRAFT



Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Jenna Hornstock, Deputy Director of Planning,  
(213) 630-1448, hornstock@scag.ca.gov

**Subject:** Regional Early Action Plan (REAP) Program Summary and Update

**RECOMMENDED ACTION FOR CEHD:**  
Information Only – No Action Required

**RECOMMENDED ACTION FOR EEC, TC AND RC:**  
Receive and File

**STRATEGIC PLAN:**  
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**  
*Under the California 2019-20 Budget Act, SCAG is eligible for \$47 million in Regional Early Action Planning (REAP) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA).*

*The REAP funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance, including housing element data components and policy assessments, subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.*

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***SCAG has framed the REAP funding into three umbrella categories:***

- 1. Partnerships and Outreach***
- 2. Regional Housing Policy Solutions***
- 3. Sustainable Communities Strategies (SCS) Integration***

**BACKGROUND:**

Under the California 2019-20 Budget Act, SCAG is eligible for \$47 million in REAP funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA.

On February 6, 2020 the Executive/Administration Committee and Regional Council reviewed information about the REAP and Local Early Action Planning (LEAP) funds, including a Draft Regional Housing Framework and early survey indications of needs of SCAG jurisdictions, and authorized SCAG staff to apply for up to twenty-five (25) percent of the \$47.5 million for early program funding. Information related to the early application was also shared at the February 6, 2020 CEHD Committee meeting.

SCAG staff was successful in securing the \$11.9 million of REAP early program funding. These early funds were used to:

1. Support completion of the development of the expanded methodology for allocation of SCAG's requirement to produce 1.3 million units of housing in the 2021-2029 Regional Housing Needs Assessment;
2. Develop a full suite of programs to support the region in producing the state-mandated 1.3 million units of housing, with a focus on updating housing elements, streamlining of development processes, new financing tools and other housing supportive land use policies and programs;
3. Conduct outreach to the sixteen (16) SCAG subregions, develop the guidelines for and launch the \$23 million Subregional Partnerships Program (SRP), further described below, and provide "phase 1 funding" to the SRP recipients; and
4. Recruit additional temporary and limited term staff to implement and monitor the REAP program.

On December 3, 2020, the SCAG Regional Council adopted Resolution 20-627-1 which authorized staff to request the balance of SCAG's REAP allocation, or \$35.6 million in additional REAP funding. At the time of drafting this report, that application request is in draft form and will be submitted on or before the January 31, 2021 deadline.

This remainder of this report provides an update on the current and future REAP program implementation activities, organized by each umbrella category:

1. Partnerships & Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

**1. Partnerships and Outreach**

There are 4 programs within the partnerships and outreach category of SCAG’s REAP funding.

1) Subregional Partnership Program

SCAG has set aside approximately \$23 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction’s 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and LEAP grants and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

The planning activities are required to accommodate the development of housing and supportive infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals and regional priorities. Projects must be aligned with the regional priorities of the adopted Connect SoCal plan and the Housing Policy Framework included in the October 2019 Regional Council agenda.

In September 2020, the Regional Council voted to approve the SRP guidelines which outline program requirements, eligible projects, and the application processes. While most of SCAG’s fifteen defined subregional entities are considered as subregions for this program, several jurisdictions have membership in more than one subregion. Additionally, several jurisdictions span more than one subregion. For these reasons, the City of Los Angeles, County of Los Angeles, and County of Riverside were considered as individual subregional partners under this program. The sixteen agencies designated as subregions under this program and thus eligible program applicants are:

Coachella Valley Association of Governments	Orange County COG (Council of Governments)
Gateway Cities COG	San Bernardino COG
Imperial County Transportation Commission	San Fernando Valley COG
Las Virgenes-Malibu COG	San Gabriel Valley COG
City of Los Angeles	South Bay Cities COG
County of Los Angeles (unincorporated)	Ventura COG



County of Riverside (unincorporated)	Westside Cities COG
North Los Angeles County	Western Riverside COG

The first date for subregions to file applications was September 17, 2020, with a final deadline of December 1, 2020. Between September 2020 and December 2020, SCAG staff reviewed preliminary applications submitted by subregions and held consultation meetings with subregional representatives to discuss project eligibility connection to housing production, alignment with regional priorities, and augmenting SB 2 and LEAP activities. Except for the Las Virgenes-Malibu COG, who declined to apply for REAP funding, SCAG received fifteen (15) applications from the subregions by the December 1, 2020 deadline. Staff reviewed all applications within thirty days and has provided feedback and comments to applicants. As of January 12, 2021, eight applications have been fully approved. Seven applications are in process of comment and review. Staff expects to finalize all approvals by early February 2021.

Following the approval of the SRP application, each subregion will receive an award letter and will enter into an agreement with SCAG. To meet the reimbursement deadlines of REAP, all REAP funded projects must conclude by June 30, 2023.

2) Call for Collaboration

In July 2020, the Regional Council voted to approve \$1 million of the early application REAP grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region’s housing goals. SCAG is partnering with the California Community Foundation (CCF), joined by the Irvine Foundation, Chan Zuckerberg Initiative, and other funding partners for the California Call for Collaboration. The program will fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

SCAG has entered a Memorandum of Understanding (MOU) with CCF to identify other funding sources and administer the grant funding. In December and January 2021, CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF is scheduled to release the Request for Proposals for the grant program on January 19, 2021. The grant will offer funding in two categories:

- **Partnership Programs:** Awards of up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.

- **Spark Grants:** Smaller, capacity-building grants of around \$50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

Eligible applicants include non-profit community-based organizations and/or a partnership with a local government entity (including JPAs and housing authorities). Examples of activities that this program could fund are:

- Education, outreach, community organizing, research, and policy development.
- Additional technical assistance for local planning activities (e.g. fellowships, internships, consultants, support for engaging with development of local ordinances, community plans, housing element policies/programs, etc.).
- Planning and policy efforts to increase infrastructure / community improvements needed to accelerate housing production.
- Technical assistance for establishing regional or county housing trust funds for affordable housing or community land trusts (e.g. planning activities and processes, guidelines, charters).

Grant awards are expected to be announced in late March 2021, with the grant performance period beginning in April 2021 and lasting eighteen (18) months.

### 3) Local Housing Leadership Academy

SCAG will seek a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. SCAG intends to curate cohorts of up to 40 participants specific to each Southern California county to offer concurrent training sessions.

The trainings will cover key housing topics and best practices including, but not limited to:

- Barriers to housing production
- NIMBY opposition
- Advocacy and coalition building
- Equitable housing development
- Economic recovery housing strategies
- Meeting RHNA targets
- New laws and ordinances
- Racial equity and housing/land use

SCAG plans to procure consultants by June 2021 and host the training academies through June 2023.

4) Pro-Housing Campaign

SCAG will develop a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. This effort will be modelled on the success of SCAG's Go Human campaign, a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. This campaign offered education, advocacy, information sharing and events that help residents re-envision their neighborhoods. The Go Human campaign also spurred partnerships with foundations and other municipal entities with shared goals, and SCAG will seek to create partnerships around the housing campaign to generate more funding for advertising.

This campaign will be general enough to apply across the region, with at least 3 targeted messages in support of housing production.

**2. Regional Housing Policy Solutions**

There are 3 programs in the Regional Housing Policy Solutions category.

1) RHNA Methodology/Allocation

SCAG implemented an extensive process for development of the 6th Cycle RHNA. In particular, SCAG developed an expanded methodology process to incorporate adjustment for Affirmatively Furthering Fair Housing (AFFH), with a minimum 150 percent social equity adjustment and an additional 10 to 30 percent added in areas with significant populations that are defined as very low or very high resource areas. *Importantly, and in contrast with past cycles, over 60 percent of the RHNA housing unit total was allocated on the basis of region-wide job and transit accessibility measures in order to promote infill development, efficient development patterns, improved intraregional jobs-housing relationships, and the region's greenhouse gas emissions targets.* A dynamic estimator tool and data appendix with a full set of various underlying data and assumptions to support the RHNA methodology were made available.

The final RHNA methodology was developed involving outreach by SCAG's Environmental Justice Working Group to maximize outreach to lower income, minority and other disadvantaged populations, and considered a wide range of nearly 250 stakeholder comments. The appeals process is to conclude with adoption of the Final RHNA in February 2021. SCAG will use lessons learned from the 6th cycle process to inform its recommendations to the California Department of

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Housing & Community Development (HCD) for revamping the RHNA process to be provided pursuant to Health and Safety Code 50515.05

## 2) Data Tools and Technical Support for Housing Element Updates

In partnership with HCD, SCAG is providing several data and technical assistance tools to local jurisdictions. These resources will help member jurisdictions reduce costs associated with developing 6th cycle housing element updates as well as streamline the review process.

SCAG presented a two-part webinar series in August 2020 focused on providing local governments and other stakeholders in the SCAG region with information and resources to support their 6th cycle housing element updates. The workshop provided information on changes in housing element and related planning laws as well as available technical assistance offered by HCD and SCAG. In July 2020, SCAG published housing element needs and affordability data sets for each local jurisdiction, pre-certified by HCD for use in housing element updates.

SCAG also released a Regional Accessory Dwelling Unit Affordability Analysis to support cities in determining housing inventory analyses of sufficient suitable land available for residential development to meet the jurisdictions' requirements for the 6th Housing Element Planning Cycle. SCAG conducted this analysis in order to provide local governments in the region with assumptions for ADU affordability that can be used to assign ADUs to income categories for the purpose of 6th cycle housing elements.

In December 2020, SCAG launched the SCAG Housing Element Parcel Tool (HELPR), a web-mapping tool developed to help local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates. Developed with input from HCD, the HELPR tool supports site selection and includes several data layers and documentation to assist local jurisdictions with new housing element update requirements and facilitate site selection consistent with the principles undergirding Connect SoCal, including Environmental Justice, Affirmatively Furthering Fair Housing, priority growth areas, etc.

## 3) Housing Policy Solutions Research

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item envisions a set of collaboratively funded university studies ("university partnerships") or other studies that provide research and recommendations on best practices that accelerate housing production, as well as additional small-ticket consultant items as needed, and staff time. The key deliverables would consist of policy briefs and periodic white papers on timely

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topics and best practices. The project will begin with forming the first-year partnerships in Spring 2021- and second-year partnerships in Spring 2022.

### **3. Sustainable Communities Strategies Integration**

There are 3 programs in the SCS Strategies Integration category.

#### 1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

This program (<https://scag.ca.gov/sustainable-communities-program>) will provide resources and direct technical assistance to approximately 25 jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. Eligible categories for this program include implementing ADU programs, Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts, and streamlining housing permitting, parking reduction strategies, housing-related specific plans and other pro-housing policies.

The SCP-HSD Call for Applications was released in November 2020 and applications are due Jan. 29, 2021, with awards and procurement estimated in April 2021, projects underway in fall 2021, and implementation occurring through June 2023.

#### 2) Transit Oriented Development Work Program

**LA Metro Partnership:** SCAG and Metro will enter into a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership via an MOU to fund a variety of programs and studies that promote housing production near transit stations.

**SCRRA (Metrolink):** SCAG and SCRRA will enter into a partnership through an MOU to identify and encourage transit-oriented housing production opportunities throughout Metrolink's network and around its stations. Particular emphasis will be made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and CTCs will also be included as needed to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities.

#### 3) Priority Growth Area (PGA) Analysis and Data Tools

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**Partnerships:** SCAG will pursue partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs. All programs and studies will include deliverables that provide inventories/counts of potential for housing production at sites that are under study.

**Planning and Policy Research:** SCAG will partner with academic institutions as well as other stakeholder groups and industry associations to identify best practices to unlock new housing development potential, remove barriers to housing development, reduce the cost of development, and decrease development timelines. These efforts will focus on various community typologies and housing types, consistent with the SCS and will also build on SCAG's CEQA streamlining efforts.

**NEXT STEPS**

Staff will submit its request to the state for the \$35.8 M balance of its allocation of REAP funds by January 31, 2021 and will continue to implement the REAP-funded programs described in this report. As appropriate, individual programs and consultant contracts will be brought to the appropriate committee and/or Regional Council for review and approval.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 20-21 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).

**ATTACHMENT(S):**

1. PowerPoint Presentation - REAP Program

# SCAG's Regional Early Action Program (REAP)

Program Summary and Status

Jenna Hornstock, Deputy Director of Planning, Special Initiatives

Ma'Ayn Johnson, AICP, Housing Program Manager

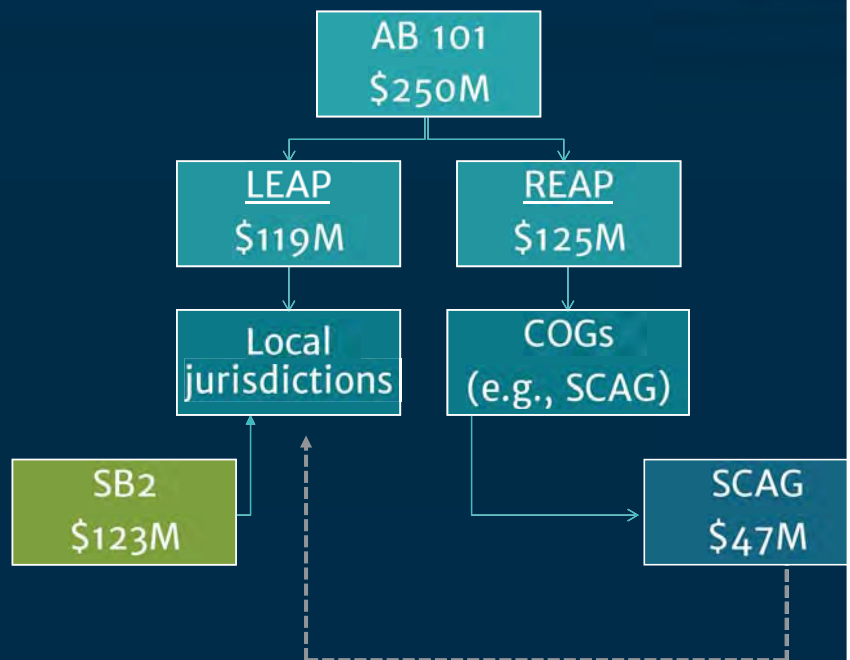
Lyle Janicek, Assistant Regional Planner, Sustainability

[www.scag.ca.gov](http://www.scag.ca.gov)



## Background: REAP

- Establishes a one-time funding source to accelerate housing production and increase housing supply
- Intended to facilitate meeting 6th RHNA allocations, including supporting housing element updates



## Background: 6<sup>th</sup> Cycle RHNA

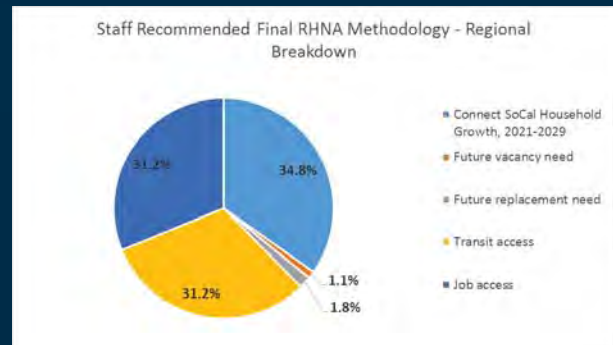
### Regional Determination

- 1,341,827 Housing Unit Need
  - Very-Low: 351,796
  - Low: 206,807
  - Moderate: 223,957
  - Above-Moderate: 559,267

### Process

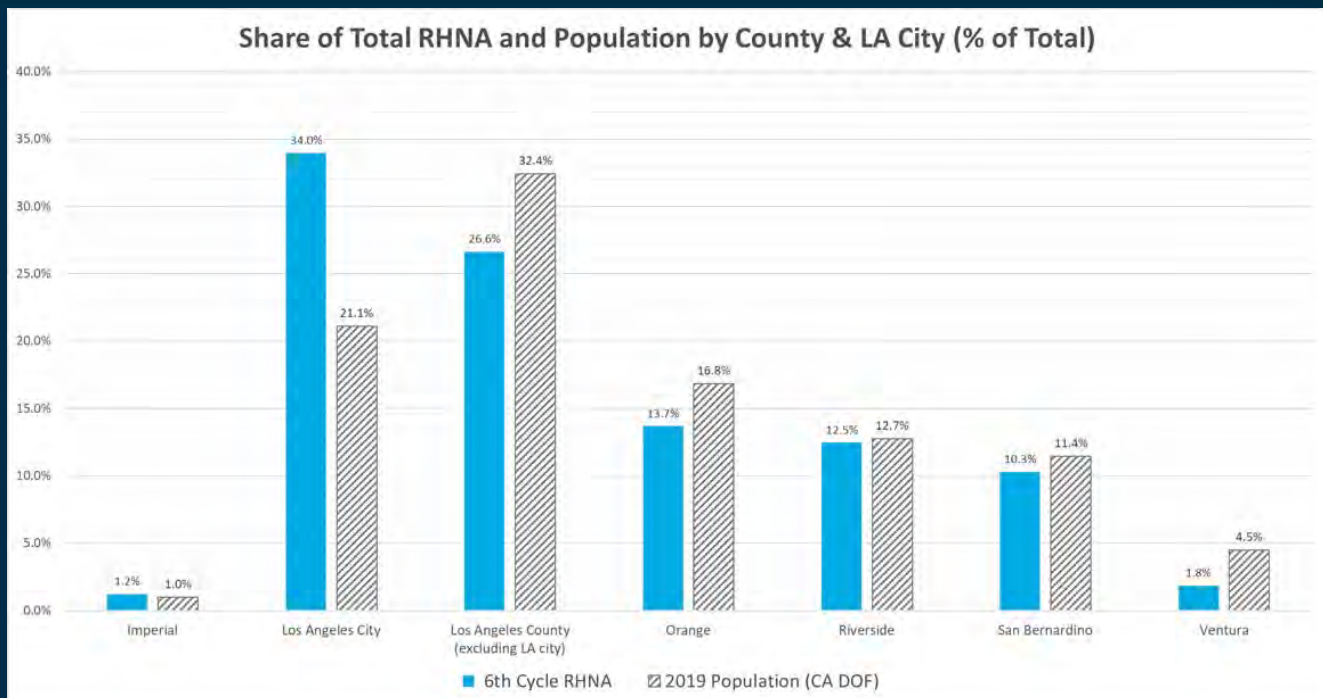
- SCAG submits to HCD RHNA Consultation Package (6/19)
- HCD provides Draft Regional Determination (8/19)
- SCAG submits Objection to Determination (8/19)
- HCD provides Final Determination (10/19)
- SCAG President meets with HCD to reinforce concerns (01/20)

### Regional Methodology



- February 2019: Methodology development begins
- March 2020: Final methodology adoption
- September 2020: Draft RHNA Allocation
- October 2020-January 2021: RHNA Appeals Process
- March 2021: Final RHNA Plan adoption

