2/1/21 ADDENDUM*
(SEE REVISED STAFF REPORT, AGENDA ITEM 5, PACKET PG. 124)

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ASSOCIATION OF GOVERNMENTS
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## MEETING NO. 629

# REGIONAL COUNCIL

**REMOTE PARTICIPATION ONLY**
***Thursday, February 4, 2021***
***12:30 p.m. – 2:00 p.m.***

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### *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. Agendas & Minutes are also available at: 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: ePublicComment@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: ePublicComment@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

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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: 249 187 052**, 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.

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***Members – February 2021***

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2. **Hon. Clint Lorimore**
   1st Vice Presdient, Eastvale, RC District 4

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   2nd Vice President, RCTC Representative

4. **Hon. Alan Wapner**
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81. **Sup. Karen Spiegel**
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84. **Hon. Donald Wagner**
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85. **Hon. Frank Yokoyama**
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# REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
**Thursday, February 4, 2021**
**12:30 PM**

The Regional Council 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 Rex Richardson, President)***

**PUBLIC COMMENT PERIOD**
Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@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 Regional Council 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.

**CLOSED SESSION**

1. Conference with Legal Counsel – Anticipated Litigation
   Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One potential case)

2. Conference with Legal Counsel - Existing Litigation
   Pursuant to Government Code Section 54956.9 (d)(1) - Liu vs CalPERS and SCAG (Case No. 19STCP0456)

**REVIEW AND PRIORITIZE AGENDA ITEMS**

**ACTION ITEM/S**

1. Resolution for SCAG to Bridge the Digital Divide in Underserved Communities
***(Kome Ajise, Executive Director)***

**RECOMMENDED ACTION:**
Adopt Resolution 21-629-02 to establish a broadband action plan to assist in bridging the digital divide.

2. 2020/2021 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications

***(Sarah Jepson, Planning Director)***

**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.

**CONSENT CALENDAR**

Approval Items

3. Minutes of the Meeting – January 7, 2021

4. Approval of Additional Stipend Payments

5. Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract No. 18-002-SS1, PC Law Group, Amendment No. 7

6. Contracts $200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related Products - County of San Bernardino

7. Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active Transportation Plan

8. Contracts $200,000 or Greater: Contract No. 21-039-C01, Primary Data Center Services

9. Regional Safety Targets 2021

10. AB 15 (Chiu) - Tenant Stabilization Act

Receive and File

11. Regional Early Action Plan (REAP) Program Summary and Update

12. Fiscal Year (FY) 2019-20 External Audit

13. February 2021 State and Federal Legislative Update

14. Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 - $74,999

15. CFO Monthly Report

**BUSINESS REPORT**
***(Randall Lewis, Ex-Officio Member; Business Representative)***

**PRESIDENT'S REPORT**
***(The Honorable Rex Richardson, President)***

**EXECUTIVE DIRECTOR'S REPORT**
***(Kome Ajise, Executive Director)***

**FUTURE AGENDA ITEM/S**

**ANNOUNCEMENT/S**

**ADJOURNMENT**

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**

Kome Ajise

**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

Planning[1] 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 21st 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.[2] These households are disproportionately located in low income and rural areas and the populations are predominantly Black, Latino[3] 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.[4] 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.[5] Finally, there are still physical infrastructural gaps that provide another significant barrier for adoption.[6]

[1] SCAG Staff Report on Connect SoCal – Emerging Issues and Trends for Future Planning, pg. 801.
[2] 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).
[3] 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.
[4] Monica Anderson, "Mobile Technology and Home Broadband 2019" (Washington: Pew Research Center, 2019).
[5] John B. Horrigan, "Digital Readiness Gaps" (Washington: Pew Research Center, 2016).
[6] 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.[7] 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.

[7] 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.

**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

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

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**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;

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;

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

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

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

# 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.

Attachment: Executive Order N-73-20 (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

**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

Attachment: Executive Order N-73-20 (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

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.

Attachment: Executive Order N-73-20 (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

**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

Attachment: Executive Order N-73-20 (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

# BROADBAND ACTION PLAN 2020

## CALIFORNIA BROADBAND FOR ALL

CALIFORNIA BROADBAND COUNCIL

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.

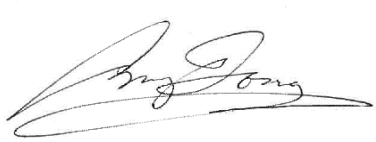
Attachment: State Broadband Action Plan (Resolution for SCAG to Bridge the Digital Divide in Underserved Communities)

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



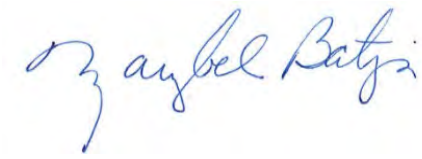
Amy Tong, Chair, State CIO and Director of California Department of Technology

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

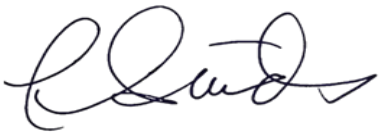
Mark Ghilarducci, Member, Director of the Governor's Office of Emergency Services
Mitch Medigovich, Designee, Deputy Director
Pat Mallon, Designee, Assistant Director Public Safety Communications

Daniel Kim, Member, Director of the Department of General Services
Brent Jamison, Designee, Deputy Director for the Interagency Support Division

David Kim, Member, Secretary of the California State Transportation Agency
Lori Pepper, Designee, Deputy Secretary for Innovative Mobility Solutions

Greg Lucas, Member, Director of the California State Library
Anne Neville-Bonilla, Designee, Director of the California Research Bureau

Karen Ross, Member, Secretary of the California Department of Food and Agriculture
Arturo Barajas, Designee, Deputy Secretary



Christina Snider, Member, Governor's Tribal Advisor

Sunne Wright-McPeak, Member, President of the California Emerging Technology Fund

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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.

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

# 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[1]—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.[2]

This Plan focuses on achieving three long-term goals:

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

[2] 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/).



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

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



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

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.[3]

- 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.

[3] "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.



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

# 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.[4] 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.[5]

[4] 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."

[5] California Public Utilities Commission. "Enhancing California's Competitive Strength: A Strategy for Telecommunications Infrastructure (A Report to the Governor)." November 1993, 48.



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

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.[6] 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,[7] 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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[6] "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-regiona/.

[7] Council staff calculation: https://www.cde.ca.gov/ds/sd/cb/ceffingertipfacts.asp.



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

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.[8]

[8] "Regions Rise Together," State of California, https://www.arcgis.com/apps/Cascade/index.html?appid=d056b93e3116413cbd1ad25cc4245221.



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

# 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.[9] According to the most recent figures, 23 percent of California housing units—home to 8.4 million residents—do not have broadband subscriptions.[10]

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.[11] 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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[9] 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).

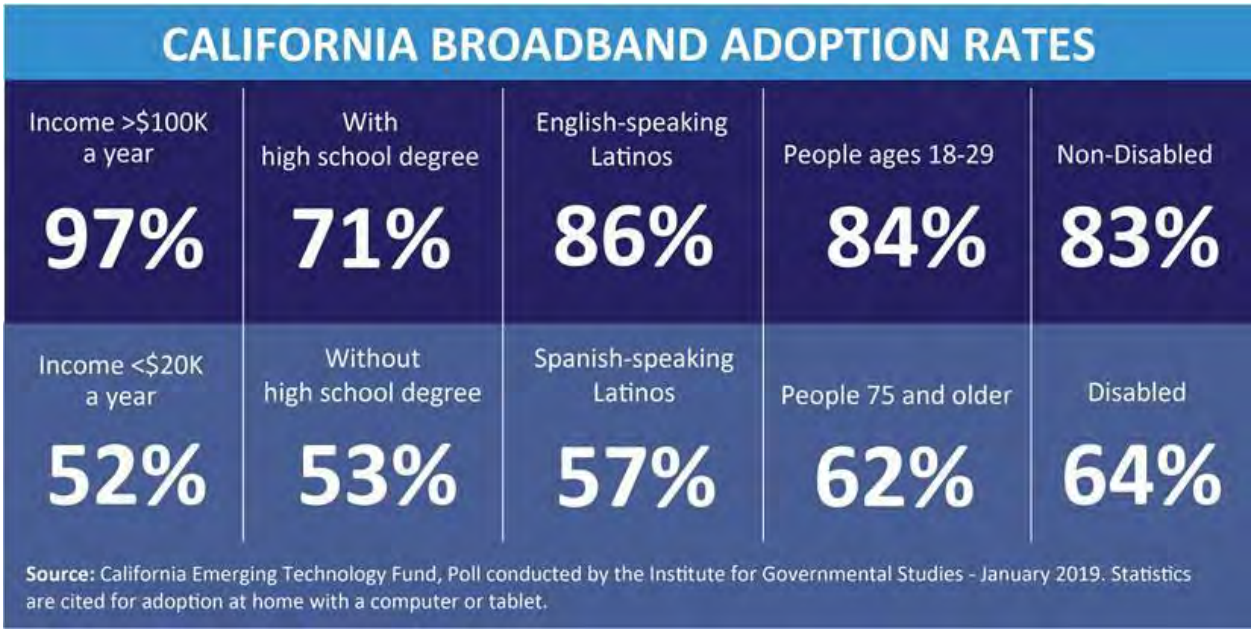
[10] Council staff calculation. California's population was approximately 39.5M in 2019, assuming average household size of 3.05, and 22 percent of households did not subscribe to broadband at home through a computing device. See 2019 California Emerging Technology Fund survey for figures on non-smartphone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

[11] 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

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.[12]

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.[13]

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




[12] "California Advanced Services Fund: 2019 Annual Report," April 2020, p. 11, https://www.cpuc.ca.gov/General.aspx?id=9226.

[13] Council staff calculation. "United States Summary: 2010," U.S. Census, https://www.census.gov/prod/cen2010/cph-2-1.pdf.

[14] "Statewide Survey 2019," California Emerging Technology Fund, https://www.cetfund.org/action-and-results/statewide-surveys/2019-statewide-surveys/.

[15] 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.

# 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.[16] 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.[17]

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.[18] 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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[16] "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.

[17] "Household Broadband Guide," Federal Communications Commission, February 5, 2020, https://www.fcc.gov/consumers/guides/household-broadband-guide.

[18] "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.[19]

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.[20]

### *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.[21] 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.[22]

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

[19] "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.

[20] "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/.

[21] "California Advanced Services Fund: 2019 Annual Report," p. 11.

[22] "California Advanced Services Fund: 2019 Annual Report," p. 11.

locate residents when they are in trouble."[23] 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.[24] Too many tribal lands in California are unserved.[25] 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."[26] 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.[27] One possible result is that the private sector will choose not to offer services in low-density areas, especially without a subsidy.[28] 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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[23] "Wildfires and Climate Change: California's Energy Future," A Report from Governor Newsom's Strike Force, April 12, 2020; p 12.

[24] "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

[25] 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 pate 10, https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M336/K533/336533984.PDF. See

[26] Native Nations Task Communications Task Force, Improving and increasing Broadband Deployment on Tribal Lands, Nov 5, 2019.

[27] "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.

[28] "Rural Broadband Economics: A Review of Rural Subsidies," page 13.



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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,[29] 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.[30]***

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.[31] It is a critical backhaul for next-generation wireless technologies, such as 5G.[32] A home's

[29] 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-infrastructureprivate-service.

[30] See California Broadband Cost Model, https://www.cpuc.ca.gov/communications/costmodel/.

[31] "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.

[32] "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.[33] The economics of building fiber do not make sense in parts of the state. These places will require alternative solutions.[34] 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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[33] "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.

[34] 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.[35] 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

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



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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.[36] Many lower-income households believe they could afford $10 to $15 per month for broadband.[37]

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.[38] The state's LifeLine program does not offer broadband by itself.[39] 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.[40]

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.[41]

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-

[36] "Statewide Survey 2019," California Emerging Technology Fund.

[37] 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.

[38] "Statewide Survey 2019," California Emerging Technology Fund.

[39] California LifeLine, https://www.californialifeline.com/en.

[40] "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.

[41] "Fixed Broadband Deployment," Federal Communications Commission, December 2019 map data, https://broadbandmap.fcc.gov/#/.