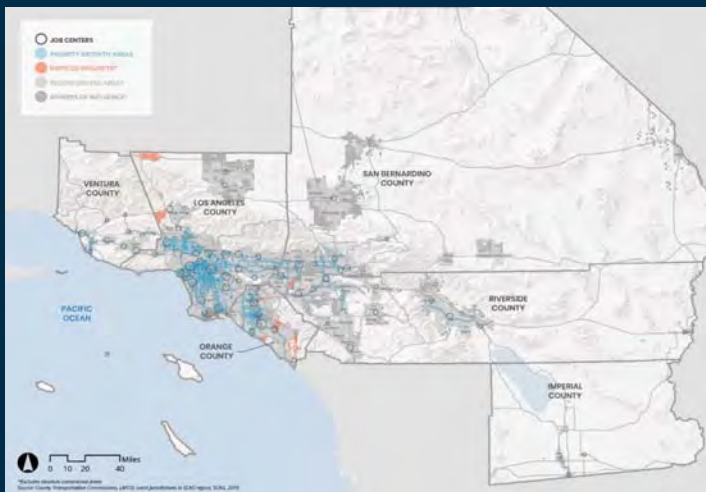
## Background: Draft RHNA Allocation Plan



## Background: 2020 Housing Element Updates

- March 2021: Final RHNA Allocation Plan adoption
- October 2021: Housing elements must be adopted
- February 2021: Housing elements must be adopted by this date to avoid reverting to a 4 year housing element cycle
- Several recent housing bills require additional analyses on selecting sites to meet RHNA
  - AB 1397 (additional analyses)
  - SB 166 (no net loss)
  - Others

## REAP to support sustainable development



Connect SoCal Draft

6<sup>th</sup> Cycle RHNA

Advance Connect SoCAL

Maximize SB 2 & LEAP \$

Leverage HCD TA for Accelerating Housing Production

Local Pro-Housing Policies

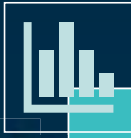
Build Longer Term Housing Capacity

# REAP Program Areas



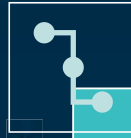
## Partnerships & Outreach

- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy
- Pro-Housing Campaign



## Regional Housing Policy Solutions

- RHNA Methodology/Allocation
- Data and Technical Support for Housing Element Updates
- Housing Policy Solutions Research



## Sustainable Communities Strategies (SCS) Integration

- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

# Subregional Partnership Program - Funding by Subregion\*

Subregion	Estimated subregional allocation (millions)
Arroyo Verdugo	\$3.9
CVAG	\$0.5
Gateway	\$1.3
Imperial	\$0.2
Las Virgenes-Malibu	\$0.01
City of Los Angeles	\$8
County of Los Angeles	\$1.5
North LA County	\$0.4
OCCOG	\$3.2
County of Riverside	\$0.7
SBCTA	\$2.4
SGVCOG	\$1.5
South Bay Cities	\$0.6
Ventura	\$0.4
Westside Cities	\$0.3
WRCOG	\$ 1.6

*\*Estimates based on RHNA methodology adopted in March 2020. Final subregional allocations will be based on the adopted final RHNA allocation.*

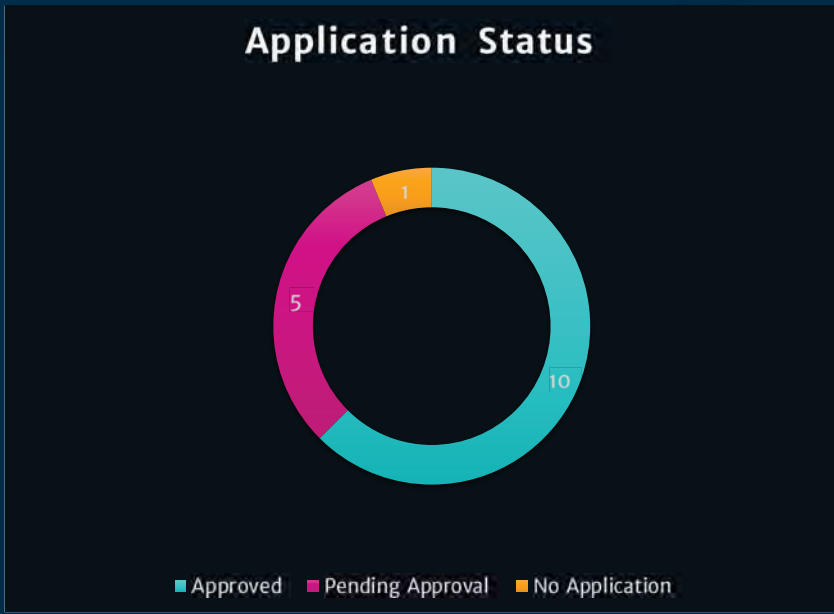
## REAP Subregional Partnership Application Status

### Approved Applications

LA County  
SBCTA  
Ventura County  
WRCOG  
Gateway Cities COG  
South Bay Cities COG  
North LA County/Palmdale  
ICTC  
CVAG  
Westside Cities COG  
SGVCOG

### Applications Pending Review

OCCOG  
City of LA  
County of Riverside  
SFVCOG



## REAP Subregional Partnership Project Types

- 6<sup>th</sup> Cycle Housing Elements Development and Implementation
- ADU Encouragement Strategies/ Pre-Approved Designs
- Formation of Housing Trust Funds
- Inclusionary Housing Strategy/Ordinances
- Housing Finance Strategies
- Site Inventory & Site Analysis
- Affirmatively Furthering Fair Housing (AFFH) Framework and Action
- Stakeholder Education & Community Outreach

## Call for Collaboration Overview

- Goal: Develop and support deeper community engagement in planning activities and programs that accelerate housing production throughout the SCAG region
- Eligible applicants: Non-profit community-based organizations and/or a partnership with a local government entity
- Important Dates
  - 1/19/2021: RFP released
  - 2/23/2021: Applications due



**PARTNERSHIP PROGRAM**  
up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships.



**SPARK GRANTS**  
Up to \$50,000 to seed new models of collaboration and engagement

## Leadership Academy

- Convene, Educate, and Engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation.
- Education and Coalition Building to empower decisionmakers to say “Yes” to housing.
- Cohorts by County, 20-40 people per cohort, up to 6 concurrent sessions across the region
- Procurement starting this quarter
- Anticipate kick-off in Summer 2021

### SESSION TOPICS

- Housing barriers
- Exclusionary land use policies
- Reaching RHNA goals
- Building coalitions
- Addressing opposition to housing



## Data Tools and Technical Support for Housing Element Updates

### Housing Element Update Webinar – August 2020

Information on changes in housing element and related planning laws as well as available technical assistance offered by HCD and SCAG.

### Housing Element Local Profiles – July 2020

Needs and Affordability Data Sets for each local jurisdiction, pre-certified by HCD for use in housing element updates.

### Regional Accessory Dwelling Unit Affordability Analysis – July 2020

Support cities in determining housing inventory analyses of sufficient land suitable available for residential development and assumptions for ADU affordability

### SCAG Housing Element Parcel Tool (HELPR) – December 2020

Web-mapping tool developed to help local jurisdictions and stakeholders understand local land use and site opportunities and support site selection

## Housing Policy Solutions Research



- Partnerships with universities to be formed in two rounds: Spring 2021 and Spring 2022
- Exploration of topics, which could include
  - Tax increment financing
  - Small lot development tools
  - Impact fee analyses
- Development of policy briefs, best practices, and tools

## 2020 Sustainable Communities Program – Housing and Sustainable Development



- Resources and technical assistance for local planning efforts that accelerate housing production and support the implementation of the Sustainable Communities Strategy (SCS) [Connect SoCal](#).

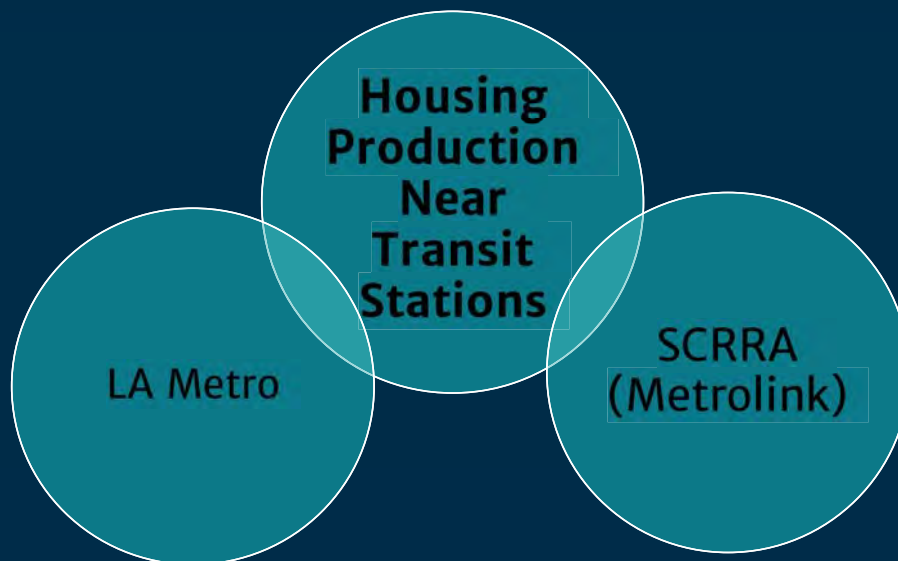
### Project Types

- Advancing Accessory Dwelling Unit (ADU) Implementation
- Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts
- Objective Development Standards for Streamlined Housing, Pro-housing Designation Program and Parking Innovation

### Key Dates

- November 9, 2020 – Call for Projects Released
- January 29, 2021– Application deadline
- April 2021 – Awards and procurement estimated
- Fall 2021– June 2023 Project implementation

## Transit Oriented Development Work Program



For More Information visit SCAG's  
Housing and Land Use Webpage  
[www.scag.ca.gov/housing](http://www.scag.ca.gov/housing)

Questions or Comments

Contact: Jenna Hornstock

[hornstock@scag.ca.gov](mailto:hornstock@scag.ca.gov) | (213) 630-1448

[www.scag.ca.gov](http://www.scag.ca.gov)





Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

To: Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Sarah Jepson, Director of Planning,  
(213) 236-1955, jepson@scag.ca.gov

Subject: 2020/2021 Sustainable Communities Program – Smart Cities &  
Mobility Innovations Call for Applications

**RECOMMENDED ACTION FOR TC:**

Recommend Regional Council approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications.

**RECOMMENDED ACTION FOR RC:**

Approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*On September 3, 2020, the Regional Council approved the 2020/2021 Sustainable Communities Program (SCP) Guidelines, which will consist of multiple Calls for Applications to support the implementation of Connect SoCal. Staff requests the TC recommend that the Regional Council approve the Smart Cities & Mobility Innovations (SCMI) Guidelines and authorize staff to release the third Fiscal Year (FY) 2020/2021 Call for Applications for SCMI project types. SCMI project types support the implementation of three Connect SoCal Key Connections, focusing on Smart Cities & Job Centers, Go Zones, and Shared Mobility/Mobility as a Service, to expand upon our mobility ecosystems and advance the region's vision.*

*Staff will promptly issue a Call for Applications for the SCMI project types, subject to authorization by the Regional Council. SCMI applications will be due to SCAG by 5 p.m. on April 23, 2021, and staff will conduct a workshop at least one month before this due date in order to answer questions and foster SCP program understanding. Approval of application rankings will be sought from the Regional Council on July 1, 2021, and individual project initiation schedules will be developed promptly thereafter.*

**OUR MISSION**

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

**OUR VISION**

Southern California's Catalyst for a Brighter Future

**OUR CORE VALUES**

Be Open | Lead by Example | Make an Impact | Be Courageous

**BACKGROUND:**

For many years, SCAG has provided technical assistance and resources to local jurisdictions that support local planning, as well as implementation of the RTP/SCS. Innovative approaches to addressing and solving regional issues have been tested and implemented at local, sub-regional and regional levels. The Sustainable Communities Program (SCP), previously known as the Compass Blueprint and the Sustainability Planning Grant (SPG) program, supports the implementation of the region's Sustainable Communities Strategy (SCS). In total since its inception, the program has awarded 319 projects and more than \$43 million across the region. The 2016 SPG and 2018 SCP projects are still underway. All these projects demonstrate progress in advancing regional priorities and provide examples of integrated transportation, land use, and active transportation planning tailored to local needs that other cities can emulate.

The SCP is a multi-year funding program supported by federal, state, and local resources. The 2020/2021 SCP program has been updated from previous funding cycles to align with the recently adopted Connect SoCal and its associated implementation plan, Connect SoCal - Aligning Implementation with Pandemic Response Report (Agenda Item 21), which includes a series of pandemic recovery priorities to be considered in local technical assistance programs. In addition, the program aims to align with SCAG's goal and commitment to meaningfully advance justice and equity per the July 2, 2020 resolution. These priorities are reflected in the following SCP program goals:

- Provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, transportation safety, sustainability, land use, and planning for affordable housing;
- Promote, address and ensure health and equity in regional land use and transportation planning and close the gap of racial injustice and better serve our communities of color;
- Encourage regional planning strategies to reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, particularly in environmental justice communities with the highest need for air quality improvements;
- Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal and the Sustainable Communities Strategy;
- Develop resources that support the Key Connections as outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;
- Support a resilient region that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery and sustainability;
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

The Program supports projects in multiple funding categories. To date, Calls for Applications have been developed for: Active Transportation & Safety; Housing & Sustainable Development; and Smart Cities & Mobility Innovations. Staff are assessing needs and anticipates developing a final funding category as part of the 2020/2021 SCP by the end of the fiscal year. Each project category has additional goals.

The SCMI Call for Applications has the following specific goals:

- To encourage jurisdictions to partner with SCAG to find innovative solutions to challenges associated with the ever-changing nature of parking, freight and last mile deliveries, and commerce at the curb;
- To create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- To reduce greenhouse gas emissions and improve air quality by reducing driving alone, idling, or searching for parking;
- To support healthy and equitable communities by allocating public resources like curb space more equitably;
- To encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers;
- To employ strategies to mitigate negative community impacts associated with congestion, GHGs and others, that stem from inflexible, inefficient, inequitable or outdated parking systems.

The program focuses on four (4) specific SCMI project types. Each project type has a unique funding application. These program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. SCMI project types are outlined below.

**Smart Cities & Mobility Innovations Project Types:**

- *Curb Space Data Collection & Inventory*: Expands and updates the curb space data inventory through innovative data collection methods to advance plans, studies, and activities, and ultimately help the region understand and regulate the growing need for curb space use. Examples of eligible projects include, but are not limited to, complete curb space inventories, parking inventories, digitization/visualization of curb space records, and real-time data collection and monitoring.
- *Technology Assessment or Adoption Plan*: Provides opportunities for jurisdictions to assess technology frameworks and demonstrations related to curb space management, curb regulating, on-street and off-street parking management, last mile delivery solutions and other curb and mobility challenges, and to enhance infrastructure and prepare for an increasingly connected world. Examples of eligible projects include, but are not limited to,

pilot programs (last mile delivery), assessments of technology solutions, and technology plans for broadband deployment that support mobility management concepts.

- *Parking Management Plan:* Advances parking management to help achieve a balanced transportation system. Strategies shall be used to regulate supply, reduce street congestion, and encourage transit use. Examples of eligible projects include pilots, studies, or plans related to parking management practices, dynamic pricing strategies, EV parking or charging, micromobility and/or carshare parking, and drop-off/pick-up zone management.
- *Permitting Process Evaluation:* Evaluates existing and/or new permitted uses for curb space to improve safety and equitable access for all users. Examples of eligible projects include, but are not limited to, studies, assistance plans, and needs assessments related to outdoor dining, street vendors, parklets, accessibility plans, and ADA compliance.

The following entities, within the SCAG region, are eligible to apply for SCP-SCMI Call funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, State, or local agencies responsible for natural resources or public land administration.
- Tribal Governments - Federally-recognized Native American Tribes.

Equity was a primary consideration throughout the design of the SCMI guidelines and application materials. Similar to the other SCP Calls, the SCMI Call for Projects requires no match commitment, allowing all eligible applicants the same opportunity to apply for funds regardless of financial resources. Applicants are required to identify public engagement strategies that focus on the most impacted communities, especially including low income, communities of color, transit-dependent, and people with disabilities, among others, and with strategies inclusive of the COVID-19 environment, ensuring that diverse engagement activities capture input from traditionally underrepresented groups. Applicants will submit preliminary analysis on disadvantaged communities, detailing how the proposed project will benefit or impact any Environmental Justice Areas, Communities of Concern, SB535 Disadvantaged Communities, or Native American Tribal Lands, while also providing letters of support or intent from community stakeholders such as community based organizations (CBOs) and advocacy groups. The evaluation process shall score applications relative to three criteria, focusing on demonstrated need, project outcomes, and equitable engagement/partnerships. Each aspect of this framework was carefully constructed to reflect the agency's commitment to improving equity throughout the region.

## Next Steps

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Staff will present the SCMI guidelines to the Transportation Committee (TC) on February 4, 2021. The TC will be asked to recommend that the Regional Council approve the SCMI Guidelines and authorize staff to release the third FY 20/21 Call for Applications for SCMI project types. Any significant comments from the TC will be reported to the Regional Council. Pending Regional Council approval, the anticipated schedule can be found below:

<b>SCP-Smart Cities &amp; Mobility Innovations Milestone</b>	<b>Date</b>
Call for Applications Opens	February 8, 2021
Application Workshops	March 8, 2021 April 5, 2021
SCAG SCP Call for Applications Deadline	April 23, 2021 (5:00 p.m.)
Proposal Review and Scoring	May 2021 – June 2021
SCAG Regional Council Approval of the 2020 SCP – SCMI Application Rankings	July 1, 2021
Projects Begin	Fiscal Year 2021-2022

**FISCAL IMPACT:**

Staff’s work budget for the SCP is included in the FY 2020-2021 Overall Work Program (OWP) 275-4881.01– Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula).

**ATTACHMENT(S):**

1. Draft 2020-2021 Smart Cities & Mobility Innovations Guidelines
2. PowerPoint Presentation - SCP SCMI Call for Applications



## 2020/21 Sustainable Communities Program (SCP) Program Guidelines + Smart Cities & Mobility Innovations Call for Applications

### SCP Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2020 Sustainable Communities Program (SCP) – Smart Cities & Mobility Innovations (SCMI). Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts aligned with and to enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, housing production, safety, smart cities, mobility innovation, transportation demand management, green region initiatives and sustainability. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of Connect SoCal and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in Connect SoCal to align project applications with regional planning priorities and concepts.

The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. SCAG will release multiple Calls for Applications throughout Fiscal Year '21 to select projects across different program areas and funding categories, including active transportation and safety, housing and integrated land use, and smart cities innovations. SCAG may bundle similar projects together in a common contract.

### SCP Goals

The SCP aims to:

- Provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use, and planning for affordable housing;
- Promote, address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color;
- Encourage regional planning strategies to reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, particularly in environmental justice communities where there is the highest need for air quality improvements;
- Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal and the Sustainable Communities Strategy;
- Develop resources that support the Key Connections as outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;
- Support a resilient region that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery and sustainability;

- Increase the region’s competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Moreover, the SCP seeks to advance Connect SoCal’s “Core Vision,” which prioritizes maintaining and better managing Southern California’s transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes policies and investments that support sustainable development; system preservation and resilience; demand management strategies and intelligent transportation systems; a regional transit backbone; complete streets; and goods movement.

On July 2, 2020, the SCAG Regional Council adopted a resolution reaffirming the agency's commitment to working toward a fair and just society and toward systemic change to eliminate all barriers that reduce opportunity and undermine Southern California’s shared values and ability to thrive. SCAG affirmed its commitment to meaningfully advance justice and equity; and SCAG declared its intent to strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve our communities of color, and in so doing, serve all the people of the region. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” SCAG is committed to advancing equity through addressing systemic disparities in the SCAG region, and to center communities most impacted by economic, social, and environmental injustices towards the goal of creating healthy and equitable communities.

Considering COVID-19, applicants should identify public engagement strategies that provide flexibility and focus on engagement with the most impacted communities, including low income, communities of color, transit-dependent, and people with disabilities, among others. Strategies should allow for a diverse range of engagement and outreach methods to engage hard to reach populations and nontraditional stakeholders, including in-person with safe physical distancing measures, online, and low-tech strategies, considering the COVID-19 environment.

## Smart Cities & Mobility Innovations (SCMI) Call for Applications

### Smart Cities & Mobility Innovations Overview

The Smart Cities & Mobility Innovations Call supports the implementation of three Connect SoCal Key Connections: Smart Cities & Job Centers, Go Zones, and Shared Mobility/Mobility as a Service. These Key Connections focus on **advancing expanded mobility ecosystems and management strategies using innovative policy and/or technology to realize regional planning goals**. Resources through this Call for Applications will support local jurisdictions to use technology and innovation to improve the efficiency and performance of the transportation system by implementing curb space management measures that **encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers**.

### Smart Cities & Mobility Innovations Goals and Purpose

With a general rise in vehicle ownership, disruptive technologies like Transportation Network Companies (TNCs) and dockless electric scooters, and e-commerce demands, curb space has become one of the most contested spaces in a city. Cities have been struggling with issues related to on- and off-street parking, congestion, and first-last mile connections, among others. Increased reliance on delivery services and the shifting of commercial activities to the sidewalk during COVID-19 have further highlighted the need to

better manage curb uses. Data and the reliable assessment of curb use have become essential to finding solutions to these growing issues in the region.

Leveraging SCAG's forthcoming curb space management study, the SCMI Call for Applications seeks to develop best practices in curb space management that support sustainable mobility while simultaneously enhancing public space and supporting small businesses and the local economy. The SCMI Call prioritizes emerging equity issues such as the relationships between the use of transit and transportation network companies (as evidenced by curb space activity within disadvantaged communities), enhancements for transit and bike networks at the curb, and the potential for optimizing curb space management through asset valuation.

Mobility challenges extend beyond the curb, especially due to the increasing complexity of our transportation systems and connected technologies. Innovative methods and management practices are needed to inventory and understand the interconnected nature of smart city technologies, communication infrastructure, and mobility systems. Broader technology assessments or adoption plans can help achieve this need while focusing on emerging topics such as connected vehicles, V2X communications, public rights-of-way management, dynamic parking, and curb space management, among others.

The SCMI Call for Applications seeks to implement strategies and technologies encouraged in [Connect SoCal](#), the long-range vision for transportation and land use planning for the region. Connect SoCal focuses on the implementation of multiple regional mobility strategy areas. All applicants are encouraged to review and align proposals with the recommended strategies found in the Connect SoCal Key Connections (outlined in [Chapter 3](#)), [Emerging Technology Technical Report](#), [Goods Movement Technical Report](#), [Congestion Management Technical Report](#), [Transportation Demand Management \(TDM\) Toolbox](#), and [Transportation Finance Technical Report](#).

By directing resources toward projects that implement Connect SoCal mobility strategies and technologies, SCAG aims to achieve the following goals:

- To encourage jurisdictions to partner with SCAG to find innovative solutions to challenges associated with the ever-changing nature of parking, freight and last mile deliveries, and commerce at the curb;
- To create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- To reduce greenhouse gas emissions and improve air quality by reducing driving alone, idling, or searching for parking;
- To support healthy and equitable communities by allocating public resources like curb space more equitably;
- To encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers;
- To employ strategies to mitigate negative community impacts associated with congestion, GHGs and others, that stem from inflexible, inefficient, inequitable or outdated parking systems.

### Smart Cities & Mobility Innovations Project Types

The SCMI Call for Applications prioritizes planning projects that aspire to integrate and align Southern California's mobility strategy, technology, and management opportunities with Connect SoCal, the region's adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS).

Applicants are encouraged to review strategies included within Connect SoCal to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, prioritize practical context-based need, utilize innovative or creative planning practices, and result in planning products or programs that are clearly tied to encouraging shared modes, managing parking effectively, making curb space allocation more equitable and/or supporting commerce and the growth of housing and employment in job centers, and can serve as “best practices” for jurisdictions in the region. Impacted communities, including low income, communities of color, transit-dependent, and people with disabilities, among others, must be central in the development of public engagement plans and take a leading role in implementing engagement activities. This Call contains four different project types that will further regional mobility and policy goals. Eligible projects will address one or more of the following:

- 1. Curb Space Data Collection & Inventory**
- 2. Technology Assessment or Adoption Plan**
- 3. Parking Management Plan**
- 4. Permitting Process Evaluation**

These project types are discussed in depth below. Required project components include (but are not limited to) how a planning project will result in the transformation of parking management, curb space management or allocation, last mile delivery, or another related program area, into a more efficient, innovative, flexible, sustainable or equitable system. Projects must have a strong nexus with the primary goals of reducing driving alone, VMT, GHGs or inequities, as well as advance one or more previously described program goals. Please quantify desired results and outcomes where possible.

*Note: SCAG encourages applicants to assess jurisdictional priorities and apply for only one project type, however jurisdictions are allowed to submit more than one application. SCAG staff is available to support applicants in determining the most appropriate project type. If submitting more than one application, jurisdictions must indicate priority of applications.*

### **Scoring Rubric & Criteria**

The overall application scoring rubric for each project type will be the same. Each application includes three main scoring criteria – 1) Project Need, 2) Scope of Work and Project Outcomes and 3) Partnerships and Engagement. Application questions vary by category within each topic area depending on the types of projects eligible. Further clarification regarding how points are awarded are provided in the project application forms.

Scoring Criteria		
Topic 1	Project Need	55 Points
Topic 2	Scope of Work and Project Outcomes	30 Points
Topic 3	Partnerships and Engagement	15 Points

## Funding

Funding for the 2020 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Awards and projects will be managed by SCAG and implemented through its consultants only. Hosting a Call for Applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant, and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must be current with submitted updated housing element Annual Progress Reports.

## Period of Performance and Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within sixty days of project award announcements, and will be based on project complexity, funding source, and agency capacity. Once the project schedule has been established, extensions will be considered only under extraordinary circumstances, on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency or local jurisdiction has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned. Program completion is based on statutory provisions and SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

## Schedule

The following schedule outlines important dates for the SCMI Call for Applications.

SCP-Smart Cities and Mobility Innovations Milestones	Date
Call for Applications Opens	February 8, 2021
Application Workshops	March 8, 2021 April 5, 2021
Call for Applications Submission Deadline	April 23, 2021 (5:00 p.m.)
Regional Council Recommendation	July 1, 2021
Final Work and Invoices Submitted	June 30, 2023

## Contact Information

Questions regarding the SCP - SCMI application process should be directed to:

Marisa Laderach  
 Senior Regional Planner  
 Telephone: 213-236-1927  
 Email: [laderach@scag.ca.gov](mailto:laderach@scag.ca.gov)

## Submittal Information

Applications are due Friday, April 23, 2021 by 5:00 p.m. using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to the contact person listed above. Applications should include all supporting documents in the online application. Applicants are not required to demonstrate that a governing body has taken official action in order to apply, but a supporting resolution from the governing body or a letter of intent in support of the project from the appropriate executive officer will be required prior to project initiation. Files should be labeled in the following format:

Phase Category\_City Name\_Application Category\_Project Name

For example:

SCMI\_Plannersville\_ParkingManagementPlan\_CitywideDynamicParkingPricing

## Regional Distribution

Efforts will be made so that SCMI projects are awarded in each county within the SCAG region.

## Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-SCMI resources:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, State, or local agency responsible for natural resources or public land administration.
- Tribal Governments - Federally-recognized Native American Tribes.

## Prioritizing Stakeholder Engagement Across Project Types

Partnerships and community engagement is essential in developing any SCP project. SCAG encourages each applicant to partner with relevant stakeholders to maximize project impact and further collaborative policy goals. Applicants must develop engagement plans prioritizing impacted communities and other relevant stakeholders during the project, to help achieve equitable project outcomes.

## Project Types

**1. Curb Space Data Collection & Inventory** Applications submitted for this project type should include a focus on expanding or updating the curb space data inventory through innovative data collection methods. The data collection should aim to advance plans, studies, and activities in the city and across the region. To understand the growing curb use and regulate the curb space, it is essential to keep up with the data demand beyond an annual or more static inventory. Leading edge data collection methods that are easily scalable for updating inventory will bring consistency across various departments and agencies to efficiently track and respond to the rapid changes happening at the street level.

Examples of eligible projects include but are not limited to the following:

- Complete inventory of curb space
- Parking inventory (in a business district, all on-street and off-street, etc.)
- Digitization/automation/visualization of curb space records
- Real-time data collection and monitoring

**2. Technology Assessment or Adoption Plan** This project type includes technology frameworks and demonstrations related to curb space management, curb regulating, on-street and off-street parking management, last mile delivery solutions and other curb and mobility challenges. There is a need to find innovative methods to handle the growing complexity of the transportation system and enhance both transportation and communications infrastructure to prepare for an increasingly connected world.

Examples of eligible projects include but are not limited to the following:

- Pilot program for last mile delivery hub or common carrier locker system
- Technology plan for piloting zero emission delivery zones
- Assessment of technology solutions for curb space challenges (such as sensors/cameras or apps)
- Technology plan for piloting connected vehicle or vehicle-to-everything (V2X) communications and management on public rights-of-way
- Technology plan for broadband deployment supporting dynamic parking and curb space management, V2X communications, or public wi-fi for wayfinding
- Assessment of technology solution(s) with plan to roll out implementation of a solution

**3. Parking Management Plan** Applications for this project type will focus on advancing parking management in a selected site or multiple sites within a city. Projects can include pilots, studies, or plans. Parking management is a major need for cities and strategies can potentially help achieve a balanced transportation system. It can be used to regulate supply, reduce street congestion through pricing, and encourage transit use.

Examples of eligible projects include but are not limited to the following:

- Parking management in business district
- On-street parking management
- Dynamic parking pricing strategies
- EV parking/charging
- Micromobility and/or carshare parking
- Rideshare and/or retail/food drop-off and pick-up management

**4. Permitting Process Evaluation** This project type looks at evaluating existing and/or developing new permitted uses for the curb space to improve safety and efficiency equitably for all users. This can include development of plans and studies for permitted uses that support transit riders and people who walk and bike (including seniors and people with disabilities), business owners, schools, street vendors, delivery and rideshare services, among others. Applications will focus on permitting processes in various contexts such as business districts, commercial areas, and schools.

Examples of eligible projects include but are not limited to studies, assistance plans, and needs assessments for the following:

- Outdoor dining permit plan
- Street vendor permitting programs, assistance plans, and needs assessment
- Parklets plan
- Accessibility plans and ADA compliance needs assessments

### Match Requirements

There are no local match requirements for projects proposed through the SCP SCMI Program.

### SCP – SCMI Scoring Rubric & Criteria

Each application includes three scoring criterion – 1) Project Need, 2) Scope of Work and Project Outcomes, and 3) Partnerships and Engagement. Application questions vary by project type. The potential points to be awarded for responses to each question, by project type, are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
<b>Focus Area 1: Project Need</b>	<b>55 Points</b>
Mobility Need	25
SCS Implementation Need	15
Disadvantaged Community Need	15
<b>Focus Area 2: Scope of Work and Project Outcomes</b>	<b>30 Points</b>
Project Benefits and Scope of Work	15
Supports SCS Implementation	10
Use of Innovative Technology or Policy	5
<b>Focus Area 3: Partnerships and Engagement</b>	<b>15 Points</b>
Partnerships for Planning and Implementation	5
Inclusive Diverse and Equitable Stakeholder Engagement	10



## Application Process

Eligible applicants are encouraged to apply to the SCP by completing an application specific to one of the Project Types described above that prioritizes jurisdictional goals. While one application is recommended, jurisdictions may submit multiple project applications. Please contact SCAG staff if support is needed to identify the proper application category. **Applicants must complete and submit their application by Friday, April 23, 2021 by 5:00 p.m.**

## Evaluation Process

An evaluation team for each project type will review the applications. Each evaluation team will be made up of internal and external representatives, related to the specific categories. Recommendations will be made to the Regional Council in July 2021. Following project award announcements, unsuccessful applicants are encouraged to talk with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

# 2020-2021 Sustainable Communities Program

## Smart Cities & Mobility Innovations

### Call for Applications

Marisa Laderach  
Senior Regional Planner, Mobility Planning and Management

February 4, 2021



## 2020-2021 Sustainable Communities Program (SCP)



- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides **multiple opportunities** to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
  - **Active Transportation & Safety (AT&S)**
  - **Housing & Sustainable Development (HSD)**
  - **Smart Cities & Mobility Innovations (SCMI)**
- Successful applicants receive technical assistance from SCAG.

## 2020-2021 Sustainable Communities Program (SCP): Program-Wide Goals



- Provide needed **planning resources** to local jurisdictions for **active transportation** and **multimodal planning efforts, sustainability, land use, and planning for affordable housing**;
- **Promote, address and ensure health and equity** in regional land use and transportation planning and to **close the gap of racial injustice**;
- Encourage regional planning strategies to **reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions**, particularly in environmental justice communities where there is the highest need for air quality improvements;
- Develop local plans that **support the implementation of key strategies and goals** outlined in Connect SoCal's Sustainable Communities Strategy;

## 2020-2021 Sustainable Communities Program (SCP): Program-Wide Goals (continued)

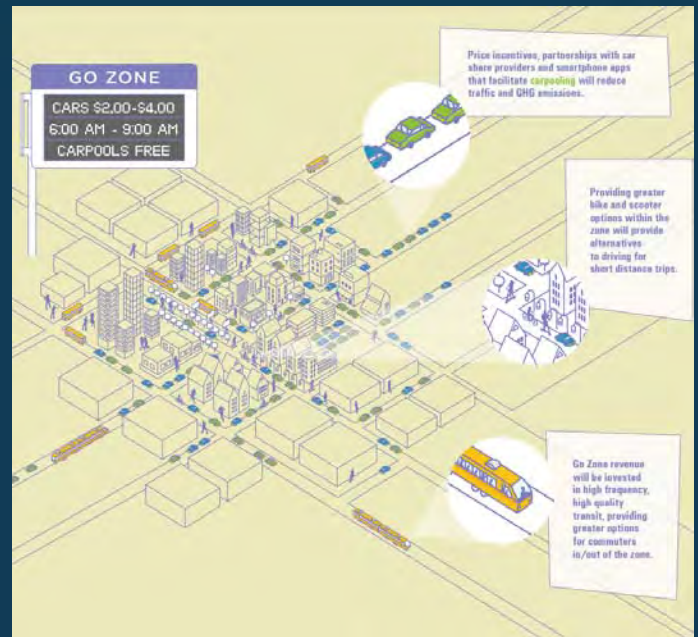


- Develop resources that **support the Key Connections** as outlined in Connect SoCal, including:
  - Shared Mobility and Mobility as a Service
  - Smart Cities and Job Centers
  - Accelerated Electrification
  - Go Zones
  - Housing Supportive Infrastructure;
- **Support a resilient region** that looks to climate adaptation and public health preparedness as key strategies;
- **Increase the region's competitiveness for federal and state funds.**

## 2020-2021 SCP: Smart Cities & Mobility Innovations

SCAG

- The Smart Cities & Mobility Innovations Call seeks to explore implementation of three **Connect SoCal Key Connections**:
  - Smart Cities & Job Centers
  - Go Zones
  - Shared Mobility & Mobility as a Service
- The funding will be directed towards local jurisdictions that seek to **use technology and innovation** by implementing curb space management measures.



## 2020-2021 SCP: Smart Cities & Mobility Innovations

SCAG

- Cities have been struggling with issues related to on-and off-street parking, congestion, first-last mile connections, etc. Data and **the reliable assessment of curb use** have become essential to finding solutions to these growing issues in the region.
- SCP Call for Projects seeks to **develop best practices** in curb space management that support sustainable mobility while simultaneously enhancing public space and supporting small businesses and the local economy.
- SCP Call for Projects considers **emerging equity considerations** such as the relationships between the use of transit and transportation network companies (as evidenced by curb space activity within disadvantaged communities), enhancements for transit and bike networks at the curb, and the potential for optimizing curb space management through asset valuation.



Curb Space Data Collection & Inventory



Technology Assessment or Adoption Plan

Project Type and Eligible Projects



Parking Management Plan



Permitting Process Evaluation

## Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-SCMI resources:

- **Local or Regional Agency** – Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- **Transit Agencies** – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies** – Federal, State, or local agency responsible for natural resources of public land administration.
- **Tribal Governments** – Federally-recognized Native American Tribes.

# Schedule



SCP-Smart Cities and Mobility Innovations Milestones	Date
Call for Applications Opens	February 8, 2021
Application Workshop	March 8, 2021 April 5, 2021
Call for Applications Submission Deadline	April 23, 2021 (5:00 p.m.)
Regional Council Recommendation	July 1, 2021
Final Work and Invoices Submitted	June 30, 2023

# Questions?

Marisa Laderach

[laderach@scag.ca.gov](mailto:laderach@scag.ca.gov)

(213) 236-1927





Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: John Asuncion, Senior Regional Planner,  
(213) 236-1936, asuncion@scag.ca.gov

Subject: Adoption of 2021 Federal Transportation Improvement  
Program

**RECOMMENDED ACTION:**

Recommend Regional Council approval of the 2021 Federal Transportation Improvement Program (FTIP) at its March 4, 2021 meeting.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2021 FTIP. The 2021 FTIP is a multi-modal list of capital improvement projects totaling over \$35.3 billion in programming and containing approximately 2,000 projects covering a six (6) year period. The CTC's are responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP.*

*On November 5, 2021, the Regional Council released the Draft 2021 FTIP for a 30-day public review and comment period, from November 6, 2020 through December 7, 2020. SCAG received 26 comments; 9 general, 12 project specific, and 5 related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on our initial review and analysis of the comments, we do not anticipate significant changes to the Final 2021 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address the comments. All minor and technical changes to projects will be addressed in Amendment 1 of the 2021 FTIP which will be*

**OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

---

*submitted and approved concurrently with the 2021 FTIP. Staff is reporting to the Transportation Committee and the Energy and Environment Committee at the February 4, 2021 meetings to present a final summary of comments and responses, and to recommend approval of the proposed final 2021 FTIP including the associated transportation conformity analysis at the March 4, 2021 Regional Council meeting.*

**BACKGROUND:**

SCAG is the federally designated MPO for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a “bottom up” approach.