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average income.[42] 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.[43]

### 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.[44] 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.[45] 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.[46] 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.[47]

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[42] 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.

[43] Jonathan Sallet, "Broadband for America's Future: A Vision for the 2020s."

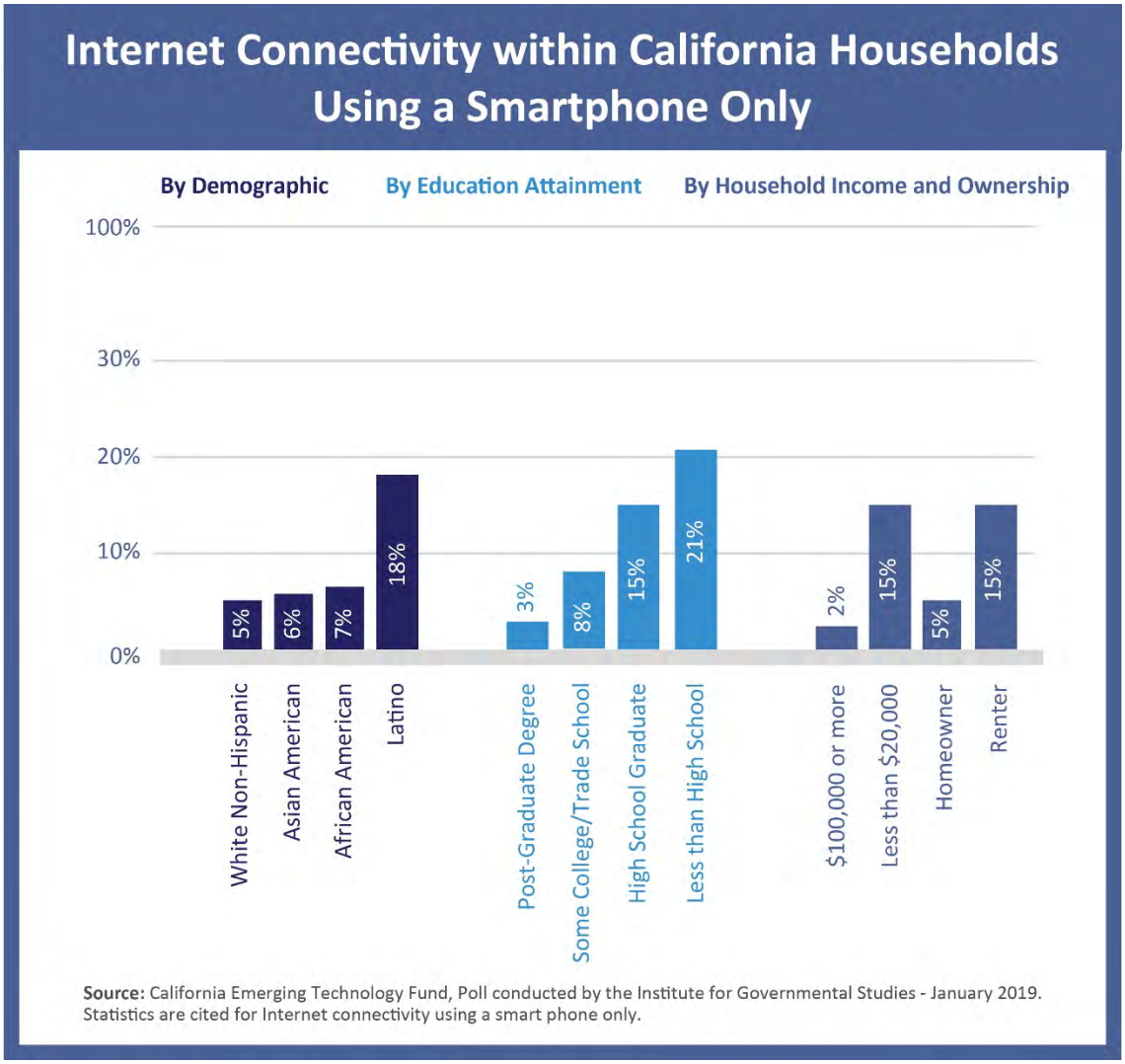
[44] "Types of Computer and Internet Subscriptions," U.S. Census Bureau, American Community Survey 2019 (Table S2801), https://data.census.gov/cedsci/table?q=computer%20ownership&g=0400000US06&tid=ACSST1Y2019.S2801&hidePreview=true. An additional 0.6 percent have a tablet, but no other computing device.

[45] "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund, page 12.

[46] "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund, page 5.

[47] 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.[48] 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

[48] "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund. See "underconnected" users.



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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.[49] 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).[50]

For households where broadband is available, but not adopted, research demonstrates that a low price is not the only barrier.[51] 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,

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

[50] 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.

[51] Horrigan, "Reaching the Unconnected," pages 3 – 4.

job searching, and improving job skills."[52] 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.[53] 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.[54] 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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[52] Horrigan, "Reaching the Unconnected," page 26.

[53] 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/.

[54] "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.



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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[55] 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

[55] 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.



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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:*

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- 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

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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



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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



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## 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



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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.[56] 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

[56] "Internet Connectivity and the 'Digital Divide' in California - 2019," California Emerging Technology Fund, table 6.



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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.

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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.



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*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,[57] 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.

[57] 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)



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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.[58]

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.

[58] 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.



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# 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.[59]

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) or during public comment periods at the California Broadband Council meetings.

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



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# 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 Dooher, 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.

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- 77 submitted written public comments.

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

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# 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.

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| applicants are able to leverage state funding to unlock federal grant and other funding opportunities.<br>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.<br>d) Prioritize funding open access, middle-mile infrastructure, including connections to anchor institutions. | |
| 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:<br>• Governor's Office of Business and Economic Development, and<br>• California Public Utilities Commission |
| 3. Modernize California's universal service programs to support the deployment and ongoing maintenance of broadband networks effectively. | Key Parties:<br>• California Public Utilities Commission |
| Additional areas worth consideration:<br>• Increase financial resources allocated to expanding broadband availability statewide.<br>• Establish obligations for existing Internet Service Providers to serve all customers. | TBD |

| Simplify processes and leverage existing assets and construction | |
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| 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- | Key Parties: |



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| 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. | • 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:<br>• 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:<br>• 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:<br>• California Public Utilities Commission,<br>• Department of General Services,<br>• California State Transportation Agency,<br>• California Department of Technology |
| 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. | Key Parties:<br>• California Office of Emergency Services |

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| Set reliability standards | |
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| 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:<br>• California Public Utilities Commission in consultation with the<br>• Governor's Office of Emergency Services |
| 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. | Key Parties:<br>• California Public Utilities Commission |
| Additional areas worth consideration:<br>• Explore framework to ensure broadband resilience and reliability standards are met. | TBD |

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

| Increase access to affordable broadband services and devices | |
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| 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:<br>• 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:<br>• California Public Utilities Commission |

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| 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. | Key Parties:<br>• 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:<br>• Department of General Services,<br>• California Department of Technology,<br>• California Department of Education<br>• 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:<br>• California Department of Aging,<br>• California Department of Technology,<br>• California Public Utilities Commission |
| Additional areas worth consideration:<br>• Ensure all affordable broadband offers meet minimum state standards for broadband | TBD |

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| Promote affordable broadband services and devices | |
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| 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.<br>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.<br>b) Develop tools for low-income individuals and service organizations to identify and subscribe to affordable broadband plans easily.<br>c) Continue promoting affordable broadband and device offers to:<br>i. Recipients of the National School Lunch program<br>ii. Public library patrons | Key Parties:<br>• California Department of Technology,<br>• California Public Utilities Commission,<br>• California Emerging Technology Fund and<br>• California State Library, with support from all departments listed above, providers, manufacturers, and local government |

| Encourage broadband competition | |
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| 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:<br>• California Public Utilities Commission |
| Additional areas worth consideration:<br>• Identify if there are new incentives to encourage competitive leasing of privately-owned infrastructure to encourage competition.<br>• Explore methods of promoting competition within multi-dwelling units – for example, through statewide adoption of San Francisco's Article 52 – to enable | TBD |

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| 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 | |
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| 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. | Key Parties:<br>• Office of Broadband and Digital Literacy,<br>• Governor's Office of Business and Economic Development,<br>• California Public Utilities Commission ,<br>• Department of General Services,<br>• State agencies that work with the local agencies listed above,<br>• California Emerging Technology Fund,<br>• Private and nonprofit sector broadband providers, and<br>• Local partners. |
| Additional areas worth consideration:<br>• 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. | TBD |

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| Actions to support all goals | |
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| **Improve broadband data and mapping transparency and usability** | |
| 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. | Key Parties:<br>• California Public Utilities Commission in partnership with other departments/agencies including the<br>• California Department of Food and Agriculture and the<br>• 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:<br>• California Public Utilities Commission in partnership with the<br>• Governor's Office of Business and Economic Development and the<br>• 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:<br>a) A page for the public to submit data to validate or dispute broadband mapping data related to broadband speeds and availability.<br>b) Resources and toolkits specific to broadband planning and implementation.<br>c) Digital inclusion plans, initiatives, and best practices developed by local governments, nonprofits, anchor institutions, and community | Key Parties:<br>• California Department of Technology |



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| partners. When possible, entities should include resources that can be replicated or built upon by other entities.<br>d) Digital skills training tools, such as curricula, fact sheets, promotion collateral, and more.<br>e) Information on affordable internet offers and devices, including cost, eligibility, customer service contact information, and instructions on how to sign up.<br>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. | |

| Develop technical assistance and support | |
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| 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:<br>• California Public Utilities Commission,<br>• California Department of Technology |
| Additional areas worth consideration:<br>• Building out a technical assistance program that could include feasibility studies for potential infrastructure build-outs.<br>• Explore mechanisms for private entities to share asset availability with local governments on a project-by-project basis to enable efficient investment. | TBD |

| Bolster partnerships | |
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| 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: | Key Parties:<br>• Governor's Office Business and Economic Development,<br>• California Public Utilities Commission, |



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| 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.<br>b) Explore setting shared standards among state grant programs to prioritize joint infrastructure and adoption projects.<br>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.<br>d) Identify and facilitate new broadband projects that support precision agriculture and food systems in rural communities.<br>e) Identify ways to increase free or low-cost broadband connectivity for residential units at all publicly subsidized housing communities.<br>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.<br>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.<br>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.<br>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. | • California Department of Food and Agriculture,<br>• California Department of Education,<br>• California State Library,<br>• California Department of Housing and Community Development,<br>• California Department of Water Resources,<br>• California Labor and Workforce Development Agency,<br>• California Department of Social Services,<br>• California Department of Aging,<br>• Governor's Office of Planning and Research, and<br>• Any other agency with broadband infrastructure and adoption eligible programs. |
| 24. Request that executive branch entities and constitutional agencies incorporate broadband into their strategic plans, and provide broadband priorities | Key Parties:<br>• All executive branch state entities |

| | |
|---|---|
| to the California Broadband Council annually to ensure effective interagency collaboration. | (agencies, departments, commissions, etc.), and if they agree, constitutional agencies. |

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

# EXECUTIVE SUMMARY

## 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[1]. 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.

[1] 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/federalfunding/. The CPUC's support mechanisms for in-state RDOF bidders and federal program updates are available at: https://www.cpuc.ca.gov/broadbandfederalfunding/.



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

The estimated investments to provide voice and broadband[2] 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[3]

| | Category | Structure Count (Demand Locations) | Passed Access Investment | Service Turnup Based Investment | Total Investment |
|---|---|---|---|---|---|
| Tier 1 (25/3) Total Network Investment | Unserved 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 |
| | Unserved 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 |
| | Unserved 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 |

[2] 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.

[3] The Statewide Middle Mile Network Subtotal is based on a full state greenfield analysis.



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

CALIFORNIA
BROADBAND COUNCIL

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

**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 markers 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

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**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

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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.

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**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 21st 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.

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[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:*

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- 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.

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- 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

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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.

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

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

**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

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**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.***

**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**

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:

| SCP-Smart Cities & Mobility Innovations Milestone | Date |
|---|---|
| Call for Applications Opens | February 8, 2021 |
| Application Workshops | March 8, 2021<br>April 5, 2021 |
| SCAG SCP Call for Applications Deadline | April 23, 2021<br>(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;

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- 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

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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).