Over the past year, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the 2021 FTIP. The 2021 FTIP is a programming document totaling over \$35.3 billion in programming and containing approximately 2,000 projects covering a six (6) year period (FY 2020/21 - 2025/26). The 2021 FTIP includes 62 projects for Imperial County programmed at \$67.4 million; 1,050 projects for Los Angeles County programmed at \$20.2 billion; 151 projects for Orange County programmed at \$2.3 billion; 388 projects for Riverside County programmed at \$7.3 billion; 193 projects for San Bernardino County programmed at \$4.3 billion; and 168 projects for Ventura County programmed at \$1.1 billion

The CTCs are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP. On January 15, 2021, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss and affirm the 2021 FTIP in accordance with California Public Utilities Code Sections 130301 and 130059 (commonly referred to as AB 1246).

The proposed Final 2021 FTIP has met all five (5) required Transportation Conformity tests as called for under the U.S. Department of Transportation Metropolitan Planning Regulations and Environmental Protection Agency’s (EPA’s) Transportation Conformity Regulations:

1. Consistency with SCAG’s RTP  
(23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis  
(40 FR Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis  
(40 FR Section 93.113)



4. Financial Constraint Analysis  
(40 FR Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement  
(40 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

Pursuant to the EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the proposed Final 2021 FTIP based on the current EPA-approved emission budget and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) conformity determinations for Connect SoCal (2020 RTP/SCS). Staff has prepared the proposed Final 2021 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

On November 5, 2021, the Regional Council released the 2021 FTIP for a 30-day public review and comment period, from November 6, 2020 through December 7, 2020. SCAG received 26 comments; 9 general, 12 project specific, and 5 related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on our initial review and analysis of the comments, we do not anticipate significant changes to the Final 2021 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address the comments. All minor and technical changes to projects will be addressed in Amendment 1 of the 2021 FTIP which will be submitted and approved concurrently with the 2021 FTIP. Staff is reporting to the Transportation Committee and the Energy and Environment Committee at the February 4, 2021 meetings to present a final summary of comments and responses, and to recommend approval of the proposed final 2021 FTIP including the associated transportation conformity analysis at the March 4, 2021 Regional Council meeting.

The link to the Final 2021 FTIP is located at <https://scag.ca.gov/post/final-2021-ftip-downloads>.

**FISCAL IMPACT:**

None. Work associated with this item is included in the current FY 2020-21 Overall Work Program (OWP) under project 030.0146.02 (Federal Transportation Improvement Program) and 010.0170.01 (RTP Support, Development, and Implementation).

**ATTACHMENT(S):**

1. Proposed Final 2021 FTIP - Executive Summary
2. Proposed Final 2021 FTIP - SCAG Response to Comments



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INNOVATING FOR A BETTER TOMORROW



# PROPOSED FINAL 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

## EXECUTIVE SUMMARY VOLUME I OF III

FY 2020/21 - 2025/26  
March 2021

Attachment: Proposed Final 2021 FTIP - Executive Summary (Adoption of 2021 Federal Transportation Improvement Program)





## VISION

Southern California’s Catalyst  
for a Brighter Future.

## MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

**Funding:** The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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David Pollock, Moorpark	Laura Hernandez, Port Hueneme

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**Orange County Transportation Authority** Miguel A. Pulido

**Public Transit Representative** Paul Krekorian

**Riverside County Transportation Commission** Jan C. Harnik\*

**San Bernardino County Transportation Authority** Alan D. Wapner\*

**Transportation Corridor Agencies** Peggy Huang

**Tribal Government Regional Planning Board Representative** Andrew Masiel, Sr., Pechanga Band of Luiseno Indians

**Ventura County Transportation Commission** Mike T. Judge

\* Regional Council Officer

# EXECUTIVE SUMMARY

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## INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2021 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2020/21 - 2025/26 for the region, with the last two years 2024/25-2025/26 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) based on their project selection criteria for inclusion into the regional FTIP. The 2021 FTIP has been developed in partnership with the CTCs and Caltrans.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2021 FTIP are consistent with SCAG's approved Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.



## PROGRAM SUMMARY

The 2021 FTIP includes approximately 2,000 projects programmed at \$35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was \$34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2021 FTIP shows that \$7.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2021 FTIP). In addition, the 2021 FTIP reflects \$19.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

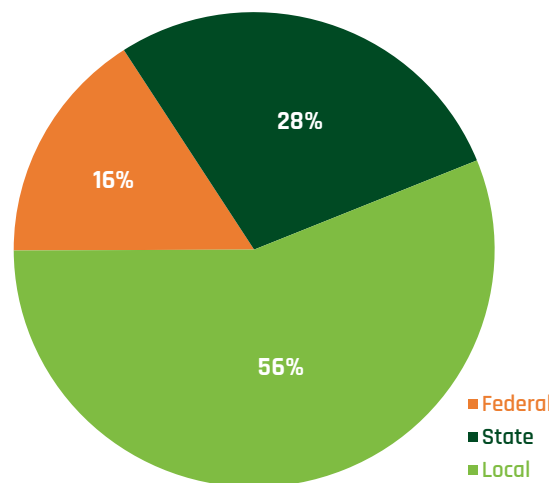
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

**FIGURE 1** is a summary of funding sources categorized as federal, state and local sources. **FIGURE 1** and its accompanying pie chart illustrate that 16 percent of the program total is from federal funds, 28 percent from state funds, and 56 percent from local funds.

**FIGURE 1 SUMMARY OF 2021 FTIP BY FUNDING SOURCE (IN 000'S)**

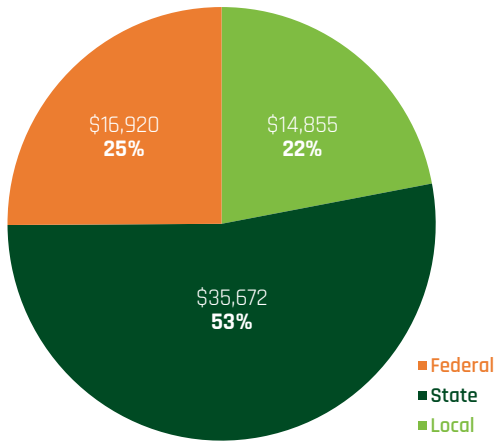
	FEDERAL	STATE	LOCAL	TOTAL
2020/21	\$1,967,541	\$5,305,507	\$3,975,931	\$11,248,979
2021/22	\$1,187,249	\$2,119,643	\$3,558,508	\$6,865,400
2022/23	\$1,254,329	\$502,695	\$2,662,077	\$4,419,101
2023/24	\$717,156	\$479,997	\$3,744,516	\$4,941,669
2024/25	\$265,100	\$1,234,697	\$2,465,258	\$3,965,055
2025/26	\$240,289	\$241,466	\$3,398,369	\$3,880,124
<b>TOTAL</b>	<b>\$5,631,664</b>	<b>\$9,884,005</b>	<b>\$19,804,659</b>	<b>\$35,320,328</b>
<b>% OF TOTAL</b>	<b>16%</b>	<b>28%</b>	<b>56%</b>	<b>100%</b>

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

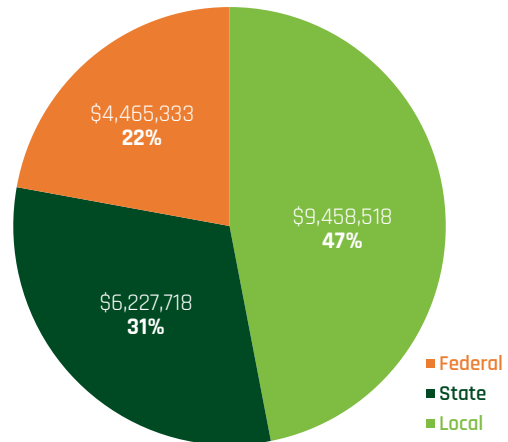


The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

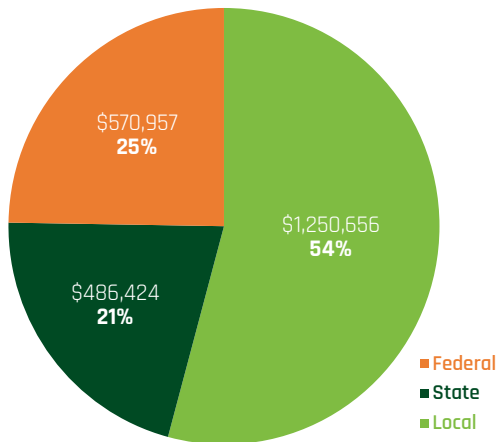
**IMPERIAL COUNTY: \$67,447 (in \$000's)**



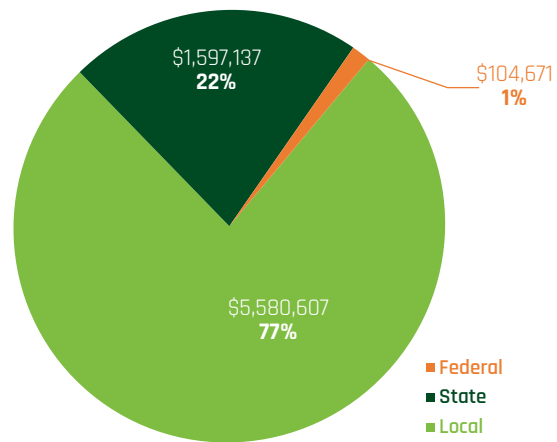
**LOS ANGELES COUNTY: \$20,151,569 (in \$000's)**



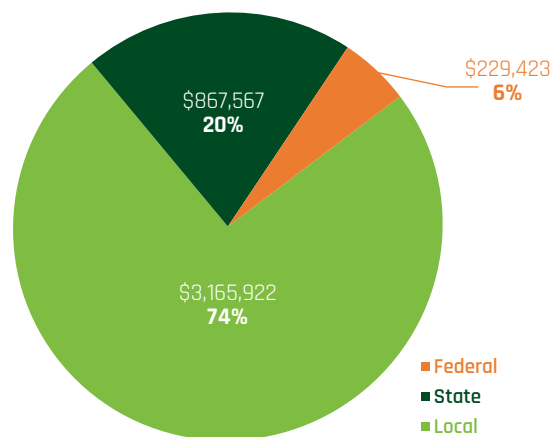
**ORANGE COUNTY: \$2,308,037 (in \$000's)**



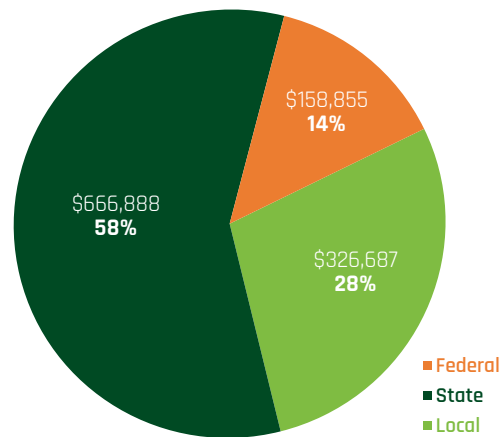
**RIVERSIDE COUNTY: \$7,282,415 (in \$000's)**



**SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)**



**VENTURA COUNTY: \$1,152,430 (in \$000's)**





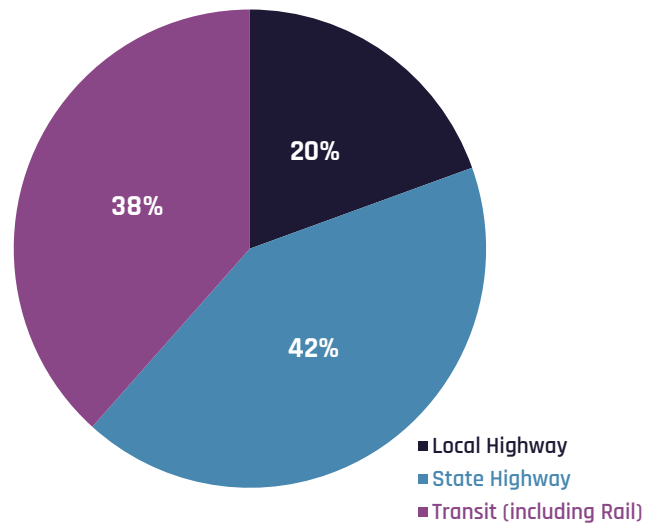
**FIGURE 2** summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total \$35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2021 FTIP.

At the time of the development of the 2021 FTIP the SCAG region, along with every other region in the world, is facing the devastation of the COVID-19 pandemic. The national, state, county, and local stay-at home and quarantine orders have put a strain on the all aspects of society as well as the economy. As the public adjusts to the stay-at-home and quarantine orders, transportation demand has been drastically reduced and fuel consumption has decreased as people are driving less thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic is unknown as the SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects.

**FIGURE 2 SUMMARY OF 2021 FTIP BY PROGRAM (IN 000'S)**

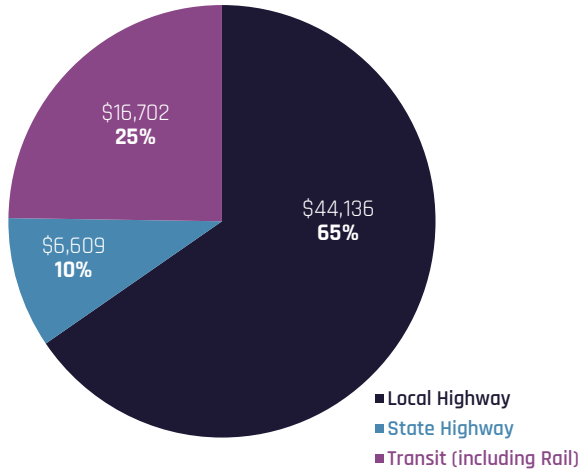
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	\$1,909,560	\$5,399,986	\$3,939,433	\$11,248,979
2021/22	\$1,023,299	\$3,092,629	\$2,749,472	\$6,865,400
2022/23	\$570,324	\$1,220,181	\$2,628,596	\$4,419,101
2023/24	\$684,967	\$1,366,716	\$2,889,986	\$4,941,669
2024/25	\$1,130,418	\$2,101,509	\$733,128	\$3,965,055
2025/26	\$1,571,050	\$1,695,528	\$613,546	\$3,880,124
<b>TOTAL</b>	<b>\$5,889,618</b>	<b>\$14,876,549</b>	<b>\$13,554,161</b>	<b>\$35,320,328</b>
<b>% OF TOTAL</b>	<b>20%</b>	<b>42%</b>	<b>38%</b>	<b>100%</b>

**SUMMARY OF 2021 FTIP BY FUNDING SOURCE**

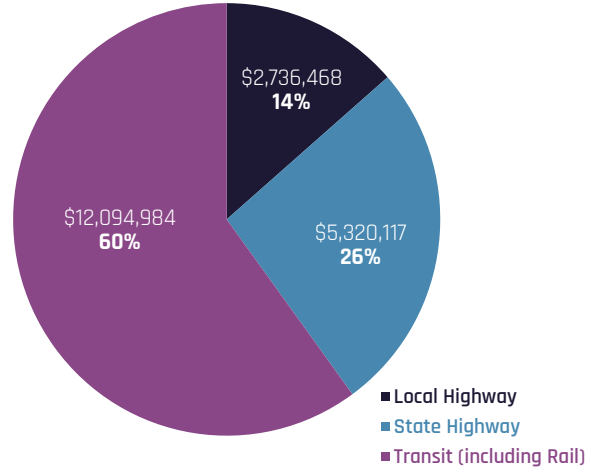


The six pie charts below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit programs.

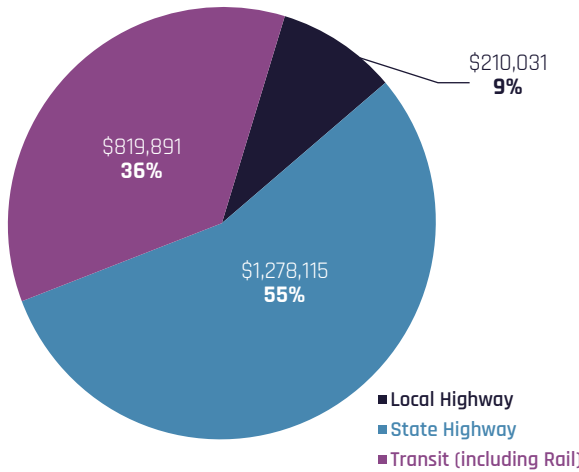
**IMPERIAL COUNTY: \$67,447 (in \$000's)**



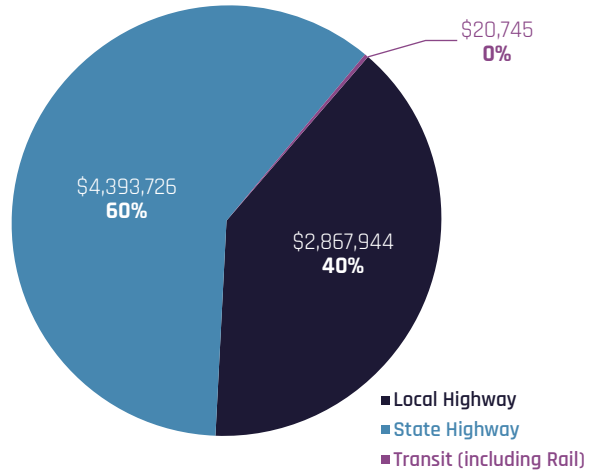
**LOS ANGELES COUNTY: \$20,151,569 (in \$000's)**



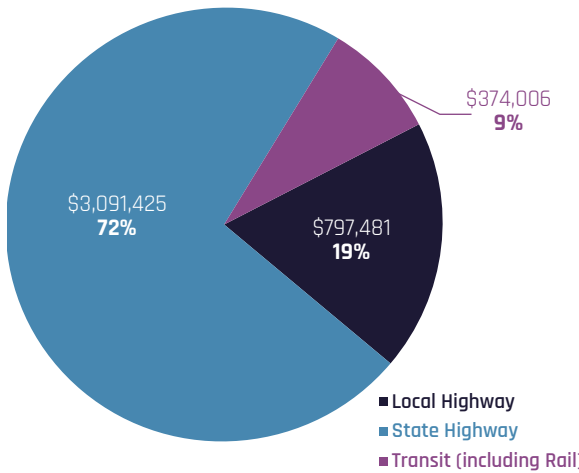
**ORANGE COUNTY: \$2,308,037 (in \$000's)**



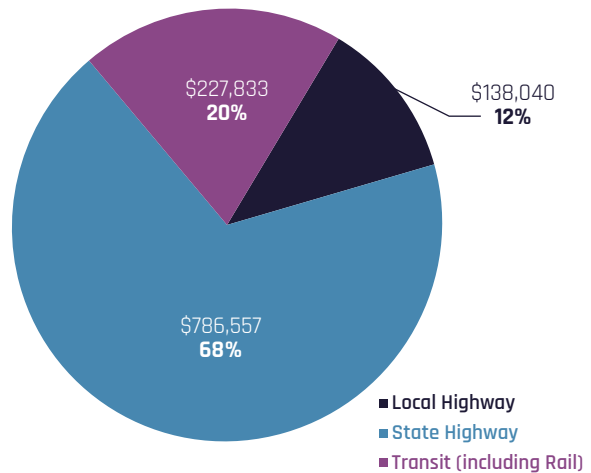
**RIVERSIDE COUNTY: \$7,282,415 (in \$000's)**



**SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)**



**VENTURA COUNTY: \$1,152,430 (in \$000's)**



## ENVIRONMENTAL JUSTICE

The Connect SoCal - 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 (and certified by FHWA/FTA with regard to transportation conformity on June 5, 2020), includes a comprehensive Environmental Justice analysis. On September 3, 2020, Connect SoCal - 2020 RTP/SCS was approved in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in the Connect SoCal - 2020 RTP/SCS, and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2021 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see:

[scag.ca.gov/sites/main/files/file-attachments/fconnectsocial\\_environmental-justice.pdf](https://scag.ca.gov/sites/main/files/file-attachments/fconnectsocial_environmental-justice.pdf).

On September 6, 2018, SCAG's Regional Council adopted an updated **Public Participation Plan** designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

## INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2021 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP).

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit:

[scag.ca.gov/post/scag-public-participation-plan](https://scag.ca.gov/post/scag-public-participation-plan).

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2021 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2021 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2021 FTIP were approved by the SCAG Regional Council on September 5, 2019. For additional information on the 2021 FTIP Guidelines, please visit: [ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf](https://ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf).

On November 5, 2020, the Draft 2021 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the Draft 2021 FTIP, the first on November 17th and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, the hearings were held virtually via Zoom. These public hearings were also noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2021 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

## ECONOMIC IMPACTS OF 2021 FTIP PROGRAM EXPENDITURES

# THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in FY 2020/2021 and ending in FY 2025/2026. Economic and job impacts were calculated using REMI, a structural regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments. The REMI model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities are included in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 104,000 jobs in the six-county SCAG region. The total employment impact of the 2021 FTIP transportation program is shown in **FIGURE 3**.

**FIGURE 3 JOBS CREATED ANNUALLY BY 2021 FTIP INVESTMENTS (REMI ANALYSIS)**

	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	AVERAGE
<b>SCAG REGION</b>	244,519	119,456	93,043	79,749	40,904	47,139	104,135
<b>IMPERIAL COUNTY</b>	240	228	51	30	17	28	99
<b>LOS ANGELES COUNTY</b>	166,863	69,281	59,168	44,672	7,562	6,844	59,065
<b>ORANGE COUNTY</b>	31,979	16,627	15,289	13,584	2,553	2,473	13,751
<b>RIVERSIDE COUNTY</b>	21,152	20,305	7,626	16,303	11,653	32,118	18,193
<b>SAN BERNARDINO COUNTY</b>	17,088	10,790	8,785	4,115	18,185	4,289	10,542
<b>VENTURA COUNTY</b>	7,196	2,225	2,122	1,045	934	1,388	2,485

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 4,760 jobs per year on average. This shows that investing for transportation in SCAG region is important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2021 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system. Connect SoCal - 2020 RTP/SCS, included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic competitiveness of the SCAG region within the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of the 2020 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 264,500 jobs per year.

## 2021 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the Connect SoCal Performance Measures Technical Report:

[scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_performance-measures.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf).

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law in July 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law in December 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 required the establishment of state and regional performance targets that address several performance measures specifically indicated in the federal legislation:

- Number of fatalities and serious injuries on all public roads
- Rate of fatalities and serious injuries on all public roads
- Total combined number of non-motorized fatalities and serious injuries on all public roads
- Pavement condition on the Interstate System and National Highway System (NHS)
- Bridge condition on the NHS
- Percent of reliable person miles travelled on the Interstate System and on the non-interstate NHS
- Percent of Interstate System mileage with reliable truck travel times
- On-road mobile source emissions
- Non-single occupancy vehicle mode share
- Transit system safety
- Transit asset management

MAP-21 also required that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule required that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. The performance discussion included in the 2021 FTIP will focus on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federal MAP-21 performance measures.

For additional information regarding program performance, please see the Performance Measures chapter of the 2021 FTIP Technical Appendix at: [scag.ca.gov/post/final-2021-ftip-downloads](https://scag.ca.gov/post/final-2021-ftip-downloads).

# PROGRAMMING INVESTMENTS

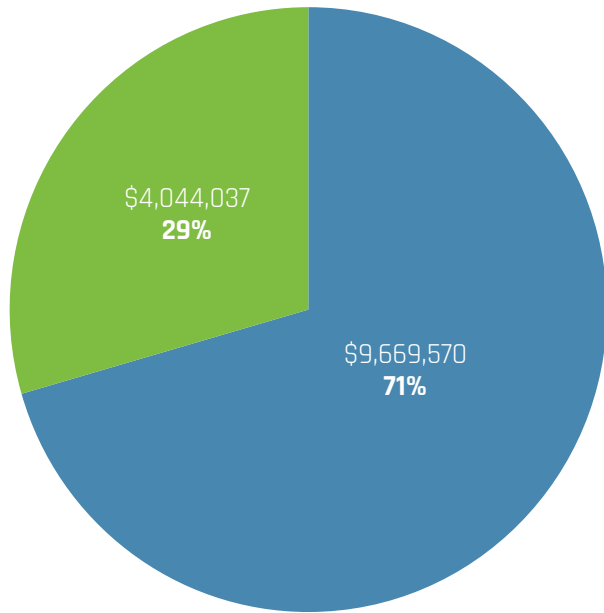
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

**FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN \$ MILLIONS)**

Transit Improvements	\$9,670
Transit Operations and Maintenance	\$4,044
Highway Improvements	\$12,801
Highway Operations and Maintenance	\$7,580
ITS, Transportation Demand Management, and Active Transportation	\$861
Other	\$365

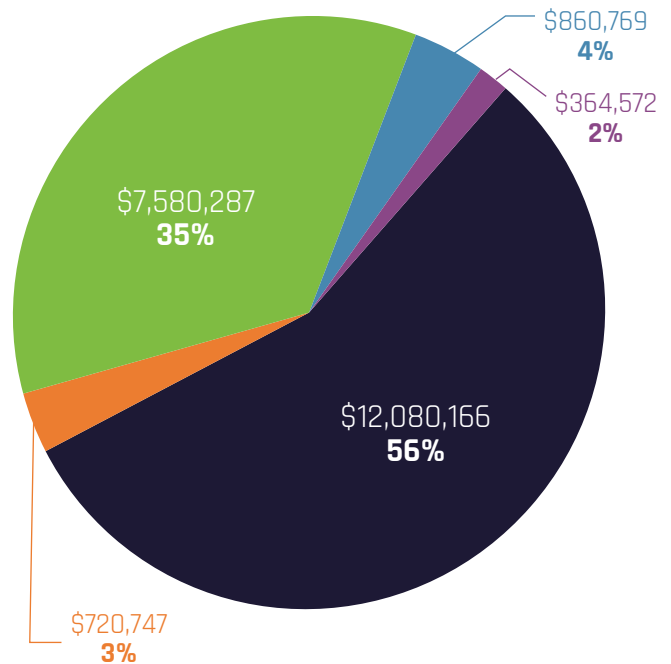
## 2021 FTIP INVESTMENT CATEGORIES

**TRANSIT INVESTMENT: \$13,713,607 (\$1,000's)**



- Transit Improvements
- Transit Operations & Maintenance

**HIGHWAY INVESTMENT: \$21,607,721 (\$1,000's)**



- Capacity Improvements
- HOV Lanes
- Highway Operations & Maintenance
- ITS, TDM, & Non-Motorized
- Other Highway Improvement

The 2021 FTIP includes an estimated \$1.15 billion programmed towards active transportation projects. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. This is because active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. In 2017, Senate Bill 1 the Road Repair and Accountability Act, was signed into law. SB 1 established \$56 billion in investments to California's transportation system through the establishment of a new tax on gasoline purchases. Funds are split equally between the State and Cities/Counties. Further, SB1 increased the investment in the State's Active Transportation Program (ATP) from \$123 million annually to \$223 million annually; nearly doubling the funding available in the program. Active transportation improvement projects tend to be smaller projects where state generated funds like SB1 are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds.

**FIGURE 5** provides a breakdown of how the \$1.15 billion programmed in the 2021 FTIP is allocated to different project types in the region. In addition to the amount currently programmed, Cycle 5 of Active Transportation Program (ATP) grants will be programmed once they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation.

SCAG's RTP/SCS calls for increases in active transportation funding over the 25-year plan period, culminating in a total of \$22.5 billion through 2045. Overall, the level of investment described here closely aligns with Connect SoCal and demonstrates the region is on track to meet its goal.

**FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)**

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020/21 - FY2025/26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP
Bicycle & Pedestrian Infrastructure	\$556.6	48%
Dedicated Bicycle Infrastructure	\$216.7	19%
Dedicated Pedestrian Infrastructure	\$139.7	12%
First Mile/Last Mile Strategies	\$104.6	9%
Bicycle Detection & Traffic Signals	\$24.1	2%
Safe Routes to Schools/Education	\$1.1	<1%
Planning	\$1.8	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$103.7	9%
<b>TOTAL AMOUNTS</b>	<b>\$1,148.3</b>	

\* Excludes ATP Projects for Cycle 5

# TRANSPORTATION CONFORMITY

The 2021 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal); it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement process; and it must be financially constrained.

## CONFORMITY DETERMINATIONS FOR THE DRAFT 2021 FTIP

The 2021 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2021 FTIP under the required federal tests.

### CONSISTENCY WITH THE 2020 RTP/SCS TEST

**FINDING:** SCAG's 2021 FTIP (project listing) is consistent with the 2020 RTP/SCS (policies, programs, and projects).

### REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21-52 in Section II of the Technical Appendix.

**FINDING:** The regional emissions analyses for the 2021 FTIP is an update to the regional emissions analyses for the Connect SoCal - 2020 RTP/SCS.

**FINDING:** The 2021 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

**FINDING:** The 2021 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM<sub>2.5</sub> NAAQS).

**FINDING:** The 2021 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

**FINDING:** The 2021 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

**FINDING:** The 2021 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County).

**FINDING:** The 2021 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).



### TIMELY IMPLEMENTATION OF TCM TEST

**FINDING:** The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

**FINDING:** The TCM strategies listed in the 2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

### INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

**FINDING:** The 2021 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information on SCAG's PPP, please visit [scag.ca.gov/post/scag-public-participation-plan](https://scag.ca.gov/post/scag-public-participation-plan). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2021 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 24, 2019; October 29, 2019; December 7, 2019; February 25, 2020; March 24, 2020; April 28, 2020; May 26, 2020; June 23, 2020; and July 28, 2020 August 25, 2020, and September 22, 2020). The final conformity analysis was released for a 30-day public review on November 6, 2020. Two public hearings were held, the first on November 17, 2020, and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Order N29-20, the hearings were held virtually via Zoom. The 2021 FTIP was presented to the Regional Transportation CEOs at their meeting held on January 15, 2021, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2021 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2021 FTIP have been documented, and responded to accordingly in the Final Technical Appendix Volume II of III.

### FINANCIAL CONSTRAINT TEST

**FINDING:** The 2021 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the Connect SoCal - 2020 RTP/SCS. SCAG's 2021 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.





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Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-01	General	11/17/2020	Craig Durfree	Private Citizen	Voicemail	<p>RECORDED PHONE MESSAGE - CRAIG DURFEY</p> <p>CRAIG DURFEY: Yes - Pablo, my name is Craig Durfey, D-U-R-F-E-Y, Craig A. Durfey. My cell is 714-321-8238. My email is cadurfey@gmail.com.</p> <p>I'm looking at the draft of the 2021 Federal Transportation Improvement Program, Executive Summary Volume I of the three, November 2020. I'm reading it, and there's some serious flaws in it. And I'm - I've been nine years on this - of (unintelligible) transportation, and I won't go into it. I'd like to see these referenced at my website at socialemotionalpaws, socialemotionalpaws (unintelligible) Transportation Sections, you'll see.</p> <p>But yes, this has got some real issues here. We're projecting money out, but we're not really assessing what the cities are capable of doing, once you provide the funds to build the infrastructure, and especially with COVID-19. (unintelligible) recognizing the VNT with park space - there's two documents on my blog. And so basically, then, if Safe Route to School, you're only getting less than 1% investment, which is really where - (unintelligible) reduce the fatalities that Federal Highway Administration require by 2022, to bring a Vision Zero, or individually, about \$10,000 grant by Caltrans, to achieve reduction.</p> <p>Without the education beginning of life, it is a complex, moving animal to try to get people and their habits changed. And there's AB209 of 15 and 16, the (unintelligible) Association as (unintelligible) proof, or bike diversion. There's a lot of things that's not in here, if we're going to be serious about the issue. And increasing park space's density goes by the AUDs (phonetic) of the law - so just things that need to be addressed to make this thing spark. And Rail to Trail programs along the LA to Orange County.</p> <p>714-321-8238. Thank you.</p> <p>(END OF RECORDING)</p>	<p>Connect So Cal is the Regional Transportation Plan for the Southern California Region. This document outlines strategies for addressing active transportation safety through infrastructure investment and educational programs that are very much consistent with your comments. Connect So Cal calls for \$22.5-billion in active transportation investment over the next 25 years with more than 10% of these funds dedicated to education and encouragement strategies.</p> <p>With Connect So Cal's adoption earlier this year Southern California Association of Governments (SCAG) and it's implementing partners identified establishing new funding strategies to address the active transportation and safety needs for the region. During the 25-year implementation of Connect So Cal, SCAG is committed to working with our partners to ensure these new funds are allocated toward the active transportation and safety strategies outlined in the Plan.</p> <p>While Connect SoCal reflects a comprehensive active transportation investment strategy for the region, please note, the FTIP is a programming document that identifies near-term investments in the region. It is not a complete picture of all the active transportation type projects that are delivered, as active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. As such, an estimated \$1.15 billion is programmed towards active transportation projects in the 2021 FTIP.</p>	11/09/2020 via email back to Mr. Durfey

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-02	General	11/18/2020	Laura Smith	Private Citizen	Voicemail	<p>RECORDED PHONE MESSAGE - LAURA SMITH</p> <p>LAURA SMITH: Yeah, Pablo. My name is Laura Smith. I left a previous message, but I wanted to leave another one. It wasn't very clear. I was calling again. I wanted to leave a comment on the Open Comment period that runs to December 7th, on the FTIP Draft that runs through December 7th.</p> <p>I am concerned about - listed here for the TCA, it shows their 241 extension running through to the 5 still. And they have said they're formally closing that extension. That is supposed to be a done deal now. The South County Traffic Relief Effort is closed, they are (unintelligible) that, and yet you have this listed here. And that is my comment, and I do need to include that in the Comment Section, and I want it to be listed, and yet, I do not show where we can email our comments.</p> <p>So I need you to inform me where I can do that, and I definitely need you to call me back. My phone number is 949-292-7411. I do work, so if I don't answer, if you can please leave me the email address so I can email my comments, because I do want them to be included in the FTIP 2021, because this is important, because this was put in error, unless the TCA is lying to us. But in their March 2020 TCA meeting, they formally have closed this project. And so I do want to let you know that, and my comments do need to be included into this FTIP 2021 Transportation Improvement Program.</p> <p>Okay. Thank you very much. Bye.</p> <p>(END OF RECORDING)</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study.</p> <p>The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).</p>	11/18/2020 via a call back to Ms. Smith
21-03	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures: Please remove Highway Maintenance (HM) Program from the list as this program has been discontinued.</p>	<p>Comment Noted.</p> <p>The text on Highway Maintenance (HM) Program has been removed from Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures.</p>	11/30/2020
21-04	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section IV, Attachment F, Amendment Approval procedures: Please correct the year in the paragraph "Additionally, ....March 4, 2021".</p>	<p>Comment Noted.</p> <p>The text has been revised.</p>	11/30/2020
21-05	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section VII, Performance Measures: Thank you for providing comprehensive analysis on SCAG's efforts in achieving performance measures targets. Please refer to the information discussed at the November 17, 2020 CFPG meeting. Please complete and include the template (in excel) along with the final 2021 FTIP.</p>	<p>Comment noted.</p> <p>The Performance Measures matrix will be completed as requested with the applicable performance measure target information using the template provided and will be provided as a separate Excel document to Caltrans.</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-06	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Please clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.	<p>Comment Noted.</p> <p>SCAG's Section 5307 Program of Projects (POP) is posted on the FTIP website (<a href="https://scag.ca.gov/fta-program-projects">https://scag.ca.gov/fta-program-projects</a>) and updated with each amendment. <a href="https://scag.ca.gov/sites/main/files/file-attachments/19-29_public_notice.pdf?1606266188">https://scag.ca.gov/sites/main/files/file-attachments/19-29_public_notice.pdf?1606266188</a></p>	11/30/2020
21-07	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix, Volume III of III, Part A/Part 2 of 3: What is the purpose of projects included under "100% Prior Years" section.	<p>Comment Noted.</p> <p>This is to highlight major projects that are included in the FTIP as informational given that all the funding is showing in Prior Years and projects are still moving forward to completion.</p>	11/30/2020
21-08	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP: Funding programmed is not consistent with the SHOPP Report sent to SCAG on June 11, 2020. Please clarify. Also, funding for the SHOPP grouped project listings may be updated prior to adoption by SCAG's Commission. Let me know when you need the latest SHOPP project report generated from CTIPS.	<p>Comment Noted.</p> <p>SHOPP Projects will be updated via Amendment #21-01 per latest SHOPP listings provided by Caltrans on 12/8/20.</p>	11/30/2020
21-09	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	State Minor Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FY 2022/23 and FY 2023/24.	<p>Comment noted.</p> <p>Per agency, State Minor Program funding was programmed in FY's 2022/23 and 2023/24 on project FTIP ID# RIV110122 for informational purposes only. The project will be revised in Amendment #21-01 to remove funding from FY's 2022/23 and 2023/24.</p>	11/30/2020
21-10	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	CMAQ and STBGP Apportionments: Notate in the footnote information regarding borrowing/loaning per FY.	<p>Comment Noted.</p> <p>Footnote has been added to the Financial Plan regarding CMAQ/STBG loans.</p>	11/30/2020
21-11	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) information per information transmitted on November 9, 2020.	<p>Comment Noted.</p> <p>HBP programming updates will be reflected under A21-01 per latest HBP listings transmitted to SCAG and County Transportation Commissions on November 9, 2020</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-12	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	FTA 5310 Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FYs 2022 - 2024.	<p>Comment Noted.</p> <p>Per agencies using FTA 5310 funds, "while it's true that the statewide 5310 apportionments are programmed on an annual basis, Caltrans has provided regions with the options of either allowing Caltrans to program the 5310 large urban apportionment, or doing it themselves. Counties in the SCAG region have elected to do their own program. There is no FTA prohibition against designated recipients approving multi-year programs rather than on an annual basis. Therefore, regions that have elected to manage their own 5310 apportionments, funds can be programmed in multiple years.</p>	11/30/2020
21-13	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) funding for all HBP Grouped Projects per information transmitted on November 9, 2020.	<p>Comment Noted.</p> <p>HBP Projects will be updated under A21-01 per latest HBP listings transmitted on November 9, 2020</p>	11/30/2020
21-14	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMP100101, ORA040607, SBD59303: Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.	<p>Comment Noted.</p> <p>Per SBCTA - SBD59303 is a STIP Funded Project. The CTC included in the FTIP b/c it's a STIP project and is used for allocation.                      Per OCTA - ORA040607 is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation.                      Per ICTC - IMP100101 - is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation.</p> <p>The projects are submitted by the County Transportation Commissions via the bottoms up approach in accordance with AB1246.</p>	11/30/2020
21-15	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP Grouped Projects: See Comment No. 1 (Comment ID 7) under Financial Summary above.	<p>Comment Noted.</p> <p>Latest SHOPP funding will be updated via the SHOPP projects in Amendment #21-01 which will be submitted for approval concurrently with 2021 FTIP.</p>	11/30/2020
21-16	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	RIV190901: Please update the programming per updated 2020 SHOPP as shown below in Amendment No. 1.	<p>Comment Noted.</p> <p>Per RCTC - Staff has worked with the Caltrans SHOPP/FTIP manager at district 8 to update this project through 19-27 and the change is also being reflected through 21-01 as well.</p>	11/30/2020
21-17	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	VEN131202: Total project cost shall include cost of all the phases.	<p>Comment Noted.</p> <p>Per VCTC - The estimated total project cost is \$150 million for this project. In FTIP with ENG Phase for PA&amp;ED Only. CTC will update the Total Project Cost field in A21-01.</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-18	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA120535: Include cost of construction phase in the total project cost.	Comment Noted.  Per OCTA - City Segment is a STIP Project that is only funded through PS&E. We don't have a Total Project Cost or construction cost right now	11/30/2020
21-19	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA191501: Clarify if toll credits are used in lieu of match funds.	Comment Noted.  Transit Development Credits amount and FY match is listed in the project description for CMAQ funding.	11/30/2020
21-20	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LAE0732: Provide detailed description of the project scope.	Comment Noted.  Lead Agency has decided to not to move forward with the project and will delete it in A21-01.	11/30/2020
21-21	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LA0G1118: Update the funding per 2020 STIP as shown below.	Comment Noted.  2020 STIP programming is matching Final Approved Orange Book. LA Metro will update the Programming from FY-20/21 to FY-21/22 under A21-01.	11/30/2020
21-22	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Various SB1 funding programs: When uploading projects from various SB1 funding programs in CTIPS please map these fund types with the CTIPS fund type shown below.	Comment Noted.  All SB1 funding programs are mapped correctly in CTIPs.	11/30/2020
21-23	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA131303: Include the cost for the construction phase in the total project cost.	Comment Noted.  Per OCTA - This project is currently only funded through PS&E We don't have a Total Project Cost or construction cost right now.	11/30/2020
21-24	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMPL519: This SHOPP grouped project is listed under the Local Highway Section for the Imperial County.	Comment Noted.  ICTC will update the System from Local to State in Amendment A21-01.	11/30/2020
21-25	General	12/2/2020	Martha Masters	Riverside County Transportation Commission	Public Comment at Hearing #2	MARTHA MASTERS: Great. Thank you. My name is Martha Masters, with the Riverside County Transportation Commission, and on behalf of RCTC, I wanted to thank SCAG staff. Through this very complex and lengthy process, you guys have been very helpful. Thank you for your guidance. Thank you for your patience. And I'm so glad we're, we're here now, and really appreciate your help. Thank you.	Comment Noted	12/2/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal



Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-26	General	12/6/2020	Michelle Schumacher	Private Citizen	Email	<p>Good afternoon.</p> <p>I write to submit comments for the 2021 Federal Transportation Plan. I am highly dismayed to see the below two projects included for the 2021 FTIP - the Transportation Corridor Agency voted NOT to pursue either of these projects in March 2020 by a unanimous board vote. Both projects are TOO damaging and will take out to many homes and business and should have never been considered, not to mention the watershed, ocean run off and habitat removal and being on top of our children schools. Toll roads are economic discrimination not only the rich deserve mobility and these outrageous service of mobility for the healthy needs to stop.</p> <p>Please do not include these insidious proposals in the FTIP. Also we are highly concerned about your RNHA numbers, it is clear that the TCA is wants the development fees to keep up the \$5,000 dollar golf games and \$35,000 for one dinner or to pay thier consultants \$185 to read the news, however, this type of high density you are trying to force on sleepy bedrooms communities is ridiculous. If you want to turn all of Souther California into an urban hell then just move to San Francisco or New York - that type of density makes no sense for Southern California with our limited water resources and the continued decrease in quality of life with the sprawl.</p> <p>Thank you for including my comments for the consideration of the FTIP. You know tolling our freeways seems like a new tax that should be voted on.</p> <p>Michelle</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).</p>	12/7/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (Adoption of 2021 Federal



Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

**To:** Transportation Committee (TC)  
**From:** Prithvi Deore, Assistant Regional Planner,  
(213) 236-1950, deore@scag.ca.gov  
**Subject:** Magway, a High Capacity Delivery System

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Huw Thomas, Development Director at UK-based firm Magway, will present an overview of their work in providing sustainable zero-emissions solutions for goods movement. They have formulated an e-commerce delivery system that transports goods through pipelines and aims to reduce congestion and pollution by eliminating delivery vans on highways and in urban areas.*

**BACKGROUND:**

Goods movement has changed over the past few years with the immense growth of e-commerce and changing technology. The COVID-19 pandemic exacerbated the issues along with highlighting the significance of an efficient and clean goods movement system. The challenges include congestion, impact on air quality and public health, last mile delivery challenges, etc. These challenges are faced not only in the SCAG region but everywhere in the world.

Magway, a UK-based firm, provides a solution for transporting goods through pipelines. It addresses the increased volume of parcel deliveries from the rapid growth in e-commerce, and the resulting impact of heavy and light goods vehicles (HGV/LGVs) on the environment and on an inadequate road infrastructure. Other applications include movement of goods into and around airports as well as across large manufacturing sites and integrated supply chains. Huw Thomas, Development Director at Magway, will present an overview of their work in providing sustainable zero-emissions solutions for goods movement. They have formulated an e-commerce delivery system that transports goods through pipelines and aims to reduce congestion and pollution by eliminating delivery vans on highways and in urban areas.

**OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



**FISCAL IMPACT:**

No Fiscal Impact. This is not a SCAG funded project.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Magway, Delivering the Future Today

# 2021 Presentation to SCAG

Delivering the future today

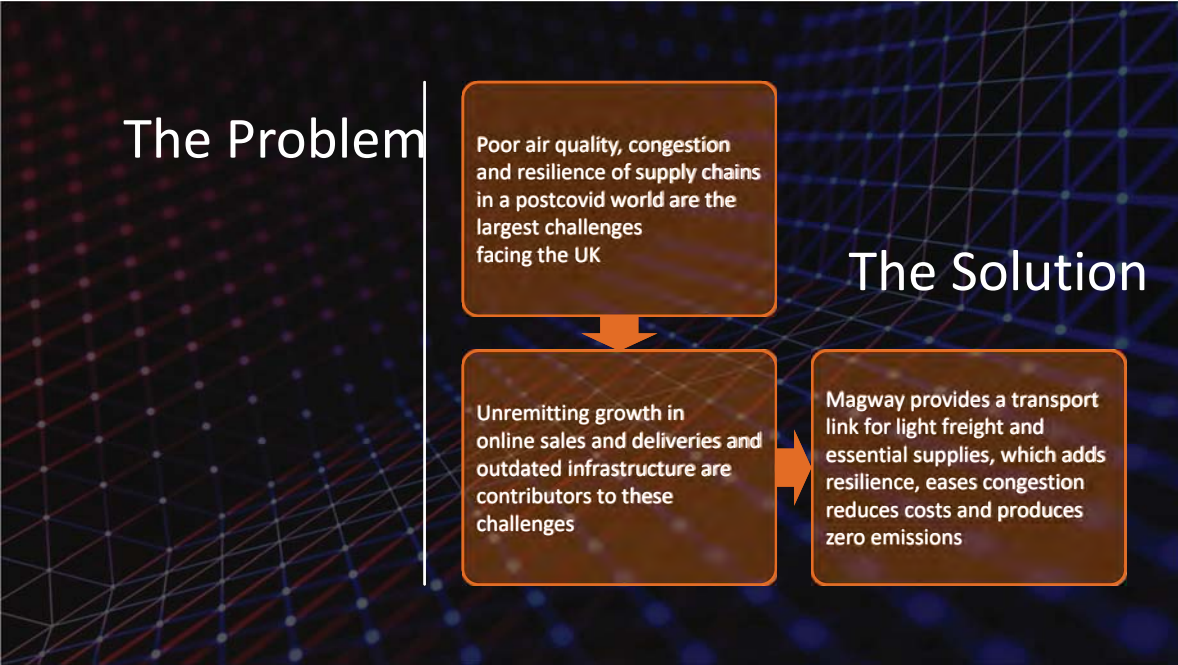
“hyperloop for parcels”

“physical internet”

“delivery utility”

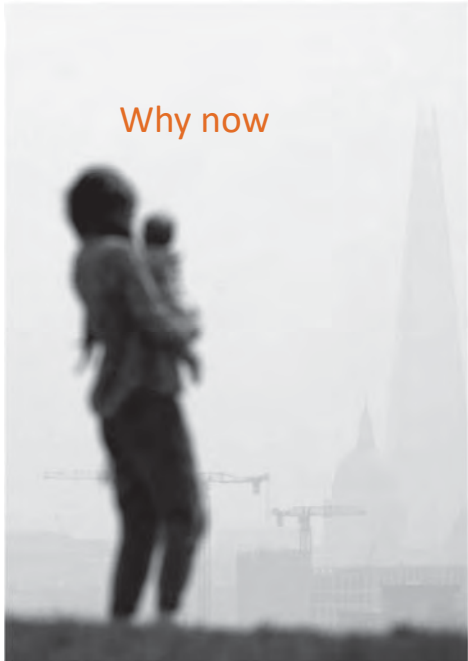
MAGWAY







Why are we still doing this manually?



Why now

- Pollution is the single largest killer on a global basis
- Congestion
- Road maintenance costs
- Road safety

A step change is needed

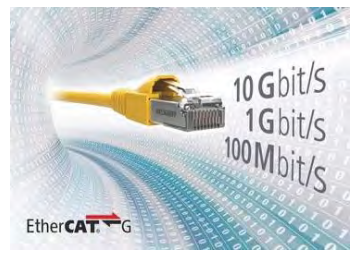
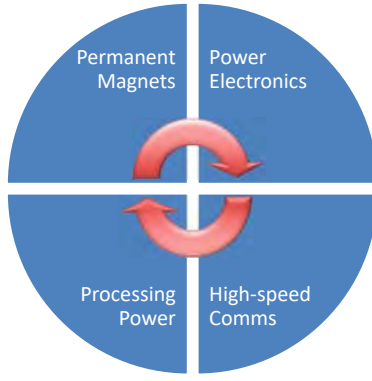
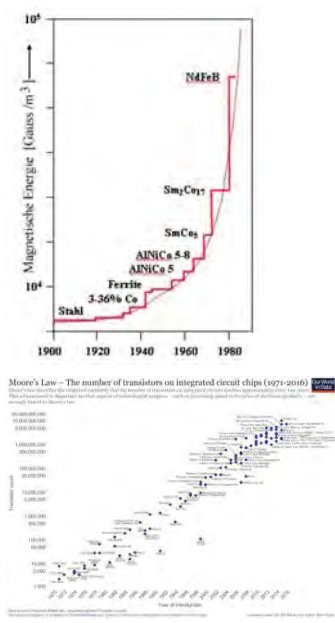
- Changing shopping habits
- Higher consumer expectations
- Rising distribution costs
- Urbanisation

Require a new sustainable solution

Developments in materials science and motor design combined with Magway IP enable us to deliver a solution that operate with the desired commercial capacity and cost profile.



## Technology Drivers



## The Magway test facility in North Wembley





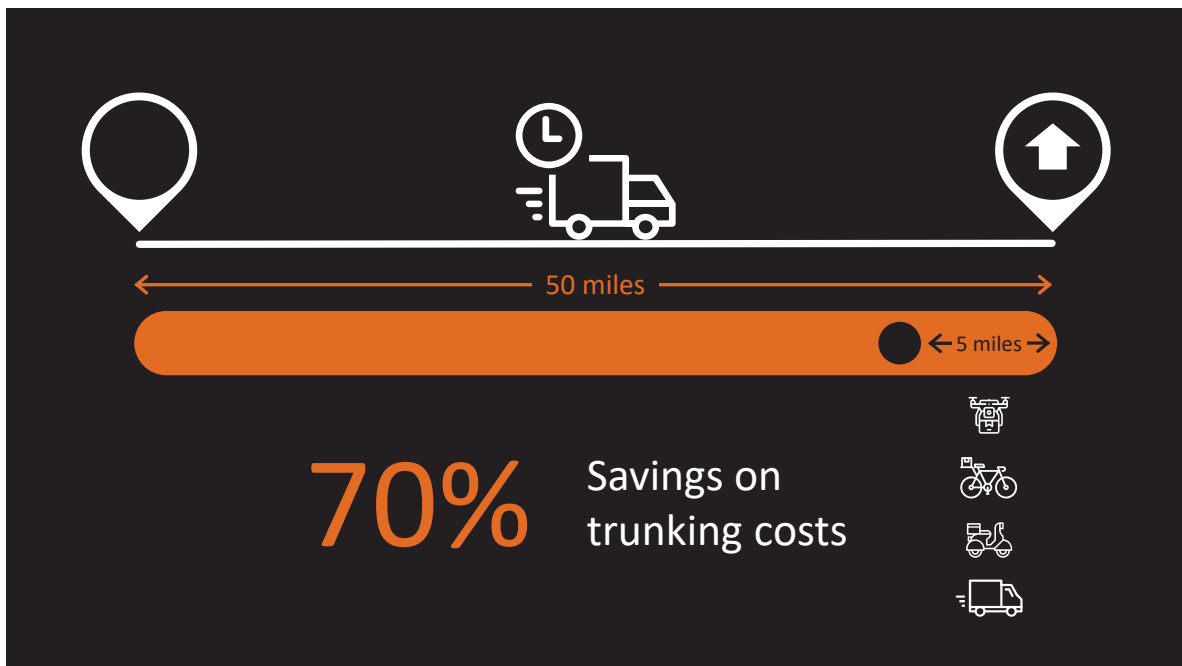
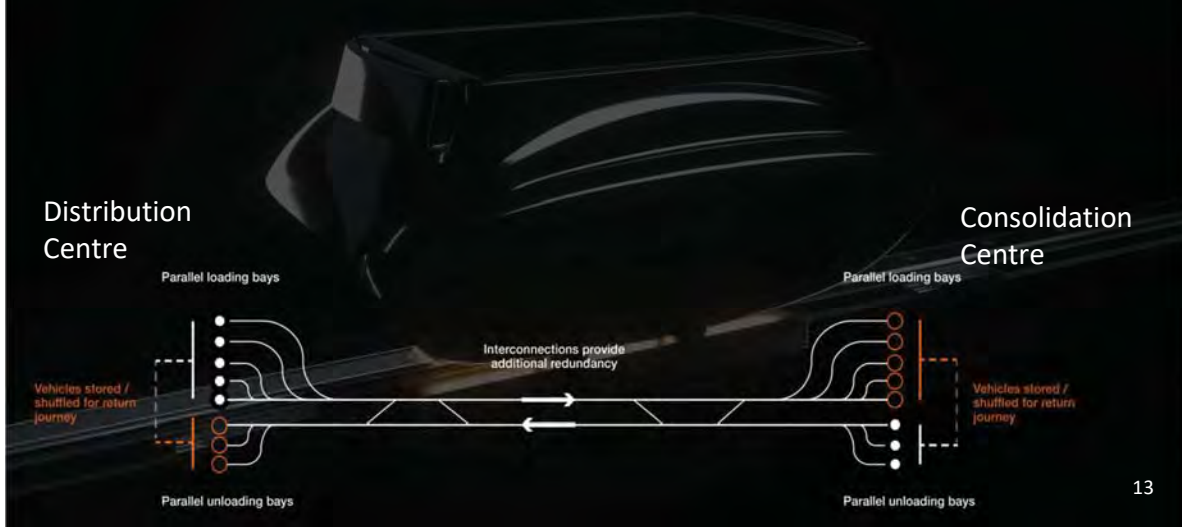
## The Magway motors



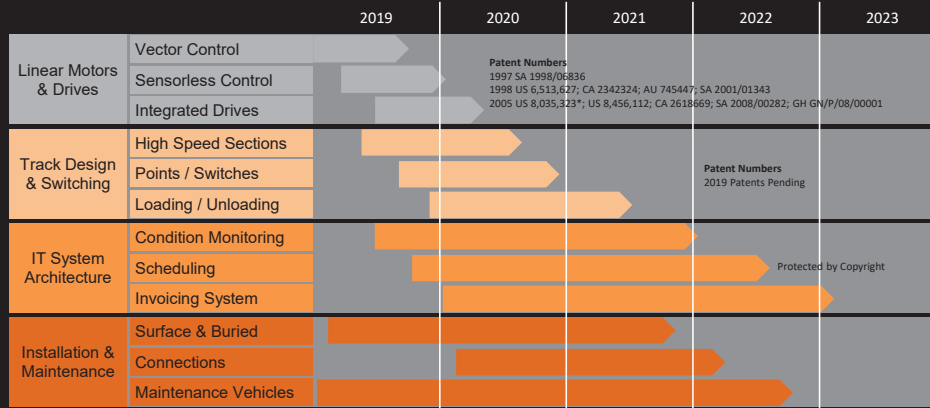
## Magway Pipes

## Resilient & reliable solution

With in-built redundancy, monitoring & maintenance



## Technology Road Map & Patents



\* Patent cited by The Boeing Company and Siemens Ag

15

## Addressable Market

Magway growth is driven by the global shift towards online retail and e-commerce.

Global online retail sales are \$4.4 trillion per year.

100 billion parcels are delivered worldwide. The parcel delivery market is valued at \$400 billion and is growing at 17% per year.

3.5 billion parcels are delivered in the UK annually. The UK parcel delivery market is valued at £14 billion per year.