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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.

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| 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<br>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 |

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## 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

## 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.

Attachment: Draft 2020-2021 Smart Cities & Mobility Innovations Guidelines (2020/2021 Sustainable Communities Program – Smart Cities &

## 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

Attachment: Draft 2020-2021 Smart Cities & Mobility Innovations Guidelines (2020/2021 Sustainable Communities Program – Smart Cities &

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

Attachment: Draft 2020-2021 Smart Cities & Mobility Innovations Guidelines (2020/2021 Sustainable Communities Program – Smart Cities &

## 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.

Attachment: Draft 2020-2021 Smart Cities & Mobility Innovations Guidelines (2020/2021 Sustainable Communities Program – Smart Cities &

# 2020-2021 Sustainable Communities Program

## Smart Cities & Mobility Innovations Call for Applications

Marisa Laderach
Senior Regional Planner, Mobility Planning and Management

February 4, 2021

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## 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;

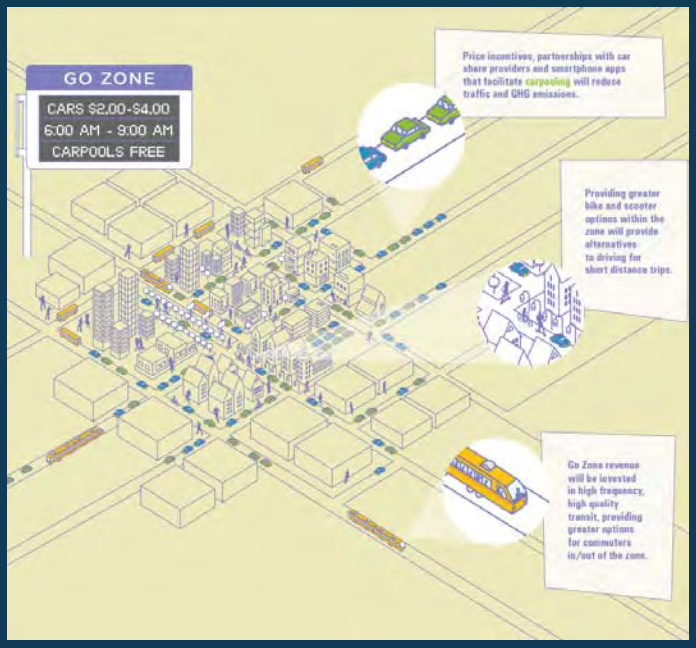
## 2020-2021 Sustainable Communities Program (SCP): Program-Wide Goals (continued)

- 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

- 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.

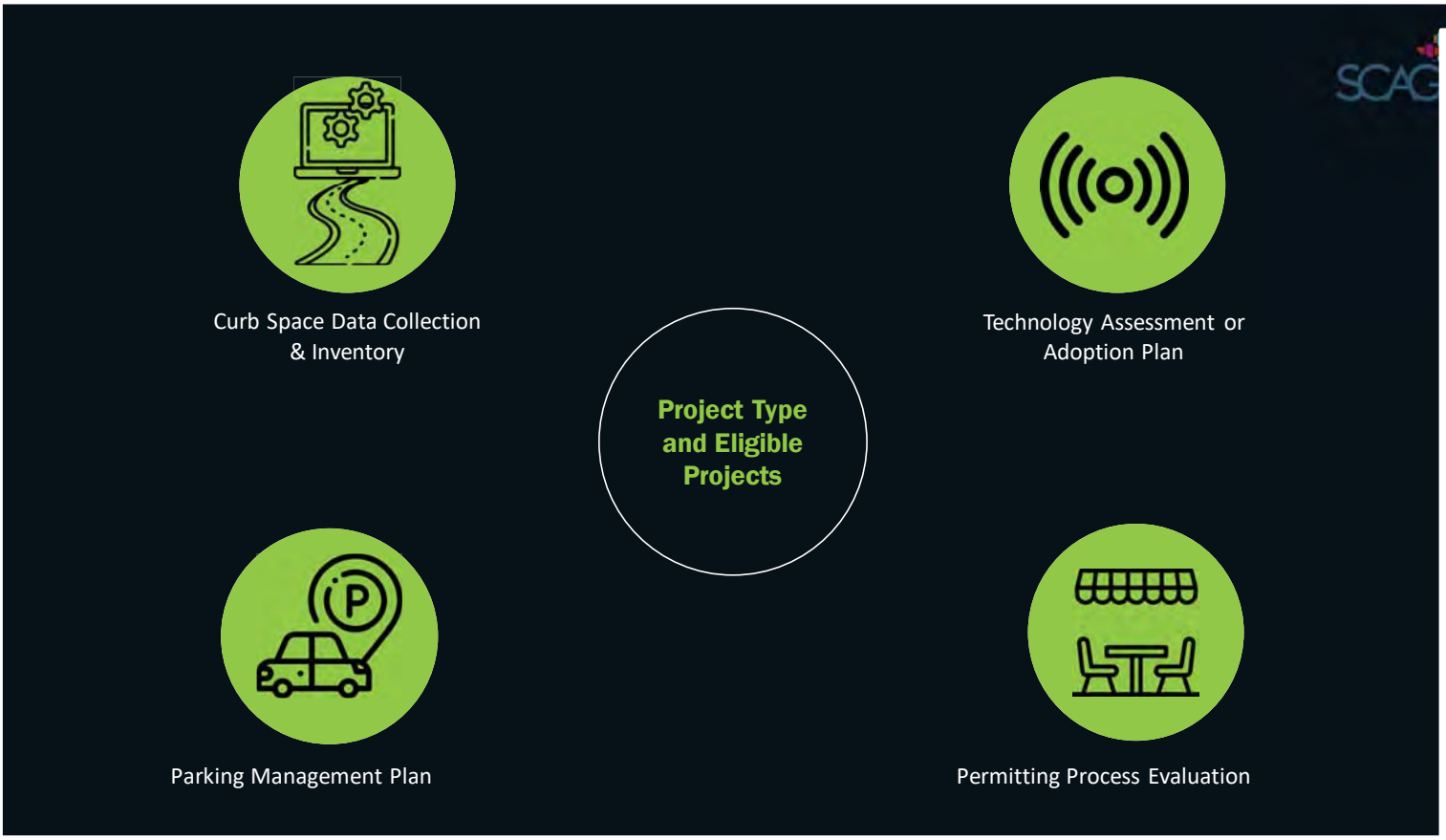



# 2020-2021 SCP: Smart Cities & Mobility Innovations

- 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.




## 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.

Attachment: PowerPoint Presentation - SCP SCMI Call for Applications (2020/2021 Sustainable Communities Program – Smart Cities & Mobility

# Schedule

| SCP-Smart Cities and Mobility Innovations Milestones | Date |
|---|---|
| Call for Applications Opens | February 8, 2021 |
| Application Workshop | March 8, 2021<br>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
(213) 236-1927

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

**NO. 628**
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**
**REGIONAL COUNCIL**
**MINUTES OF THE MEETING**
**THURSDAY, JANUARY 7, 2021**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: http://scag.iqm2.com/Citizens/

The Regional Council 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 Executive Order N-29-20. A quorum was present.

**Members Present**

| | | |
|---|---|---|
| **Hon. Rex Richardson, President** | ***Long Beach*** | **District 29** |
| **Hon. Clint Lorimore, 1st Vice President** | ***Eastvale*** | **District 4** |
| **Hon. Jan Harnik, 2nd Vice President** | | **RCTC** |
| **Hon. Alan D. Wapner, Imm. Past President** | | **SBCTA** |
| Supervisor Luis Plancarte | | Imperial County |
| Supervisor Kathryn Barger | | Los Angeles County |
| Supervisor Holly Mitchell | | Los Angeles County |
| Supervisor Don Wagner | | Orange County |
| Supervisor Karen Spiegel | | Riverside County |
| Supervisor Curt Hagman | | San Bernardino County |
| Hon. Maria Nava-Froelich | | ICTC |
| Hon. Peggy Huang | | TCA |
| Hon. Mike T. Judge | | VCTC |
| Hon. Ben Benoit | | Air District Representative |
| Hon. Cheryl Viegas-Walker | *El Centro* | District 1 |
| Hon. Kathleen Kelly | *Palm Desert* | District 2 |
| Hon. Rey Santos | *Beaumont* | District 3 |
| Hon. Zak Schwank | *Temecula* | District 5 |
| Hon. Frank Navarro | *Colton* | District 6 |
| Hon. Larry McCallon | *Highland* | District 7 |

**Members Present - continued**

| | | |
|---|---|---|
| Hon. Deborah Robertson | *Rialto* | District 8 |
| Hon. L. Dennis Michael | *Rancho Cucamonga* | District 9 |
| Hon. Ray Marquez | *Chino Hills* | District 10 |
| Hon. Fred Minagar | *Laguna Niguel* | District 12 |
| Hon. Wendy Bucknum | *Mission Viejo* | District 13 |
| Hon. Michael Carroll | *Irvine* | District 14 |
| Hon. Phil Bacerra | *Santa Ana* | District 16 |
| Hon. Kim Nguyen | *Garden Grove* | District 18 |
| Hon. Trevor O'Neil | *Anaheim* | District 19 |
| Hon. Art Brown | *Buena Park* | District 21 |
| Hon. Marty Simonoff | *Brea* | District 22 |
| Hon. Frank Yokoyama | *Cerritos* | District 23 |
| Hon. Ray Hamada | *Bellflower* | District 24 |
| Hon. Sean Ashton | *Downey* | District 25 |
| Hon. José Luis Solache | *Lynwood* | District 26 |
| Hon. Mark E. Henderson | *Gardena* | District 28 |
| Hon. Steve De Ruse | *La Mirada* | District 31 |
| Hon. Steven Ly | *Rosemead* | District 32 |
| Hon. Jorge Marquez | *Covina* | District 33 |
| Hon. Margaret E. Finlay | *Duarte* | District 35 |
| Hon. Steve Tye | *Diamond Bar* | District 37 |
| Hon. Tim Sandoval | *Pomona* | District 38 |
| Hon. James Gazeley | *Lomita* | District 39 |
| Hon. Alex Fisch | *Culver City* | District 41 |
| Hon. Paula Devine | *Glendale* | District 42 |
| Hon. Juan Carrillo | *Palmdale* | District 43 |
| Hon. David Shapiro | *Calabasas* | District 44 |
| Hon. David Pollock | *Moorpark* | District 46 |
| Hon. Nithya Raman | *Los Angeles* | District 51 |
| Hon. Paul Koretz | *Los Angeles* | District 52 |
| Hon. John Lee | *Los Angeles* | District 59 |
| Hon. Steve Manos | *Lake Elsinore* | District 63 |
| Hon. Michael Posey | *Huntington Beach* | District 64 |
| Hon. Megan Beaman Jacinto | *Coachella* | District 66 |
| Hon. Hector Pacheco | *San Fernando* | District 67 |
| Hon. Marisela Magana | *Perris* | District 69 |

**Members Present - continued**

| | | |
|---|---|---|
| Mr. Randall Lewis | *Business Representative* | Ex-Officio Member |
| Hon. Eric Garcetti | *Los Angeles* | Member-at-Large |

**Members Not Present**

| | | |
|---|---|---|
| Hon. Andrew Masiel, Sr. | *Pechanga Dev. Corp.* | Tribal Gov't Reg'l Planning Brd. |
| Hon. Ali Saleh | *Bell* | District 27 |
| Hon. Jonathan Curtis | *La Cañada Flintridge* | District 36 |
| Hon. Drew Boyles | *El Segundo* | District 40 |
| Hon. Gilbert Cedillo | *Los Angeles* | District 48 |
| Hon. Paul Krekorian | *Los Angeles* | District 49/Public Transit Rep. |
| Hon. Bob Blumenfield | *Los Angeles* | District 50 |
| Hon. Nury Martinez | *Los Angeles* | District 53 |
| Hon. Monica Rodriguez | *Los Angeles* | District 54 |
| Hon. Marqueece Harris-Dawson | *Los Angeles* | District 55 |
| Hon. Curren D. Price, Jr. | *Los Angeles* | District 56 |
| Hon. Mark Ridley-Thomas | *Los Angeles* | District 57 |
| Hon. Mike Bonin | *Los Angeles* | District 58 |
| Hon. Mitch O'Farrell | *Los Angeles* | District 60 |
| Hon. Kevin de León | *Los Angeles* | District 61 |
| Hon. Joe Buscaino | *Los Angeles* | District 62 |
| Hon. Rita Ramirez | *Victorville* | District 65 |

**Staff Present**

Kome Ajise, Executive Director
Cindy Giraldo, Chief Financial Officer
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Ruben Duran, Board Counsel
Art Yoon, Director of Policy and Public Affairs
Sarah Jepson, Director of Planning
Julie Shroyer, Chief Information Officer
Peter Waggonner, Office of Regional Council Support
Maggie Aguilar, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Richardson called the meeting to order at 12:31 p.m. President Richardson asked Regional Coucilmember Cheryl Viegas-Walker, El Centro, District 1, to lead the Pledge of Allegiance.

**PRESENTATION**

President Richardson provided welcoming remarks for Mayor Eric Garcetti, Los Angeles, who presented on Equitable Climate Action Leadership. Mayor Garcetti first recognized SCAG and the leadership of fellow Regional Councilmembers during the COVID-19 crisis and recent events nationally. He identified short- and long-term regional challenges, touching on COVID-19 response and economic recovery. He highlighted climate change as an ongoing problem with multi-generational effects, and he noted that mitigation will be required to sustain life as we know it. He called out relevant plans, including Connect SoCal and its role in reducing greenhouse gas (GHG) emissions as well as the Los Angeles' Green New Deal, connecting jobs and setting a carbon-neutral goal of 2050. Mayor Garcetti also mentioned his founding of Climate Mayors as well as his role as Chair of C40, a consortium of the world's largest cities coming together behind climate action. He encouraged fellow members to join Climate Mayors, as he emphasized the power of partnerships. He continued by promoting the Cities Race to Zero campaign to rally cities in support of a zero-carbon transition. He stated that members can learn more at citiesracetozero.org. In closing, he commented on the shared goals of the region and the importance acting collectively.

President Richardson thanked Mayor Garcetti for his presentation and remarked on the Climate Change Action Resolution, to be considered today by the Regional Council. Furthermore, he acknowledged the leadership of cities in climate action, and he highlighted Long Beach's Climate Action Adaptation Plan.

**PUBLIC COMMENT PERIOD**

President Richardson opened the Public Comment Period and outlined instructions for public comments.

Board Counsel Ruben Duran stated that there were no written public comments received by email after the deadline of 5pm of Wednesday, January 6, 2021. Two written public comments received before the deadline were transmitted to members and posted to SCAG's website.

Mr. Duran and SCAG staff confirmed that there was one verbal public comment speaker by raised hand and acknowledged Dr. Holly Osborne.

Dr. Holly Osborne, resident of Los Angeles County, commented on the January 6, 2021 Regional Housing Needs Assessment (RHNA) Appeals Board Hearing and the January 6, 2021 EAC meeting. Dr. Osborne spoke about limitations to the RHNA Appeals Board's power. She asked that the body keep a separate list of reductions in RHNA allocations that they would have granted had they been allowed to consider unforeseen issues. Secondly, she stated that she believes the RHNA Appeals Board should have the power to reduce an allocation without redistributing elsewhere.

Seeing no further public comment speakers, President Richardson closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**ACTION ITEM**

1. Climate Change Action Resolution

President Richardson introduced Sarah Jepson, Planning Director, to provide a presentation. Ms. Jepson began her presentation with background on the Climate Change Action Resolution, stating that in October, the Chair of the Energy and Environment Committee (EEC) asked SCAG staff to prepare a resolution affirming a climate change crisis in Southern California and calling on SCAG's partners to further reduce GHG emissions, improve regional resilience and reduce hazards from a changing climate. The resolution recognizes recent climate events, such as record number of dry heat days, which have increased overall risk, and the largest wildfire season in modern history seen in 2020. She elaborated on economic costs and other risks from climate change, including extreme heat, drought, severe storms and other issues. She recognized that, in order to reduce risk and minimize vulnerabilities, SCAG jurisdictions and stakeholders need support in developing resources. A draft resolution was presented to EEC in November, which outlined how SCAG can provide support in such areas. Members of the EEC then provided guidance that emphasized SCAG's unique role in the region and the need for resource support that across sectors of the economy. She noted the resolution today reflects feedback from the EEC and identifies steps that can infuse the region with clean energy and low-carbon transportation while providing solutions for jurisdictions. The resolution calls for the development of a regional resilience framework, technical assistance and funding resources for local jurisdiction's plans and an advanced mitigation program for regionally-significant transportation projects. She commented that the resolution is not intended to be exhaustive; rather, it is a starting point to consider opportunities to work together across the region. In closing, she spoke to the resolution's correspondence with Connect SoCal's goals, and she stated staff's recommendation for the Regional Council.

President Richardson acknowledged EEC Chair, Regional Councilmember David Pollock, Moorpark, District 46, to provide comments. Regional Councilmember Pollock spoke about EEC's role and how GHG affects air quality efforts. Regional Councilmember Pollock reviewed the intention of the resolution, stating that it helps with the planning necessary to adapt to climate change impacts and elaborates on what can be done to limit GHG emissions. He discussed input from the EEC and stakeholders which have been included in the resolution.

Regional Councilmember Paul Koretz, Los Angeles, District 52, commented on his experience

touring the Woolsey Fire burn area and hearing stories about Hurricane Maria. He spoke about the Office of Climate Emergency Mobilization in Los Angeles and other municipalities which have declared climate emergencies. He continued by discussing the Clean Power Alliance and renewable energy efforts in many municipalities. He closed by expressing support of the resolution and future work in the area.

Regional Councilmember Kathleen Kelly, Palm Desert, District 2, expressed thanks to the EEC and SCAG staff for the approach of the resolution. She commented that the resolution articulates specific ways that SCAG can provide resources for jurisdictions to achieve desired goals.

Regional Councilmember Michael Posey, Huntington Beach, District 64, commented in support of the resolution. He discussed Huntington Beach's recent partnership with the Orange County community choice aggregator and various relevant local efforts.

Regional Councilmember Trevor O'Neil, Anaheim, District 19, expressed concern about particular clauses of the resolution, calling out the section regarding wildfires. He suggested adding language identifying other contributors to wildfires, like forest management. He also expressed concern about clauses speaking to disadvantaged communities, economic impact and racial equity considerations. He closed by suggesting that the title of the resolution be modified.

Regional Councilmember Alex Fisch, Culver City, District 41, thanked staff for work on the resolution and commented on the targets imposed by SB 375, while expressing an aim to plan for carbon neutrality by 2050.

Regional Councilmember Megan Beaman Jacinto, Coachella, District 66, commented on previous comments regarding equity and disadvantaged communities, and she stated that data supports that non-white communities are disproportionately impacted by the climate crisis and other issues. She encouraged directly addressing disparities, and she thanked staff for their inclusion of relevant language in the resolution.

Regional Councilmember Michael Carroll, Irvine, District 14, reiterated Regional Councilmember O'Neil's comments about wildfires and their contributing factors, and he suggested adding relevant language to the resolution.

President Richardson opened a public comment period for Agenda Item No. 1

Supervisor Carmen Ramirez, Ventura County, spoke about her current role, and she thanked the EEC and SCAG staff for their work on this item. She discussed the importance of planning for climate change impacts, like sea level rise. She commented that climate change does disproportionately affect communities of color and vulnerable populations. She expressed support of the resolution in

honor of younger generations, and she considered how previous generations' actions affect the youth of today.

Staff confirmed there was no further public comment for Agenda Item No. 1 and President Richardson closed the public comment period.

Regional Councilmember Peggy Huang, TCA, commented in support for protecting the environment and green energy, but she expressed concern about narrow language in clauses of the resolution, particularly regarding wildfires, while noting the importance of inclusive language.

President Richardson thanked members for the discussion, and he expressed support of the resolution. He noted that this resolution is specifically related to climate, such as accelerating heat and wildfires which contribute to other issues. He stated that the purpose of this resolution is to acknowledge climate change, and he commented that cultural contexts need to be named, as they have not been historically.

A MOTION was made (Pollock) to Adopt Resolution No. 21-628-1 on Climate Change Action. Motion was SECONDED (Robertson). The motion passed by the following roll call votes:

**FOR:** ASHTON, BACERRA, BARGER, BEAMAN JACINTO, BENOIT, BROWN, BUCKNUM, CARRILLO, CARROLL, DE RUSE, DEVINE, FINLAY, FISCH, GARCETTI*, GAZELEY, HAMADA, HARNIK, HENDERSON, JUDGE, KELLY, KORETZ, LEE, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MICHAEL, MINAGAR, MITCHELL, NAVA-FROELICH, NAVARRO, NGUYEN, PACHECO, PLANCARTE, POLLOCK, POSEY, RAMAN, RICHARDSON, ROBERTSON, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL*, TYE, VIEGAS-WALKER, WAGNER, and YOKOYAMA (50)

**AGAINST:** NONE (0)

**ABSTAIN:** HUANG and O'NEIL (2)

While the voting results were being reviewed, Supervisor Karen Spiegel, Riverside County, and Regional Councilmember Eric Garcetti, Los Angeles, Member-at-Large, informed SCAG staff that they were experiencing technical difficulties and intended to vote "For" the motion for Agenda Item No. 1. The votes for Supervisor Spiegel* and Regional Councilmember Garcetti* are annotated above.

**CONSENT CALENDAR**

Approval Items

2. Minutes of the Meeting – November 5, 2020

3. Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21 Overall Work Program (OWP)

4. Contract Amendment Increasing the Contract value over $200,000: Contract No. 20-027-C01, Southern California Regional Housing Study, Amendment No. 2

5. Contracts $200,000 or Greater: Contract No. 20-030-C01, Cloud Infrastructure

6. Contracts $200,000 or Greater: Contract No. 20-040-C01, Infrastructure Upgrade - Hardware and Software

7. Contracts $200,000 or Greater: Contract No. 21-007-C01, East San Gabriel Valley Mobility Action Plan

8. Contracts $200,000 or Greater: Contact No. 21-20-C01, SCAG Analytic Platform Development

9. Contracts $200,000 or Greater: Contact No. 21-036-C01, Community Safety Ambassador Program

10. 2021 State & Federal Legislative Platform

11. SCAG Memberships and Sponsorships

Receive and File

12. January 2021 State and Federal Legislative Update

13. Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 - $74,999

14. CFO Monthly Report

A MOTION was made (Navarro) to approve the Consent Calendar, Agenda Item Nos. 2-14. Motion was SECONDED (Posey). The motion passed by the following roll call votes:

**FOR:** ASHTON, BACERRA, BEAMAN JACINTO, BENOIT, BROWN, BUCKNUM, CARRILLO, CARROLL, DE RUSE, DEVINE, FINLAY, FISCH, GARCETTI, GAZELEY, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KELLY, KORETZ, LEE, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVA-FROELICH, NAVARRO, O'NEIL, PACHECO, PLANCARTE, POLLOCK, POSEY, RAMAN,

RICHARDSON, ROBERTSON, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (52)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

**INFORMATION ITEM**

15. California Air Resources Board (CARB) Acceptance of Connect SoCal and Recommendations

President Richardson introduced Sarah Jepson, Planning Director, to provide a presentation. Ms. Jepson announced that on October 30, 2020, Connect SoCal passed its final milestone with acceptance from CARB that the Sustainable Communities Strategy (SCS) met the 2035 GHG emissions reduction target. She identified that the SCS faced a new higher target for GHG emissions reduction and a detailed review by CARB. She noted that comments, concerns and recommendations from CARB regarding implementation and documentation were expressed and included in the staff report for Agenda Item No. 15. She specifically discussed a recommendation about project-level assessments from CARB, and she outlined future work by SCAG staff in response to the recommendations, including drafting a letter to CARB.

President Richardson commented on next steps and future communications with CARB.