### Sources

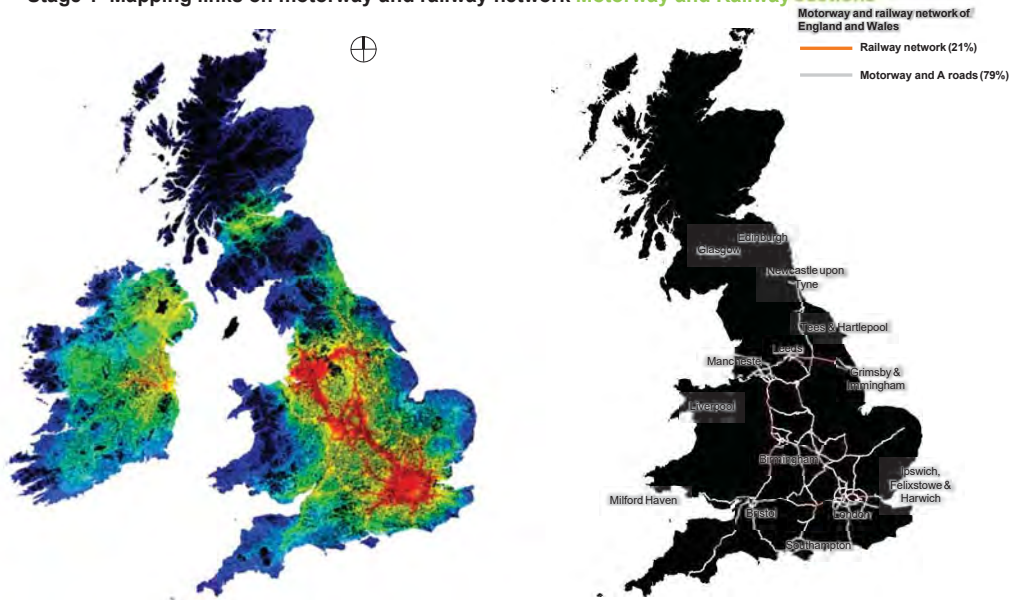
1. Citigroup Inc. "Autonomous Last Mile Delivery" January 2019
2. IGD Retail Analysis "UK Online Grocery Market" 2017
3. Pitney Bowes "Parcel Shipping Index" 2017

Global online retail sales  
**\$4.4**  
trillion

Global parcel deliveries  
**\$400**  
billion

UK parcel deliveries  
**£14**  
billion

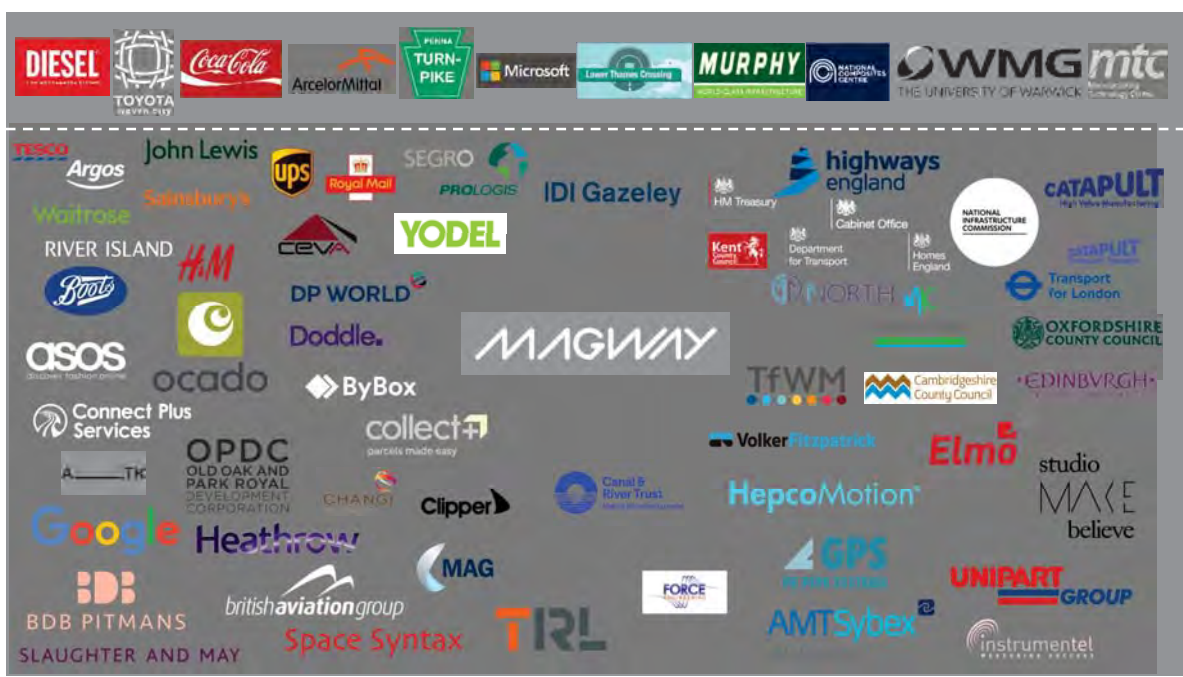
Stage 1 Mapping links on motorway and railway network **Motorway and Railway sections**



## The West London Line



- Total length 8Km
- 9 nodes roughly 1Km apart
- Twin pipe solution in the rail corridor -£6m p/Km
- 1 million Londoners serviceable by a 15 minute E-Cargo bike journey
- Nodes are service points and can act as a hub for circular and sharing economy businesses
- Zero carbon system
- Commercial partners supporting
- An opportunity for public sector leadership and private investment



Attachment: PowerPoint Presentation - Magway, Delivering the Future Today (Magway, a High Capacity Delivery System)





Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Jaimee Lederman, Senior Regional Planner,  
(213) 236-1948, lederman@scag.ca.gov

Subject: Mobility Innovations & Pricing Project Overview

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*The Mobility Innovations and Pricing (MIP) initiative focuses on the potential equity implications of road pricing and other innovative transportation policies in the six-county Southern California Association of Governments (SCAG) region. The Mobility Innovations and Pricing initiative combines stakeholder engagement, technical analyses, and communications strategies to elevate equity considerations as a key touchstone in planning for road pricing.*

*The MIP initiative aims to surface the priorities of historically marginalized populations that disproportionately bear the negative economic, environmental, personal safety, and public health impacts of our transportation system. SCAG led this effort to support local agency decisions through dialogue with community stakeholder organizations and technical experts. The project is intended to increase understanding of critical equity issues that may arise with congestion pricing and low emission zones—most critically leading with the concerns of underrepresented communities. Staff will present an overview of the project, highlighting key findings and lessons learned. The MIP project is part of the Go Zones strategy featured in Connect SoCal and is a part of the upcoming Key Connections Workplan focused on Go Zones, Smart Cities and Shared Mobility. The MIP project is an initial step towards understanding the equity implications of these strategies and increasing community participation in the policymaking process on these issues.*

**BACKGROUND:**

**OUR MISSION**

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

**OUR VISION**

Southern California’s Catalyst for a Brighter Future

**OUR CORE VALUES**

Be Open | Lead by Example | Make an Impact | Be Courageous

Southern California is known for its urban sprawl and polycentric land use patterns. Job centers are scattered throughout the region and travelers overwhelmingly rely on automobiles. The region's residents use an automobile for 94% of trips for commuting to and from work, driving alone for 71% of commute trips and carpooling for 23% of commute trips.<sup>1</sup> Because people living in the SCAG region conduct so much of their travel in autos, congestion causes a typical Los Angeles-area driver to lose over 100 hours of time each year sitting in traffic.<sup>2</sup> With the SCAG region forecasted to add 3.7 million people from 2016 to 2045,<sup>3</sup> further exacerbating congestion, some government agencies in the region are considering road pricing to reduce congestion, travel times, and pollution.

The MIP project builds on previous SCAG studies, including on innovative pricing policies. In response to severe regional traffic congestion, SCAG launched the "100 Hours" campaign in 2017, with the intent of starting a conversation about addressing Los Angeles' traffic congestion by using innovative solutions. SCAG intends for the MIP project to support communities and implementing agencies as they explore pricing and related strategies in Southern California. For example, the Los Angeles County Metropolitan Transportation Authority (Metro) is exploring a potential congestion pricing pilot program through their Traffic Reduction Study.<sup>4</sup> Meanwhile, the City of Los Angeles has pledged to design at least one zero-emission area (ZEA) by 2030 following Mayor Eric Garcetti's signing of the C40 Fossil-Fuel-Free Streets Declaration.<sup>5</sup> While the intent is to support these local efforts, the MIP initiative is regional in scope and stands apart from the activities being led by Metro and the City of Los Angeles.

As part of SCAG's Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy), road user pricing is a key financial and environmental strategy. Additionally, the MIP project is part of the Go Zones strategy featured in the Plan and as part of the upcoming Key Connections Workplan focused on Go Zones, Smart Cities and Shared Mobility. The MIP project is an initial step towards understanding the equity implications of these strategies and increasing community participation in the policymaking process on these issues.

In order to elevate the concerns of underrepresented communities in the planning process, SCAG and the consultant team developed an equity-focused outreach process to accomplish the following goals:

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<sup>1</sup> Southern California Association of Governments. *Connect SoCal Chapter 2: SoCal Today*. p. 24  
<<https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-02-plan.pdf?1604533553>>

<sup>2</sup> INRIX. March 2020. *Global Traffic Scorecard*. p. 10.

<sup>3</sup> Southern California Association of Governments. *Draft Demographics and Growth Forecast*. p. 1.  
<[https://www.connectsocial.org/Documents/Draft/dConnectSoCal\\_Demographics-And-Growth-Forecast.pdf](https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf)>

<sup>4</sup> Sotero, Dave. "Metro to hold four public meetings to provide details on Traffic Reduction Study," Los Angeles Metropolitan Transportation Authority, accessed November 13, 2020, <https://thesource.metro.net/2020/09/28/metro-holds-four-virtual-public-meetings-to-provide-details-on-traffic-reduction-study/>.

<sup>5</sup> "Mayor Garcetti joins mayors around the world to set bold new sustainability targets," City of Los Angeles, accessed October 23, 2017, <https://www.lamayor.org/mayor-garcetti-joins-mayors-around-world-set-bold-new-sustainability-targets>.

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- **Listen** to community-based organizations and stakeholders that work with historically (and currently) underserved populations. The project convened an interdisciplinary group of experts, advocates, and community representatives to share their travel experiences, express concerns, and identify potential solutions that are responsive to their communities' needs. These community representatives constituted the project's Community Advisory Committee.
  - **Learn:** SCAG, in coordination with the consultant team and external stakeholders, facilitated a process of shared learning with defined learning outcomes for both public agency stakeholders and community-based organizations. For the agencies' benefit, community representatives lent their expertise to inform participation strategies and provide nuanced feedback as it relates to issues of equity and inclusion. For committee members' benefit, SCAG and the consultant team shared information related to the region's growing menu of transportation options and provided general insights on common road pricing mechanisms.

In addition to identifying transportation burdens and priority investments through a community-led engagement process, the Mobility Innovations and Pricing initiative sought to analyze the travel needs of underrepresented communities. Based on community feedback, SCAG developed a methodology to quantify transportation-related inequities and identify communities most impacted across the SCAG region, referred to as Transportation Equity Zones (TEZs). SCAG examined the travel patterns and mode choice of people living in TEZs within the SCAG region. Understanding these travel patterns will help planning and implementing agencies place equity at the forefront of any future potential mobility innovations, such as road pricing.

SCAG staff will provide a presentation on Mobility Innovations and Pricing Findings and Outcomes to the Transportation Committee.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 20-145.4817.01, Mobility Innovations & Pricing.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Mobility Innovations and Pricing Project Overview

# Mobility Innovations and Pricing

## Project Overview

Jaimee Lederman

Goods Movement & Transportation Finance

February 4, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Introduction and Context

- Mobility Innovations and Pricing (MIP) is an initial step towards **understanding the equity implications** of pricing strategies and other innovative transportation policies.
- Road user pricing is a key congestion reduction, financial, and environmental strategy in Connect SoCal.
- Road pricing can provide benefits to vulnerable communities. However, without a clear focus on equity, road pricing can exacerbate existing transportation inequities.
- The MIP project leads with the concerns of underrepresented communities, aiming to increase community participation in the policymaking process on these issues.

# Mobility Innovations Concepts

- **Road pricing** – any system in which drivers pay *directly* to use roads
- **Congestion pricing** - a system in which drivers pay a *variable* rate based on demand
- **Zero-emission area** - a designated urban area which uses a suite of designs and policies to improve air quality



- **Mitigation** – Policies and program design features to address impacts on vulnerable population



# CBO-LED ENGAGEMENT: SURFACING KEY EQUITY CONCERNS

## CBO-Driven Engagement and Outreach

- The core of the project was to engage Community Based Organizations (CBOs) to form a Community Advisory Committee.
- **Popular education** - peer learning model facilitates shared learning, emphasizes participants' lived experiences, and values participation to convey information.
- Partner CBOs have the greatest ability to engage their communities
- Outreach model was based on SCAG's Public Engagement Guide developed during outreach for Connect SoCal
- CBOs compensated for their time and expertise.

## Community Advisory Committee Members



- Alliance for Community Transit Los Angeles (ACT-LA)
- API Forward Movement
- Kennedy Commission
- Koreatown Immigrant Workers Alliance
- Los Angeles Black Worker Center
- Long Beach Gray Panthers
- Pacoima Beautiful
- People for Mobility Justice
- Safe Routes Partnership
- Santa Ana Active Streets
- Southern California Resource Services for Independent Living
- Strategic Actions for a Just Economy
- Southeast Los Angeles Collaborative

# Identifying Equity Concerns

listen



learn



Three workshops to facilitate dialogue and elevate concerns related to mobility innovations and transportation equity more broadly

## Workshop #1: introducing concepts and exploring committee priorities



Committee member presentation  
(Río Oxas, formerly of PMJ)



Breakout Session on Equity Concerns

## Workshop #2: surfacing equity concerns and identifying solutions



Pricing game/demonstration



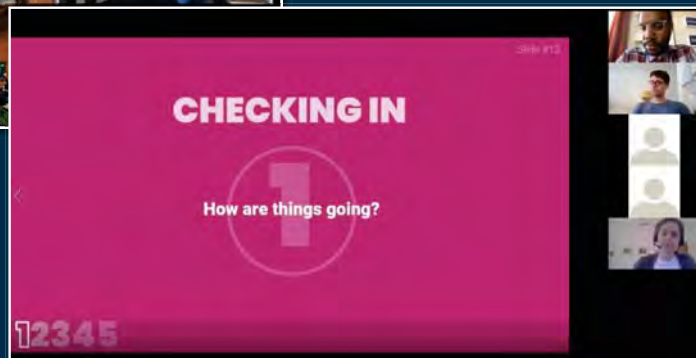
Indicator ranking exercise

## Workshop #3: pivoting toward action in uncertain times



Virtual check-in discussion

Breakout session on pricing program priorities



# Community-Led Events

Partnered with CBOs in hosting public-facing virtual events focused on transportation equity and inclusive pandemic recovery.

CBOs took the lead in developing topics and recruiting panelists that would resonate with their communities.

CBO-led events enable deeper and more meaningful engagement due to strong relationships and local expertise.

1



## SCRS-IL | A Facebook Live Discussion

Celebrating 30 years of ADA passage and looking forward to the next 30 years, and discussing current mobility challenges with COVID-19



Benjamin Alcazar, Director of Accessibility, Los Angeles Metro



Andre Colalace, Executive Director, Access Paratransit Services



Hector Ochoa, Director of Public Policy, SCRS-IL

Facilitator: Ali Everett, ADA Coordinator, City of Pasadena, CA



ASL Interpreters, Real-time Captioning & Spanish Translation Provided

**September 9, 2020**  
**1:00 P.M. - 2:30 P.M.**  
**via Facebook Live**

<https://www.facebook.com/scrsla/>

A series of conversations around equitable transportation in SoCal

In partnership with

# SENIORS MOVE

A Virtual Town Hall

Thursday, August 13, 2020, 1:00 pm – 3:00 pm  
RSVP: [LongBeachGrayPanthers@gmail.com](mailto:LongBeachGrayPanthers@gmail.com)

"A series of discussions exploring how we can achieve more equitable transportation systems in Southern California during COVID-19 and beyond."

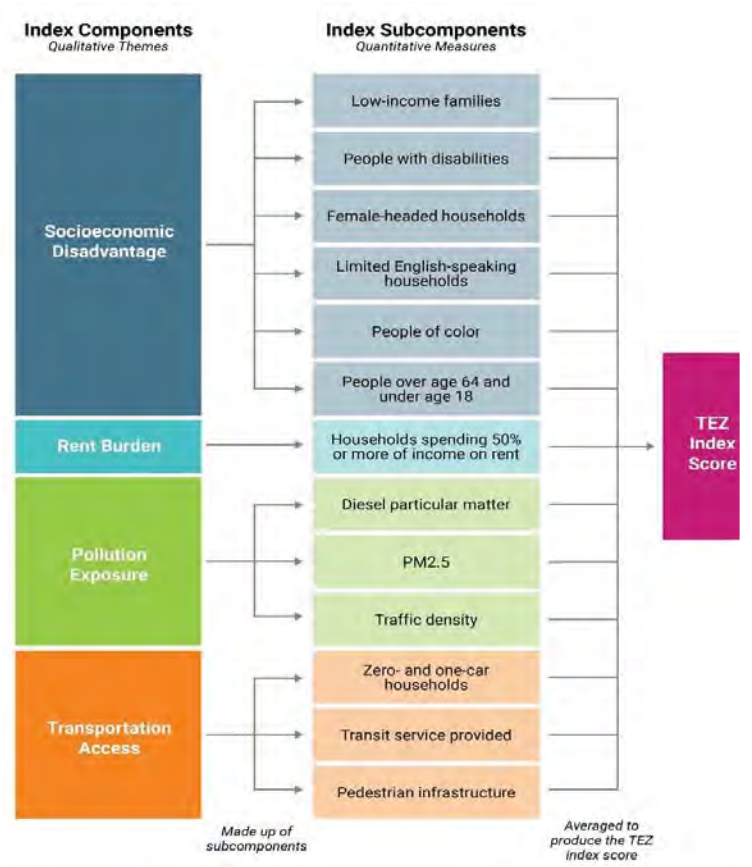
1

# Technical Analysis:

Understanding the travel of underrepresented communities

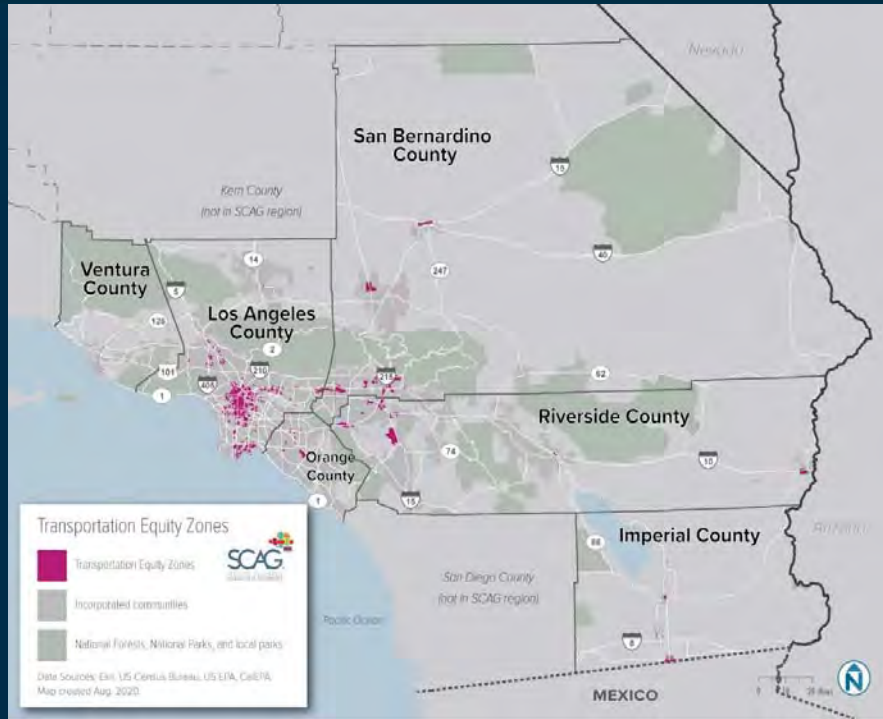
## Defining TEZ

Transportation Equity Zones (TEZs) were used to supplement existing SCAG equity geographies, such as *Environmental Justice Areas* and *Communities of Concern*, through focus on **access to opportunity and transportation-related pollution**