**BUSINESS REPORT**

President Richardson introduced Mr. Randall Lewis, Business Representative, who provided a business report on the economy and shared general thoughts for jurisdictions. Mr. Lewis stated that the for-sale housing market is strong, especially near job centers. He mentioned a shortage of lots and increases on construction costs, which could lead to dense, cost-effective development. He continued by mentioning that apartment occupancy is high, and few people are moving. He warned that rent collection is a challenge and discussed an “eviction cliff.”

In reviewing commercial real estate, Mr. Lewis shared news that developers expect some improvement in office rentals. He reported little change in the retail market, although he predicted closings amongst independent retailers and restaurants. He stated that he anticipated that interest rates will rise, considering anticipated government spending and borrowing. He addressed the “California Exodus,” which continues amongst corporations, retirees and young families. He largely attributed this trend to taxes.

For RHNA, he encouraged keeping builders and architects part of the discussion. He looked towards

additional investment in infrastructure and green energy initiatives, and he challenged cities' staff to pursue their fair share. He predicted a search for revenue by all cities and counties, and he suggested setting up a revenue taskforce in respective communities to consider solutions. He commented on recent social and political events and the ambition of raising cultural consciousness. He also acknowledged President Richardson's leadership in the realm of equity. He closed by speculating on general improvement in 2021 over 2020.

Regional Councilmember Hector Pacheco, San Fernando, District 67, asked Mr. Lewis about expectations on temporary versus permanent job losses, in consideration of recent employment activity. Mr. Lewis hypothesized that some changes in employment are cyclical and some are structural, and he speculated that developments like robotics can lead to large, permanent losses in years to come.

**PRESIDENT'S REPORT**

President Rex Richardson began his report by recognizing new Regional Councilmembers, including Sup. Holly Mitchell, Hon. Mark Ridley-Thomas, Hon. Nithya Raman, Hon. Maria Nava-Froelich, Hon. Alex Fisch, Hon. Juan Carrillo and Hon. Mike Posey. President Richardson invited Sup. Holly Mitchell, Los Angeles County, to provide remarks. Sup. Mitchell acknowledged her colleagues and their service to the public during trying times, given the public health crisis and pandemic. She spoke about work ahead and economic recovery for the region. President Richardson elaborated on the region, SCAG's role in inclusive recovery, and ongoing fiscal issues affecting public services. He also recognized new President's Appointments to Policy Committees, including Sup. Carmen Ramirez and Hon. Russell Betts.

He continued by reviewing the "Framework for Recovering and Reimagining a Resilient Region," which will culminate in an inclusive recovery plan. He outlined the three phases: listen, convene and catalyze. He stated that the convenings and collaborations resulted in the release of funding guidelines for 3 housing programs: 1) Sub-Regional Partnership Program; 2) Housing & Sustainable Development Call for Projects; and 3) Call for Collaboration. He elaborated on the Call for Collaboration, which will make resources available to community-based organizations (CBOs), non-profit organizations or public agencies to support formation of new partnerships or activities that lead to equitable growth strategies around housing.

He also spoke to work involving accelerating the implementation of Connect SoCal. He noted release of the Active Transportation & Safety Call for Projects, partnering with the Mobile Source Air Pollution Reduction Review Committee to establish a new $10 million match-funding program for "last mile" transportation for investment in clean truck and infrastructure technology. He remarked on conversations about broadband access as well. In closing, he provided brief comments on the Special Committee on Equity and Social Justice, the 11th annual Southern California

Economic Summit and next steps for the convene phase of programming, looking forward to a final report on Inclusive Economic Recovery Strategy in May.

**EXECUTIVE DIRECTOR'S REPORT**

Executive Director Kome Ajise reviewed work in 2020 and expressed his thanks to members in the transition to work remote over the past year. He reviewed SCAG's legislative efforts and ongoing meetings with Congressional representatives from the SCAG region and new members of the State Legislature. He discussed RHNA Appeals Board hearings and provided details on public hearing notice, directing members to SCAG's website for more information. He elaborated on possible redistribution of RHNA allocations, based on the regional determination and depending on appeals granted. He provided next steps for final adoption of RHNA numbers to jurisdictions.

He continued his report by discussing the Regional Data Platform (RDP), a data analytic tool for data visualization and manipulation which is available to all SCAG jurisdictions. He highlighted the Housing Element Parcel (HELPR) Tool, which will help site opportunities and environmental constraints for aligning housing planning, and he shared information about a recent Toolbox Tuesday training session on the HELPR tool. He announced that SCAG is also offering complimentary ESRI software licenses to member agencies, with the intent of reducing the cost of planning work and advance implementation.

He closed recognizing recent work on broadband access and breaching the digital divide, and he acknowledged the leadership of County Supervisors including Supervisor Hagman, San Bernardino County, in this effort. He spoke about relevant discussion at the latest Emerging Technologies Committee (ETC) meeting regarding a model resolution which was developed by SCAG with input from counties. The resolution has been adopted by three counties, and it is intended to be brought to the Regional Council next month.

Regional Councilmember Trevor O'Neil, Anaheim, District 19, asked President Richardson about the status of convening a closed session to discuss potential litigation involving the California Department of Housing and Community Development (HCD) about SCAG's regional determination number. President Richardson noted 31 relevant letters sent by local jurisdictions and received by SCAG, and he stated that he has given staff direction to begin making preparations for a closed session discussion.

**FUTURE AGENDA ITEM/S**

There were no additional future agenda items requested.

**ANNOUNCEMENT/S**

There were no announcements.

**ADJOURNMENT**

President Richardson adjourned the Regional Council meeting at 1:58 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**From:** Darin Chidsey, Chief Operating Officer, Executive Management, (213) 236-1836, Chidsey@scag.ca.gov

**Subject:** Approval for Additional Stipend Payments

**RECOMMENDED ACTION:**
Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], as requested by Regional Councilmembers Margaret Finlay, Peggy Huang, Carmen Ramirez and Cheryl Viegas-Walker, and additional stipend payments pursuant to Regional Council Policy Manual, Article VIII, Section C [adopted June 2019], as requested by Policy Committee Member Russell Betts.

**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:**
***Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for Regional Councilmember Margaret Finlay, Duarte, District 35; Regional Councilmember Peggy Huang, TCA; Regional Councilmember Carmen Ramirez, Ventura County; Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1; and Policy Committee Member Russell Betts, Desert Hot Springs, President's Appointment.***

**BACKGROUND:**
In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], "*Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG's First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG's President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.*"

For the month of January 2021, Regional Councilmember Margaret Finlay, Duarte, District 35, attended the following for SCAG which will count towards her 9th, 10th, 11th, 12th and 13th stipend requests:

| No. | Meeting Date | Meeting Name |
|---|---|---|
| 9th | January 19 | LCMC Meeting |
| 10th | January 22 | RHNA Appeals Board Hearing |
| 11th | January 25 | RHNA Appeals Board Hearing |
| 12th | January 15 | CALCOG Board Meeting |
| 13th | January 27 | Special Committee on Equity and Social Justice Meeting |

For the month of January 2021, Regional Councilmember Peggy Huang, TCA, attended the following for SCAG which will count towards her 9th, 10th, 11th, 12th, 13th, 14th, 15th and 16th stipend requests:

| No. | Meeting Date | Meeting Name |
|---|---|---|
| 9th | January 15 | RHNA Appeals Board Hearing |
| 10th | January 19 | RHNA Appeals Board Hearing |
| 11th | January 19 | LCMC Meeting |
| 12th | January 12 | SCAG Meeting with Assembly Majority Leader Gomez-Reyes |
| 13th | January 13 | SCAG Meeting with Senator Gonzales |
| 14th | January 20 | SCAG Meeting with Senator David Min |
| 15th | January 22 | RHNA Appeals Board Hearing |
| 16th | January 25 | RHNA Appeals Board Hearing |

For the month of January 2021, Regional Councilmember Carmen Ramirez, Ventura County, attended the following for SCAG which will count towards her 9th and 10th stipend requests:

| No. | Meeting Date | Meeting Name |
|---|---|---|
| 9th | January 22 | RHNA Appeals Board Hearing |
| 10th | January 25 | RHNA Appeals Board Hearing |

For the month of January 2021, Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, attended the following for SCAG which will count towards her 9th, 10th and 11th stipend requests:

| No. | Meeting Date | Meeting Name |
|---|---|---|
| 9th | January 19 | LCMC Meeting |
| 10th | January 22 | RHNA Appeals Board Hearing |
| 11th | January 25 | RHNA Appeals Board Hearing |

In accordance with limits defined within the Regional Council Policy Manual, Article VIII, Section C [adopted June 2019], staff is seeking approval for additional stipend payments for RHNA Appeals Board and Policy Committee Member Russell Betts, Desert Hot Springs, President's Appointment.

For the month of January 2021, Policy Committee Member Betts attended the following for SCAG which will count towards his 5th, 6th, 7th, 8th and 9th stipend requests:

| No. | Meeting Date | Meeting Name |
|---|---|---|
| 5th | January 13 | RHNA Appeals Board Hearing |
| 6th | January 15 | RHNA Appeals Board Hearing |
| 7th | January 19 | RHNA Appeals Board Hearing |
| 8th | January 22 | RHNA Appeals Board Hearing |
| 9th | January 25 | RHNA Appeals Board Hearing |

**FISCAL IMPACT:**
Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).

AGENDA ITEM 5*
REPORT

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract No. 18-002-SS1, PC Law Group, Amendment No. 7

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Approve Amendment No. 7 to Contract No. 18-002-SS1 with PC Law Group in an amount not-to-exceed $718,910, increasing the contract value from $518,910 to $718,910 to enable the consultant to provide additional legal services. Authorize the increase to be effective January 1, 2021, in the event that the consultant's January invoice exceeds the contract value due to the need for higher anticipated level of service associated with the 2020 RHNA Appeals process and preparing for adoption by the Regional Council, the final 6th Cycle RHNA Allocation. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the amendment on behalf of SCAG.

**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:**
***Staff seeks to amend the contract of PC Law Group to increase its respective contract value. SCAG's policy provides that the Chief Counsel may enter into legal service contracts on behalf of the agency provided the services are under $25,000, with said services requiring Regional Council approval should they exceed $25,000. The subject contract was previously authorized by the Chief Counsel in Fiscal Year 2017-18. Staff seeks to increase the contract value of the firm's contract by $200,000 for FY 20-21, based on legal services anticipated by the Chief Counsel or Chief Operating Officer related to the Regional Housing Needs Assessment (RHNA) process, implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal), and California Environmental Quality Act (CEQA) matters.***

***This amendment when combined with previous amendments exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 04/17/20) Section 9.3, it requires the Regional Council's approval.***

**BACKGROUND:**

**Staff recommends executing the following amendment greater than 30% of the Contract's Original Value:**

| Consultant/Contract # | Amendment's Purpose | Amendment Amount |
|---|---|---|
| PC Law Group (18-002-SS1) | The consultant shall provide additional legal services. | $200,000 |

**FISCAL IMPACT:**

Funding in the amount of $150,000 is included in the FY 2020-21 Overall Work Program (OWP) in project number 300-4872.02 (AB 101 RHNA) and $50,000 is included in the Indirect Cost Budget in project number 810-0120.09.

**ATTACHMENT(S):**

1. Contract Summary 18-002-SS1 Amendment 7
2. Contract Summary 18-002-SS1 Amendment 7 COI

## CONTRACT NO. 18-002-SS1 AMENDMENT 7

**Consultant:** PC Law Group

**Background & Scope of Work**

On June 27, 2017 SCAG awarded Contract No. 18-002-SS1 to PC Law Group in for attorney Patricia Chen to serve as the agency's special counsel to provide legal services related to the regional transportation plan/sustainable communities strategy, California Environmental Quality 2020 RTP/SCS Environmental Impact Report and providing advice on RHNA matters. Having provided legal services to SCAG since 1998, Ms. Chen is readily familiar with regional transportation planning and related CEQA matters. She has assisted other MPOs such as the San Diego Association of Governments and Kern County Council of Governments in a similar capacity. She is also familiar with the RHNA process and provided SCAG with legal services and litigation support during its 2000 RHNA and 2012 RHNA.

Staff has an ongoing need for these services. This Amendment increases the contract value from $518,910 to $718,910 ($200,000).

**Project's Benefits & Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- Access to unique and specialized experience of the firm on PEIR, CEQA, and RHNA matters, and expert legal advice.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**Amendment Amount:**

| | |
|---|---|
| Amendment 7 | $200,000 |
| Amendment 6 (administrative – no change to contract's value) | $0 |
| Amendment 5 | $272,000 |
| Amendment 4 (administrative – no change to contract's value) | $0 |
| Amendment 3 | $156,960 |
| Amendment 2 (administrative – no change to contract's value) | $0 |
| Amendment 1 (administrative - no change to contract's value) | $65,000 |
| Original contract value | $24,950 |
| **Total contract value is not to exceed** | **$718,910** |

This amendment when combined with previous amendments exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 04/17/20) Section 9.3, it requires the Regional Council's approval.

**Contract Period:** June 27, 2017 through June 30, 2021

**Project Number:**

300-4872.02 $150,000
810-0120.09 $50,000

Funding in the amount of $150,000 is included in the FY 2020-21 Overall Work Program (OWP) in project number 300-4872.02 (RHNA) and $50,000 is included in the Indirect Cost Budget in project number 810-0120.09.

Attachment: Contract Summary 18-002-SS1 Amendment 7 (Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract

**Basis for the Amendment:**

In FY 20-21, SCAG staff is in the process of carrying out the 2020 RHNA Appeals process and preparing for adoption by the Regional Council, the final 6th Cycle RHNA Allocation. Due to limited resources in-house, it is anticipated that Ms. Chen will need to continue to provide legal services to SCAG staff related to the RHNA process and implementation of Connect SoCal. Given the increase in legal services that will be needed for the RHNA process and assistance in potential legal defense, staff seeks to increase the contract amount to $718,9100 for PC Law Group in FY 20-21. The hourly rate for Pat Chen will remain at $340 per hour.

Attachment: Contract Summary 18-002-SS1 Amendment 7 (Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract

**Conflict of Interest (COI) Form - Attachment**
**For February 4, 2021 Regional Council Approval**

Approve Amendment No. 7 to Contract No. 18-002-SS1 with PC Law Group in an amount not-to-exceed $718,910, increasing the contract value from $518,910 to $718,910 to enable the consultant to provide additional legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|---|---|
| PC Law Group | No - form attached |

Attachment: Contract Summary 18-002-SS1 Amendment 7 (Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract

# SCAG CONFLICT OF INTEREST FORM

**RFP No./Contract No.** 18-002-SS1

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

**Name of Firm:** PC. Law Group

**Name of Preparer:** Patricia Chen

**Project Title:** RTP/SCS + RHNA Legal Services

**Date Submitted:** 9/23/20.

## SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☒ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

| Name | Nature of Financial Interest |
|---|---|
| | |
| | |
| | |
| | |

Attachment: Contract Summary 18-002-SS1 Amendment 7 COI (Contract Amendment that Exceeds 30% of the Contract's Original Value:

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☒ **NO**

If "yes," please list name, position, and dates of service:

| Name | Position | Dates of Service |
|---|---|---|
| | | |
| | | |
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3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
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4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
|---|---|
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Attachment: Contract Summary 18-002-SS1 Amendment 7 COI (Contract Amendment that Exceeds 30% of the Contract's Original Value:

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ **YES** ☒ **NO**

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

| Name | Date | Dollar Value |
|---|---|---|
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## SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

### DECLARATION

**I, (printed full name)** Patricia J. Chen, **hereby declare that I am the (position or title)** President **of (firm name)** PC Law Group, **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** September 23, 2020 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Signature of Person Certifying for Proposer
(original signature required)

9/23/20
Date

### NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 18-002-SS1 Amendment 7 COI (Contract Amendment that Exceeds 30% of the Contract's Original Value:

AGENDA ITEM 6
REPORT

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Contracts $200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related Products - County of San Bernardino

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Approve Contract No. 19-066-C05 in an amount not to exceed $300,000 with County of San Bernardino to provide access to aerial imagery data of its geography, and related products for SCAG. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**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:**
***Under this Contract No. 19-066-C05, the County of San Bernardino shall provide access to aerial imagery data and related products of its geography to SCAG. This regional imagery acquisition effort is consistent with SCAG's evolving role as a regional data clearinghouse. Access to aerial imagery and associated data are part of the development of an authoritative regional data resource to support regional and local planning and other related activities***.

**BACKGROUND:**
**Staff recommends executing the following contract $200,000 or greater:**

| Vendor/Requisition # | Contract Purpose | Contract Amount |
|---|---|---|
| County of San Bernardino (19-066-C02) | The County of San Bernardino would provide access to aerial imagery data and related products and services to SCAG. | $300,000 |

**FISCAL IMPACT:**
Funding of $300,000 is available in the FY 2020-21 Overall Work Program (OWP) budget in project number 280-4859.01.

**ATTACHMENT(S):**
1. Contract Summary 19-066-C05

# Consultant Contract No. 19-066-C05

**Recommended Vendor:** County of San Bernardino

**Background & Scope of Work:** The County of San Bernardino shall provide access to aerial imagery data and related products of its geography to SCAG. This regional imagery acquisition effort is consistent with SCAG's evolving role as a regional data clearinghouse. Access to aerial imagery and associated data are part of the development of an authoritative regional data resource to support regional and local planning and other related activities. Under this purchase agreement, the County of San Bernardino will provide aerial imagery and related products. SCAG along with other San Bernardino County agencies will benefit from bulk purchasing of 6" aerial/ortho imagery, infrared imagery, and building outlines.

**Project's Benefits & Key Deliverables:** The project's benefits consist of base data for the 2020 Decennial Census and Regional Transportation Plan (RTP) 2024 base year. Key deliverables include, but are not limited to:

- Aerial imagery flown in early 2021;
- 6" aerial/ortho imagery with infrared for a large area San Bernardino County (tiff, ecw);
- Building Footprints; and
- Ability to download and retain local copies of above data to use in geographic information systems (GIS) and/or Computer Aided Design (CAD) systems software.

**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.

**Contract Amount:** **Total not to exceed** **$300,000**

**Contract Period:** Notice to Proceed through December 31,2021

**Project Number(s):** Project Number 280-4859.01

Funding source(s): Senate Bill (SB) 1 Sustainable Communities Formula Grant funds allocated to SCAG under the Caltrans Sustainable Transportation Planning Grant Program. Funding of $300,000 will be available in the FY 2020-2021 OWP budget.

**Basis for Selection:** In accordance with SCAG's Contract Manual Section 7.5, dated 04/20/20, and with the Caltrans Local Assistance Procedures Manual, Agreements with Other Governmental Agencies, intergovernmental or inter-entity agreements are encouraged if appropriate. If another governmental agency is requested to do work or provide services to an agency, an interagency agreement is needed. See 2 CFR 200 and CA Government Codes 10340 and 11256.

Staff is using this method to gain access to aerial imagery and related products for San Bernardino County.

Attachment: Contract Summary 19-066-C05 [Revision 1] (Contracts $200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related

**Conflict Of Interest (COI) Form - Attachment**
**For February 4, 2021 Regional Council Approval**

Approve Contract No. 19-066-C05 in an amount not to exceed $300,000 with County of San Bernardino to provide access to aerial imagery data of its geography, and related products for SCAG. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The vendor for this requisition includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|---|---|
| San Bernardino County | Not Applicable –San Bernardino County is a governmental entity |

Attachment: Contract Summary 19-066-C05 [Revision 1] (Contracts $200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active Transportation Plan

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Approve Contract No. 21-016-C01 in an amount not to exceed $247,662, with KTUA to prepare a detailed Regional Active Transportation Plan (Plan) that will better integrate the study area with its surroundings, subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**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 consultant shall provide services for a Sustainability Planning Grant for the Imperial County Transportation Commission. Specifically, the consultant shall prepare a detailed Plan focused on bicycle, Safe Routes to School (SRTS), Complete Streets, First/Last Mile, and other active transportation strategies that will better integrate the study area with its surroundings.***

**BACKGROUND:**
**Staff recommends executing the following contract $200,000 or greater:**

| Consultant/Contract # | Contract Purpose | Contract Amount |
|---|---|---|
| KTUA (21-016-C01) | The consultant shall create a Plan for the Imperial County Transportation Commission that provides alternatives to single occupant vehicles and helps residents make healthier mobility choices. | $247,662 |

**FISCAL IMPACT:**
Funding of $247,662 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 275-4823.05.

**ATTACHMENT(S):**

1. Contract Summary 21-016-C01
2. Contract Summary 21-016-C01 COI

# CONSULTANT CONTRACT NO. 21-016-C01

**Recommended Consultant:** KTUA

**Background & Scope of Work:** The consultant shall provide services for a Sustainability Planning Grant for the Imperial County Transportation Commission. Specifically, the consultant shall prepare a detailed Regional Active Transportation Plan (Plan) focused on bicycle, Safe Routes to School (SRTS), Complete Streets, First/Last Mile, and other active transportation strategies that will better integrate the study area with its surroundings. The Imperial County region has high rates of asthma and heart disease in part due to poor air quality and lack of non-motorized transportation options The Plan shall provide alternatives to single occupant vehicles and help residents make healthier mobility choices.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- Improving mobility for people walking and biking by providing a comprehensive regional plan for active transportation that includes bicycle elements, pedestrian elements, Safe Routes to School elements, connections to transit and major destinations,
- Encouraging the implementation of complete street policies, and
- Providing an overview of innovative implementation strategies, cost analysis and funding methods.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution.

**Contract Amount:**

| | |
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| **Total not to exceed** | **$247,662** |
| KTUA (prime consultant) | $119,582 |
| Katherine Padilla & Associates (subconsultant) | $75,677 |
| STC Traffic, Inc. (subconsultant) | $52,403 |

**Contract Period:** Notice to Proceed through February 24, 2022

**Project Number(s):**

275-4823U7.05 $219,255
275-4823E.05 $28,407
Funding source(s): FY20 Senate Bill (SB) 1 Formula Grant and Transportation Development Act (TDA).

Funding of $247,662 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 275-4823.05.

**Request for Proposal (RFP):** SCAG staff notified 1,713 firms of the release of RFP 21-016 via SCAG's Solicitation Management System website (Planet Bids). A total of 43 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

| | |
|---|---|
| **KTUA (2 subconsultants)** | **$247,662** |

Attachment: Contract Summary 21-016-C01 (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

| | |
|---|---|
| Chen Ryan (no subconsultants) | $229,734 |
| Alta Planning (no subconsultants) | $245,946 |
| KOA (1 subconsultant) | $248,714 |
| Kounkuey (2 subconsultants) | $249,662 |
| TJKM (no subconsultants) | $249,617 |

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Mariana Pulido, Senior Regional Planner, SCAG
Virginia Mendoza, Program Manager, Imperial County Transportation Commission
Javier Luna, Sr. Engineer, City of El Centro
Alexander Araiza, Transportation Planner, Caltrans District 11
Cory Wilkerson, Program Manager II, SCAG

**Basis for Selection:** The PRC recommended KTUA for the contract award because the consultant:

- Provided the best technical approach. Specifically, they identified the most grant opportunities for Imperial County Transportation Commission (i.e., identified more potential funding sources than the other proposers). As well as, proposed the best outreach approach, which is a significant part of the project; and
- Provided the best overall value for the level of effort proposed. KTUA proposed the most hours than the lower priced proposers (1,976 for KTUA versus 1,842 for Chen Ryan and 1,920 for Alta). While the overall cost is higher than the lower proposers, the cost per hour is the same as the lowest proposer and lower than the remaining proposers. This means that more time will be dedicated to this project at a better per-hour value.