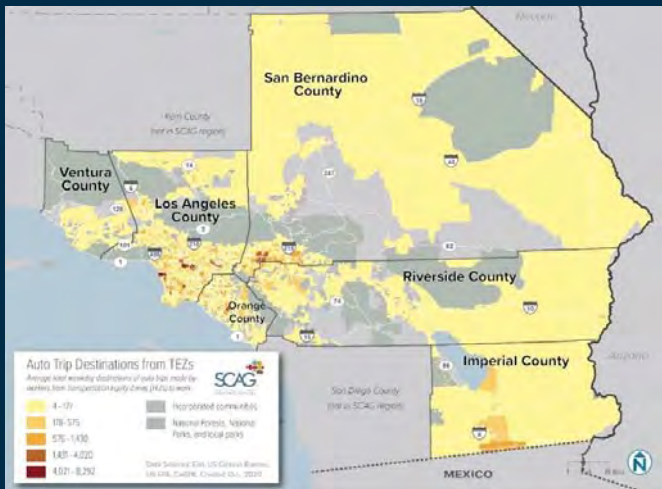




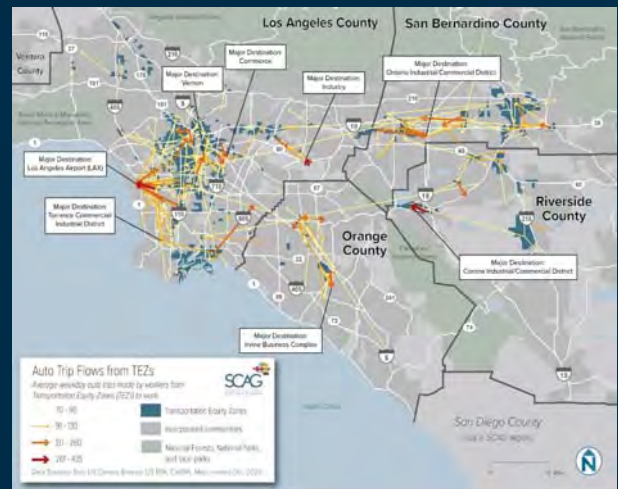
# Identifying TEZs



# Auto Commute Travel from TEZs

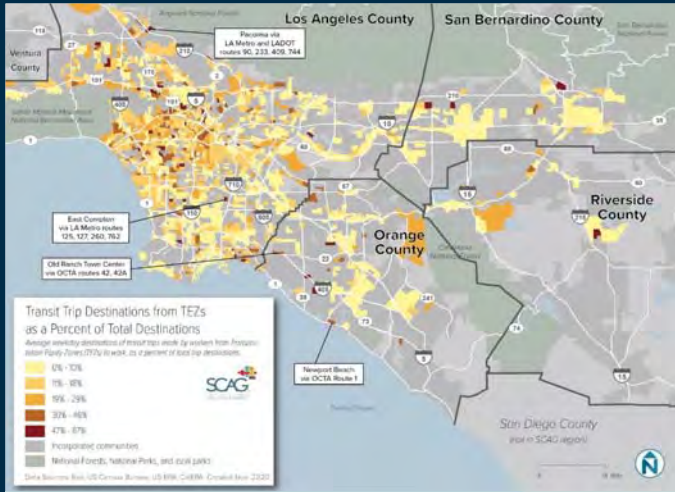


**Trip Destination Choropleth**  
(SCAG region)

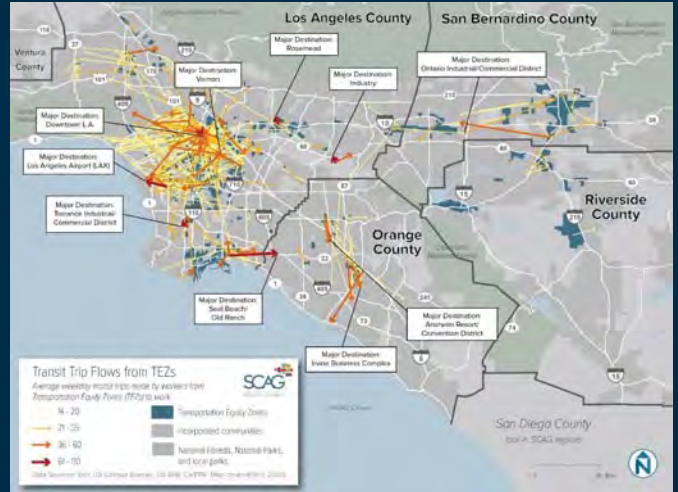


**Auto Trip Flows**  
(urbanized area)

# Transit Commute Travel from TEZs



Transit Trip Percentage by Destination (urbanized area)



Transit Trip Flows (urbanized area)

# Key Findings: Travel Behavior



Commute flows are largely local



TEZ Residents are more likely to commute via transit



Auto is the main commute mode



Rail is not a major commute mode for TEZ residents



Carpools are important

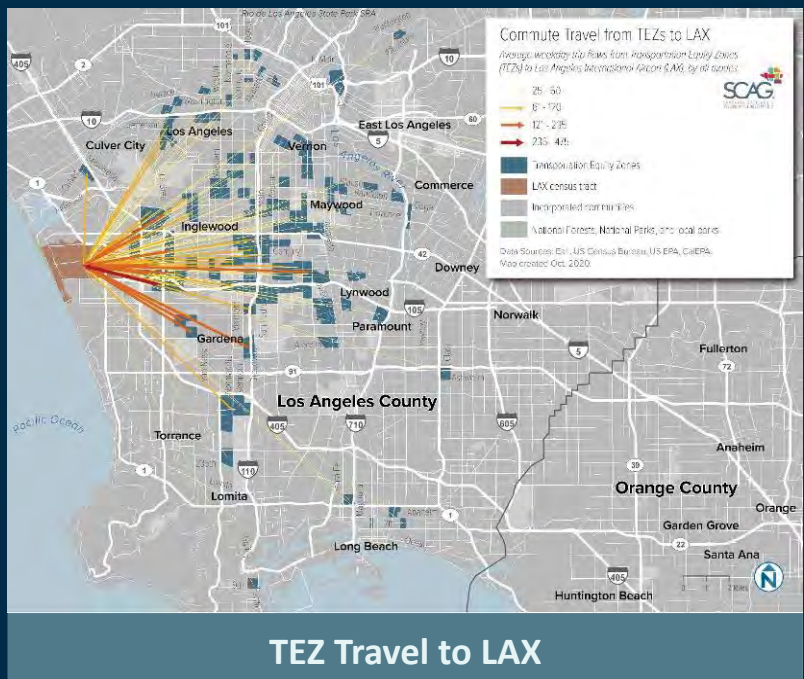
# Key Findings: Travel Destinations

- Profiled key TEZ travel destinations
- **Production, Distribution, and Repair** Districts are significant destinations for TEZ commutes
- Employment centers are aware of the equity impacts of congestion but have not solved the problem



# Civic and Business Organization Case Study: LAX

- Top TEZ Travel Destination
  - 78% trips SOV, 9% Carpool, 8% bus
  - Average trip distance – 8 miles
- Issues retaining low wage workers
  - Reliability of travel a big issue for low-wage workers
  - Lack of transit available for workers outside typical work hours
- Working on multiple pilots for on-demand shared transportation



TEZ Travel to LAX

# Looking Forward

2

## Conclusions

- Communities have diverse travel needs, but face ***consistent barriers to access***. Understanding these needs and challenges is a crucial first step in implementing equity-driven mobility innovations.
- CBOs are invaluable partners in increasing participation in policymaking. Providing foundational information on transportation funding and policies could lower barriers to engagement.
- Agencies should focus on both ***process and outcome equity*** during the planning process for future pricing.
- Engagement processes should be adaptable and flexible, as ***emergencies will inevitably shift community priorities***.

2

## Community Engagement Resources

- FAQ on Mobility Innovations Concepts
- Outreach Organization and Workshop Materials
- Congestion Pricing Case Studies
- Transit Funding Primer
- Communications / Messaging Guide

## Next Steps

- Final Report release anticipated in March
- UC Davis survey partnership
- Key Connections Workplan and Connect SoCal implementation
- Continue to support regional partners

# Thank You

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Southern California Association of Governments  
Remote Participation Only  
February 4, 2021

**To:** Community  
Economic & Human Development Committee (CEHD)  
Transportation Committee (TC)  
**From:** Hannah Keyes, Associate Regional Planner,  
(213) 236-1887, keyes@scag.ca.gov  
**Subject:** Emerging Mobility Patterns During COVID-19

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*In her October 1, 2020 article in Forbes, “Covid-19 Is Not The ‘Death Of The City’ - It’s The Rise Of The Neighborhood Center,” Tiffany Chu, Remix CEO and co-Founder, discussed the emerging neighborhood-centric mobility patterns seen during the COVID-19 pandemic. Ms. Chu will discuss this concept with the SCAG Transportation Committee and Community Economic and Human Development Committee as it relates to key concepts of Connect SoCal.*

**BACKGROUND:**

The Core Vision of Connect SoCal is to build upon and expand land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. This vision is articulated in several focus areas, those most relevant to the topic of the rise of the neighborhood center are Sustainable Development, Transit Backbone, and Complete Streets. Additionally, Connect SoCal's identified Priority Growth Areas align well with the shift to a focus on more neighborhood-centric, walkable areas. In her discussion, Ms. Chu will address the core concepts of the 15-minute community, the ties between this concept and Connect SoCal, how recent quick changes to our streets due to COVID-19 have been deployed to begin addressing this concept, and some key benefits of adopting this approach related to mobility and equity.

**FISCAL IMPACT:**

Not Applicable.

**OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

**OUR VISION**

*Southern California’s Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



**ATTACHMENT(S):**

1. Covid-19 Is Not The 'Death Of The City' - It's The Rise Of The Neighborhood Center



Oct 1, 2020, 08:00am EDT | 14,157 views

# Covid-19 Is Not The 'Death Of The City' - It's The Rise Of The Neighborhood Center



Tiffany Chu Contributor

Transportation

I'm the CEO & co-founder of Remix (remix.com), a commissioner at San Francisco's Department of the Environment, and sit on the city's Congestion Pricing Policy Advisory Committee.



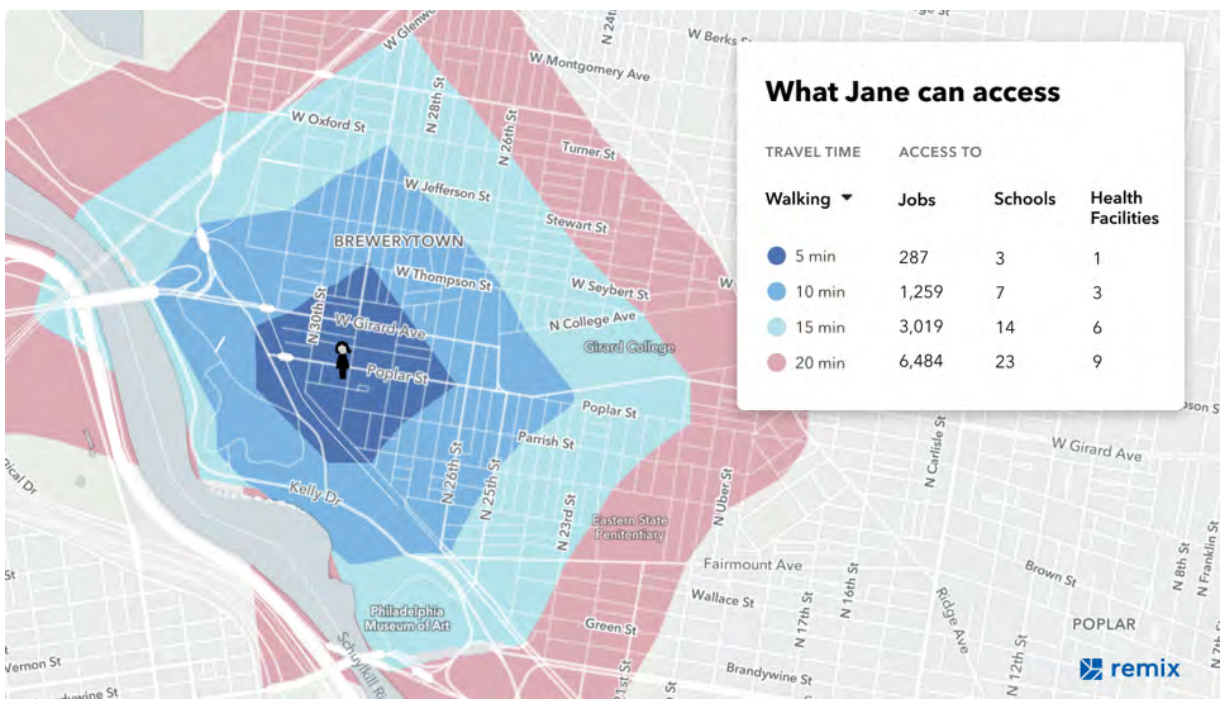
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04:25



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Transportation systems are often designed for peak commuters going downtown, which has plummeted since the pandemic. To not only recover but emerge improved, cities must invest in a travel pattern long neglected: the neighborhood trip.



An isochrone analysis of what's accessible within a 5, 10, 15, and 20-minute walk from ... [+] REMIX

Cookies on Forbes

Attachment: Covid-19 Is Not The 'Death Of The City' - It's The Rise Of The Neighborhood Center (Emerging Mobility Patterns During COVID-19)

This pandemic has caused widespread speculation on the future of cities. Will we all telework? Will everyone move to places where they have more space? [Politico](#), [Wall Street Journal](#), and other outlets have gone so far to announce that this could mark the death of cities, with commercial areas a dry husk of former commerce.

What these perspectives overlook is that not everyone has the means to leave, and that the pandemic may force cities to adapt in positive, sustainable ways. In January 2020, weeks before Covid-19 hit, Mayor Anne Hidalgo unveiled her plan to transform Paris into a "[15-minute city](#)." It would redistribute the city into a cluster of neighborhoods where Parisians **have access to everything they need within 15-minutes of travel by bike or foot from their home**. The plan calls for streets closed to cars, intersections into pedestrian plazas, gardens in parking spots, and more.

*Sound familiar?* During quarantine, cities created ad hoc solutions intended to serve residents who needed to move—often in their neighborhood. We saw [an iterative wave of quick changes](#) including “slow streets,” “streateries,” and the prioritization of bike and pedestrian networks.

Transit agencies had to plan specifically for essential workers, typically [off-peak commuters, low-income, female, black, indigenous, or people of color](#). If ridership equalizes throughout the day, maybe it no longer makes sense to double train or bus service during morning and evening commute peaks — and we should instead run steady, dependable headways for a longer day span. For those of us who have long fought for mobility of the car-less, of low-income BIPOC communities, this is not the death of the city—**it’s a refocusing on the needs of those underrepresented that will make our cities more resilient**.

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# Bicycles And Buses Will Be Future's Dominant Modes Of Urban Mobility, Predict 346 Transport Experts

## Why Slower Commutes Can Be A Good Thing

BETA



In a span of a few weeks, cities like Oakland, Somerville, Sydney launched quick-build projects as ...  
[+] KELSEY JONES AND CHARLENE FOOTE, REMIX

## The Rise of Neighborhood Centers: A Different Kind of Commute

The cost of transportation serving primarily peak commuters is under-researched and thus not widely understood. [Caroline Criado Perez](#), the author of *Invisible Women: Data Bias in a World Designed for Men*, highlights research in Sweden which examined [snow plow route prioritization](#) effects by gender. Plowing had always started with major roads and later got to smaller neighborhood streets. They found that men typically commuted via major roads, whereas women used local streets frequently to walk with kids in tow, care for family members, and more. By reversing the snow plow prioritization, the number of women admitted to the emergency room and subsequent health care costs actually dropped.

An increased focus on neighborhoods gives us **the chance to plan for the non-peak commuter** — such as

Cookies on Forbes

Attachment: Covid-19 Is Not The 'Death Of The City' - It's The Rise Of The Neighborhood Center (Emerging Mobility Patterns During COVID-19)

parents taking kids to and from school, shift workers, caregivers, seniors — and the results could be tremendous for health and well-being, much akin to the promise of the 15-minute city.

## Refocusing on Travel Patterns Long Neglected

Some city agencies and transportation departments are re-examining travel patterns and needs. Los Angeles released [a report](#) on pandemic commutes which specifically compared travel trends between low-income and affluent neighborhoods. They also surveyed transit riders and found that *almost 50% are depending on transit to run essential errands.*

In a recent webinar with the San Francisco Chamber of Commerce, SFMTA Director [Jeffrey Tumlin](#), and myself, Tumlin described [a notable change](#): **transit ridership has shifted to local routes connecting neighborhood centers, rather than downtown routes primarily serving the financial district.** Despite the pandemic, San Franciscans are still traveling between neighborhoods to access amenities and services. Urban activity is still very much alive, just more distributed. In response, SFMTA is providing more local route service, which has been a challenge: “It often takes a lot more staff time to do what is equitable rather than what is easy,” Tumlin said, but he adds that doing so will help the city survive and recover.

## Moving beyond “the peak commuter”

The pandemic has forced our cities to think about how to get folks in and around their neighborhood needs safely. As major cities seek to create an



Paris Mayor Anne Hidalgo's vision for le ville du quart d'heure, or city of 15 minutes. PARIS EN COMMUN

BETA

inclusive plan for the future of all of their residents, it's clear that this is not the death of the city, **it's a push to serve the needs of residents who are not traditional "peak commuters."** That refocusing has brought more right-of-way for cyclists and pedestrians, [more street space for gathering outdoors](#), and more studies focused on those who have been underserved — investments that will surely lead to greater resilience and bring us closer to the promises of the 15-minute city.

*Tiffany Chu is an environment commissioner for the City of San Francisco and the CEO of Remix. This piece was co-written by Rachel Zack and Janice Park.*

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**Tiffany Chu**

I'm the CEO & co-founder of Remix ([remix.com](#)), a collaborative platform helping 350+ cities around the world plan and envision their mobility future. I also serve as a...

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