Attachment: Contract Summary 21-016-C01 (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

**Conflict of Interest (COI) Form - Attachment**
**For February 4, 2021 Regional Council Approval**

Approve Contract No. 21-016-C01 in an amount not to exceed $247,662, with KTUA to prepare a detailed Regional Active Transportation Plan (Plan) focused on bicycle, Safe Routes to School (SRTS), Complete Streets, First/Last Mile, and other active transportation strategies that will better integrate the study area with its surroundings, subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|---|---|
| KTUA (prime consultant) | No - form attached |
| Katherine Padilla & Associates (subconsultant) | No - form attached |
| STC Traffic, Inc. (subconsultant) | No - form attached |

Attachment: Contract Summary 21-016-C01 (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

# SCAG CONFLICT OF INTEREST FORM

**RFP No. 20-016**

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

**Name of Firm:** KTU&A

**Name of Preparer:** Joe Punsalan

**Project Title:** Imperial County Regional Active Transportation Plan

**RFP Number:** 20-016 **Date Submitted:** 10/22/2020

## SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☒ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

| **Name** | **Nature of Financial Interest** |
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☒ **NO**

If "yes," please list name, position, and dates of service:

| Name | Position | Dates of Service |
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3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
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4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ **YES** ☒ **NO**

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

| Name | Date | Dollar Value |
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**SECTION III: VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

**DECLARATION**

**I, (printed full name)** Joe Punsalan **, hereby declare that I am the (position or title)** Principal **of (firm name)** KTU&A **, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** 10/7/2020 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Signature of Person Certifying for Proposer
(original signature required)

10/7/2020
Date

**NOTICE**

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

# SCAG CONFLICT OF INTEREST FORM

**RFP No. 20-016**

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

**Name of Firm:** Katherine Padilla & Associates (KPA)

**Name of Preparer:** Katherine Padilla Otanez

**Project Title:** Imperial County Regional Active Transportation Plan

**RFP Number:** 20-016 **Date Submitted:** 10/22/2020

## SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☒ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

| Name | Nature of Financial Interest |
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☒ **NO**

If "yes," please list name, position, and dates of service:

| Name | Position | Dates of Service |
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3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
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4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

| Name | Date | Dollar Value |
|---|---|---|
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## SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

### DECLARATION

**I, (printed full name)** KATHERINE PADILLA OTAÑEZ **, hereby declare that I am the (position or title)** OWNER/MANAGING PRIN **of (firm name)** KPA **, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** OCT. 2, 2020 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Katherine Padilla OTAÑEZ — OCT. 2, 2020

Signature of Person Certifying for Proposer (original signature required) — Date

### NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

# SCAG CONFLICT OF INTEREST FORM

**RFP No. 20-016**

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

**Name of Firm:** STC Traffic, Inc.

**Name of Preparer:** Jason Stack, TE, PTOE

**Project Title:** Imperial County Regional Active Transportation Plan

**RFP Number:** 20-016 **Date Submitted:** 10/22/2020

## SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☑ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

| **Name** | **Nature of Financial Interest** |
|---|---|
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☑ **NO**

If "yes," please list name, position, and dates of service:

| Name | Position | Dates of Service |
|---|---|---|
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3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☑ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
|---|---|
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4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☑ **NO**

If "yes," please list name and the nature of the relationship:

| Name | Relationship |
|---|---|
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Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ **YES** ☑ **NO**

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

| Name | Date | Dollar Value |
|---|---|---|
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| | | |
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## SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

### DECLARATION

**I, (printed full name)** Jason Stack, TE, PTOE **, hereby declare that I am the (position or title)** President **of (firm name)** STC Traffic, Inc. **, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** 10/22/2020 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Jason Stack — 10/22/2020

Signature of Person Certifying for Proposer (original signature required) | Date

### NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment: Contract Summary 21-016-C01 COI (Contracts $200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Contracts $200,000 or Greater: Contract No. 21-039-C01, Primary Data Center Services

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Approve sole source contract No. 21-039-C01 in an amount not to exceed $416,000, with Switch Communications, LLC to provide primary data center services (host SCAG's mission critical servers and related equipment), subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PLAN:**
This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**
***Switch Communications LLC will provide space, power, cooling, network and physical security of SCAG's mission critical servers and related equipment. For reduction of risk from natural disasters, and consistent with best practices for disaster preparedness and recovery, the servers and equipment will be hosted out of state (Las Vegas, Nevada).***

**BACKGROUND:**
**Staff recommends executing the following contract $200,000 or greater:**

| Consultant/Contract # | Contract Purpose | Contract Amount |
|---|---|---|
| Switch Communications, LLC (21-039-C01) | The consultant shall host SCAG's mission critical servers and related equipment. | $416,000 |

**FISCAL IMPACT:**
Funding of $75,000 is available in the FY 2020-21 budget in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2021-22 will be included in Project 811.1163.08, subject to budget availability.

**ATTACHMENT(S):**
1. Contract Summary 21-039-C01

## CONSULTANT CONTRACT NO. 21-039-C01

**Recommended Consultant:** Switch Communications, LLC

**Background & Scope of Work:** SCAG currently provides enterprise applications and centralized data processing functions from a primary data center facility provided by Switch Communications, LLC. Switch hosts our mission critical servers in Las Vegas, Nevada. These servers are hosted out of state consistent with best practices for disaster preparedness and recovery. Since May 2012, Switch has served as our primary data center for housing all SCAG on premise servers, enterprise services, and core data. The current contract is ending and staff recommend to continue utilizing Switch's services via a new sole source contract to meet SCAG's planning, modeling and core computing requirements. This will enable staff to continue to provide hosting and security of its automated systems and decrease the risk of extended outages related to natural or man-made disasters. It would cause significant interruption to SCAG's enterprise IT systems to consider moving servers to a new location.

Switch Communications LLC will provide space, power, cooling, networking and physical security of SCAG's mission critical servers and related equipment. For reduction of risk from natural disasters, Switch will continue to provide a managed data center facility out of state (Las Vegas, Nevada) for SCAG's computer systems and applications. SCAG will reduce its footprint in the data center, resulting in cost savings, while also updating and replacing outdated equipment.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- Due to geographic location, reduce risk of network and data outages related to natural disasters;
- Eliminate capital requirements to upgrade and operate a reliable, secure data center in the Los Angeles office;
- Increased security and uptime through advanced environmental and physical security systems, including emergency generator power, redundant electrical and cooling systems, advanced fire suppression, and multi-step, biometric entry systems;
- Ensure that SCAG's core data and database systems are available to reliably serve SCAG staff, constituents and partners; and
- Cost savings by reduction in footprint inside the data center.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

**Contract Amount:** Total not-to-exceed $416,000
Switch Communications LLC

**Contract Period:** Notice to Proceed through June 30, 2024

**Project Number:** 811.1163.08 $416,000
Funding sources: Indirect Cost

Attachment: Contract Summary 21-039-C01 [Revision 1] (Contracts $200,000 or Greater: Contract No. 21-039-C01, Primary Data Center

Funding of $75,000 is available in the FY 2020-21 budget in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2021-22 will be included in Project 811.1163.08, subject to budget availability.

**Basis for Selection:**

Staff is requesting a sole source contract for the following reasons: From a business continuity and risk mitigation perspective, it is in SCAG's best interest to continue to run its centralized data processing functions at Switch. Switch provides the lowest level of risk due to natural disaster because of its location, the best mix of services for SCAG's needs, has demonstrated a high level of facility services and management, and a high standard for physical security.

Further consistent with the SCAG Procurement Manual (dated January 2021) section 7.3, given the previous circumstances, the procurement does not lend itself to substitution.

Attachment: Contract Summary 21-039-C01 [Revision 1] (Contracts $200,000 or Greater: Contract No. 21-039-C01, Primary Data Center

Conflict of Interest (COI) Form - Attachment
For February 4, 2021 Regional Council Approval

Approve sole source contract No. 21-039-C01 in an amount not to exceed $416,000, with Switch Communications, LLC to provide primary data center services (host SCAG's mission critical servers and related equipment), subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|---|---|
| Switch Communications, LLC (prime consultant) | No - form attached |

Attachment: Contract Summary 21-039-C01 [Revision 1] (Contracts $200,000 or Greater: Contract No. 21-039-C01, Primary Data Center

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

**To:** Regional Council (RC)

**From:** Courtney Aguirre, Program Manager II,
(213) 236-1990, Aguirre@scag.ca.gov

**Subject:** Regional Safety Targets 2021

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Recommend that the Regional Council adopt the 2021 regional safety targets and the supporting Regional Safety Policy Resolution No. 21-629-1.

**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 Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP–21). The Final Rule calls for state DOTs, working with Metropolitan Planning Organizations (MPOs), to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established statewide safety targets in August 2020 for the calendar year 2021. SCAG has until February 28, 2021 to establish regional safety targets.***

***SCAG staff recommend adopting SCAG-specific targets consistent with our approach in prior years, which would have the region reach the goal of Towards Zero Deaths by 2050, if not sooner. The adopting resolution, Resolution No. 21-629-1, also reaffirms SCAG's commitment to providing regional leadership and comprehensive efforts to strive to achieve these targets through implementation of safety strategies in Connect SoCal and a Regional Safety Policy to guide the work with a focus on data-driven decision-making, equity, and partnerships with local and state agencies. On January 7, 2021, Transportation Committee approved recommending to the Regional Council to approve the proposed Safety Targets.***

**BACKGROUND:**
Safety Performance Management Measures Final Rule
The Federal Highway Administration (FHWA) issued the National Performance Management

Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP). State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated as a result of the regulations to inform their transportation planning and programming decision-making and link investments to performance outcomes. FHWA expects that the performance measures will help state DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. The Final Rule is aligned with California Department of Transportation (Caltrans) support of Toward Zero Deaths (TZD), which has also been adopted by many state DOTs and municipalities.

The Final Rule calls for state DOTs, working with MPOs, to assess fatalities and serious injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The Final Rule also establishes the process for DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether state DOTs have met or made significant progress toward meeting their safety targets.

Caltrans is required to establish statewide targets on an annual basis, beginning in August 2020 for calendar year 2021 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes the statewide targets (i.e., end of February each year). Calendar year 2021 is the fourth year for which safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the SCAG region, or use a combination of both. In the prior three years of target setting, SCAG supported the statewide targets and adopted SCAG-specific targets based on Caltrans' target setting methodology. SCAG must provide regular updates on its progress towards achieving these targets, including within Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy, and the Federal Transportation Improvement Program.

FHWA considers whether Caltrans has met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. The met or made

significant progress determination only applies to state DOT targets, not MPOs. In April 2020, FHWA notified Caltrans that California had not met or made significant progress towards its 2018 safety targets. In response to this determination, California must obligate HSIP funds in the amount apportioned for the prior year only for HSIP projects (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA by October 1, 2020. The purpose of the HSIP Implementation Plan is to identify tangible actions for California to take in Federal Fiscal Year 2021 to make progress toward achieving the targets. SCAG anticipates that because California has not met its targets, greater coordination between Caltrans and MPO safety activities will likely have to occur going forward.

**TARGET SETTING APPROACHES**

There are two main approaches to target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term "target" to refer to a long-term vision for future performance, their ultimate goal. Many transportation agencies have established vision-based targets for zero fatalities (e.g., Vision Zero or TZD) and for progress towards a vision (e.g., reduce fatalities by one-half within 20 years). Evidence-based targets take a more narrow approach to target setting – focused specifically on what can be achieved within the context of a set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe (e.g., five to ten years). While these two approaches are distinct, they are not necessarily in conflict. A vision-based target is useful for galvanizing support around a planning effort and for ensuring successful strategies are considered and/or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability. Being able to demonstrate the benefits of different levels of investment in safety can help strengthen understanding of the implications of investment decisions. Many agencies choose to adopt interim hard targets based on a broader vision (e.g., TZD).

**STATEWIDE SAFETY TARGETS**

Caltrans used a vision-based approach to establish the calendar year 2018, 2019, and 2020 statewide safety targets. Since 2018, the statewide targets have been supportive of TZD, a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan, which provides a framework for reducing fatalities and serious injuries on all public roads, utilizing a TZD safe systems approach. By way of background, Towards Zero Deaths (also known as Safe Systems) is an approach that is based on the understanding that even one traffic-related fatality is unacceptable. In the United States, the Toward Zero Deaths National Strategy was launched in 2014, adopting the zero-focused imperative along with a strong commitment to a safety culture. The principles underpinning the approach include:

1. People make mistakes which can lead to crashes; however, no one should die or be seriously injured on the road as a result of these mistakes;
2. The human body has a limited physical ability to tolerate crash forces;

3. Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system; and
4. All parts of the road system must be strengthened in combination to multiply the protective effects and if one part fails, the others will still protect people.

At the center of the system are people – people that are fragile and will at times make mistakes that can lead to collisions. With that understanding, the road system needs to put layers of protection in the form of safe roads, vehicles, speeds, and people (safe road users) around the fallible and vulnerable human in order to prevent fatalities and serious injuries.

The State's approach to this year's target setting is a departure from prior years, in that Caltrans is no longer forecasting that it will reach zero fatalities in a future year (previously, 2030, then 2050). Instead, Caltrans is using a trend line approach that extrapolates the existing changes in fatalities and serious injuries into the future and assumes impacts of external factors and safety improvements (e.g., development and implementation of Local Road Safety Plans and distribution of Office of Traffic Safety grants). Note: Caltrans does not currently use a safety model for target setting, and it is challenging to deduce forecasted impacts of investments on safety. For fatalities, the statewide target assumes a reduction of 2.9 percent (vs. 3.03 percent in 2020) and for serious injuries, it assumes a reduction of 1.3 percent (vs. 1.5 percent in 2020). The statewide targets for calendar year 2021, all of which reflect five-year rolling averages, are as follows:

- Number of Fatalities: 3,624.8
- Rate of Fatalities per 100 million VMT: 1.044
- Number of Serious Injuries: 15,419.4
- Rate of Serious Injuries per 100 million VMT: 4.423
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 4,340.8

For additional details regarding the State's target setting methodology, please review Attachment 1: Safety Performance Management Targets for 2021.

**REGIONAL SAFETY TARGETS**

*Target Setting Evaluation*

In order to evaluate potential targets, SCAG staff took the following steps: (1) estimate the existing trends to determine where we are now, (2) determine what external factors will impact the target in order to forecast future trends, and (3) estimate targets based on forecasted fatality reductions from safety plans. SCAG's efforts related to each of these steps are detailed below.

(1) Regional Existing Conditions

SCAG staff analyzed the region's roadway collision data, patterns, and trends. In summary, on average, 1,600 people are killed, 6,300 are seriously injured, and 136,300 are injured in traffic

collisions in Southern California every year. The region experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise, and they have now risen to their previous peaks. Collisions not only impact drivers, but disproportionately impact people who walk and bike. Low income and communities of color are also negatively impacted; a significant portion of SCAG's High Injury Network, about 66 percent, exists in Disadvantaged Communities.

(2) Influence of External Factors

Collisions and collision severity are impacted by many factors, some of which are not under the direct control of transportation agencies, such as vehicle safety features, weather, and the state of the economy. Some research suggests that in California, 70 percent of the collision variation can be taken into account from only considering the unemployment rate and per capital Gross Domestic Product (GDP) growth for California for the years 1998 to 2015.[1] Other external factors to consider include: continued population growth; demographic changes (e.g., increasing share of older adults, Millennial transport preferences); the changing mode mix on the roadways; mobility innovations; changing drug laws; and the availability of funding for safety-related projects and programs, among others.

The pandemic is the most significant external factor in calendar year 2020 and likely will be in 2021 as well. Throughout the pandemic, people are still relying on cars, buses, rail lines, bicycles, and feet to get around. The pandemic has impacted exposure (i.e., the level of activity on the roads) and operations, which can change road conditions and trigger behavioral responses. At the national level, the National Highway Transportation Safety Administration's (NHTSA's) October 2020 report noted that the rate of traffic fatalities is up (1.25 vs. 1.06 deaths/100 million VMT), while traffic volumes are down by nearly 17 percent. In California, UC Berkeley's SafeTREC has found similar circumstances, with rates of fatal and serious crash rates increasing by 14.6 percent (per 100 million VMT). As we enter calendar year 2021, we are not yet certain of the pandemic's impact on transportation safety, considering potential mode changes (e.g., shifting away from transit), the impact of telework, and other factors.

(3) Estimating Targets based on Forecasted Fatality Reductions from Safety Plans

Though there are clearly many external factors, SCAG recognizes that there are many actions agencies can take to influence the numbers and rates of fatalities and serious injuries, including lowering traffic speeds, engineering roadways better, conducting targeted education and engagement, and ongoing evaluation. Also, we are undoubtedly in a better position to take actions that can have impact when we have a firm handle on our existing conditions. In November 2020, SCAG secured technical assistance from FHWA to develop a data-driven safety target setting methodology and safety planning models. SCAG anticipates the safety models will consider a variety

[1] National Cooperative Highway Research Project 17-67, "Identification of Factors Contributing to the Decline of Fatalities in the United States"

of inputs, including land uses, population growth, VMT growth, roadway types, and the density of intersections. In the absence of these safety models and considering past Transportation Committee feedback to achieve Toward Zero Deaths by 2050, if not sooner, SCAG is recommending reaching a target line of zero fatalities by 2050 as it did in 2020. Fatalities, serious injuries, and non-motorized fatalities and serious injuries need to be reduced by 3.5 percent annually to reach the goal of zero by 2050. The decrease in fatalities, serious injuries and non-motorized fatalities and serious injuries is applied from the year 2018. The percentage decreases are carried forward for the future years. The targets for calendar year 2021, all of which reflect five-year rolling averages are detailed in the table below, including a comparison of the targets when the 2021 and 2020 State methodology are applied.

**Table 1: Regional Targets**

| Measure | SCAG Targets | Caltrans Targets | SCAG Targets | Caltrans Targets | SCAG Targets Applying the 2021 State method | SCAG Targets Applying the 2020 State method | Caltrans Targets |
|---|---|---|---|---|---|---|---|
| | 2019 | 2019 | 2020 | 2020 | 2021 | 2021 | 2021 |
| Number of Fatalities | 1,467 | 3,445.4 | 1,607 | 3,518 | 1,622.1 | 1,608.9 | 3,624.8 |
| Rate of Fatalities per 100 MVMT | 0.89 | 0.995 | 0.96 | 1.023 | 1.32 | 1.31 | 1.044 |
| Number of Serious Injuries | 5,552 | 12,688.1 | 5,735.61 | 13,740.40 | 6,672.23 | 6,490.1 | 15,419.4 |
| Rate of Serious Injuries per 100 MVMT | 3.366 | 3.661 | 3.42 | 3.994 | 5.45 | 5.30 | 4.423 |
| Total Number of Non - motorized | 2,133 | 3,949.8 | 1,915.98 | 4,147.4 | 2,211.95 | 2,162.59 | 4,340.8 |

**REGIONAL SAFETY STRATEGY**

Federal and state evaluation of the achievement of the safety targets is scheduled to occur in 2022. To achieve the region's safety targets, significant effort is needed. SCAG recognizes that there are numerous actions that can be taken to reduce traffic fatalities and serious injuries, and that as an MPO, SCAG can work to motivate and facilitate action across the region. Over the course of the past several years and as a significant policy element in Connect SoCal, SCAG has developed a regional safety strategy that includes safety policy and planning; data collection and analysis; and support of local level efforts. These components are described below.

*Safety Policy and Planning*

- **Develop the regionwide safety framework:** As a part of the long-range plan, Connect SoCal, SCAG develops a Transportation Safety Technical Report which includes a safety framework for the region, including strategies local jurisdictions can implement to improve transportation safety in their communities.
- **Support and collaborate on California's Strategic Highway Steering (SHSP) Committee:** SCAG serves on the SHSP Steering Committee, which establishes the strategies and processes to implement California's statewide transportation safety framework.
- **Co-lead the SHSP Bicycle Challenge Area Team:** SCAG co-leads the Bicycle Challenge Area team, which involves collaborating with agencies across the state to implement actions to reduce bicyclist fatalities and serious injuries. SCAG also currently leads the subgroup that is focused on developing statewide guidance on High Injury Networks, which could eventually help with local jurisdiction speed setting.
- **Support safety legislation:** As documented in SCAG's legislative platform, SCAG supports legislation that implements the recommendations of the State's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries. SCAG is currently working with Assemblymember Friedman's office on legislation (AB 43) that would advance the Task Force recommendations.

*Data Collection and Analysis*

- **Establish annual safety targets:** Federal guidance requires SCAG to adopt regional targets for road safety on an annual basis. SCAG has adopted three rounds of regional safety targets to date, starting in 2018.
- **Macro level safety modeling:** As noted earlier, in November 2020 SCAG secured technical assistance from FHWA to develop a data-driven safety target setting methodology and safety planning models. The modeling work is anticipated to be completed before the end of Fiscal Year 2021.
- **Maintain the Regional High Injury Network:** To motivate reductions in serious injuries and fatalities, SCAG developed a High Injury Network (HIN) to help local jurisdictions focus improvements on where they are most needed.

- **Analyze, interpret, and share regional data:** SCAG is currently working on developing an Equity Framework that will include a variety of equity indicators, including those relating to transportation safety such as rates of collisions by mode stratified by race/ethnicity and other demographic factors. SCAG staff anticipate sharing updates on this work at the January and March meetings of the Special Committee on Equity and Social Justice and at future policy committee meetings.

*Supporting Local Safety Efforts*

- **Leading and Collaborating on Safety Education Campaigns**: To heighten awareness of the region's transportation safety challenges and opportunities, and to reduce collisions resulting in serious injuries or fatalities, SCAG launched the Go Human campaign in 2015. Go Human is a community outreach and advertising campaign with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. Go Human is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The campaign provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets as safer, more accessible places for walking and biking. Other strategies have included distribution of mini-grants to local partners to implement safety engagement activities, safety workshops and symposiums, among others. In 2021, Go Human will host its third mini grant program, a Community Ambassador Safety Cohort Program and will continue developing co-branded safety materials. To date, Go Human has achieved more than 1.3 billion impressions through its safety advertising efforts and has secured 56 Pledges committing to safety strategies from jurisdictions across the region.
- **Safety planning technical assistance:** Starting in 2018, SCAG began offering technical assistance to local jurisdictions interested in developing safety plans through its Sustainable Communities Program. Resulting safety plans are intended help further the region's efforts to reduce fatalities and serious injuries and achieve regional safety targets.
- **Convening policymakers and practitioners:** On at least a quarterly basis, SCAG convenes local jurisdictions and agencies to achieve better coordination and uplift best practices via its Transportation Safety and Active Transportation Working Groups and Go Human Steering Committee. Starting in 2019 and continuing in 2020, SCAG will be holding a series of peer exchanges for transportation safety policymakers and practitioners. The purpose of the peer exchanges is to encourage stakeholders in the region to develop safety plans and implement safety strategies to reduce fatalities and serious injuries, especially for vulnerable populations (e.g., bicyclists, pedestrians, older adults, and youth).

**RECOMMENDATION**

SCAG staff recommend adopting SCAG-specific targets based on Caltrans' prior target setting methodology that was supportive of achieving Toward Zero Deaths (See Attachment 2). This

means that SCAG will work towards achieving annual reductions of 3.5 percent in fatalities and serious injuries until 2050 (aligning with the horizon year of Connect SoCal, 2045), at which time the region is anticipated to experience zero traffic-related fatalities. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year. On January 7, 2021, Transportation Committee approved recommending to the Regional Council to approve the proposed Safety Targets.

The adopting resolution, Resolution No. 21-629-1, also reaffirms SCAG's regional leadership role and commitment to advance activities outlined in Connect SoCal and the Regional Safety Strategy, as reflected above, and endorsement of a Regional Safety Policy to guide this work that:

- Endorses TZD as part of a comprehensive effort to strive to achieve zero transportation-related fatalities and serious injuries in the SCAG region by 2050, if not sooner;
- Motivates data driven approaches, including High Injury Networks and safety modeling, to inform safety policy and planning and the strategic use of available funds and resources;
- Promotes equity in regional safety policies and plans by considering and analyzing impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas, and protecting vulnerable roadway users, such as pedestrians and bicyclists, older adults and youth;
- Engages regional stakeholders in transportation safety policy and plan development, implementation, and evaluation, with the goal of achieving alignment with TZD;
- Provides leadership at the state and regional levels to promote safety, including supporting work on statewide efforts (e.g., SHSP) and legislation that furthers TZD.

**FISCAL IMPACT:**
Funding for staff work on this issue is included in the OWP (21-310.4883.01: Transportation Safety).

**ATTACHMENT(S):**
1. Safety Performance Management Targets for 2021
2. Safety Performance Management Targets for 2020
3. Resolution No. 21-629-1

# Safety Performance Management Targets for 2021

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2021 calendar year by August 31, 2020. Caltrans and OTS have adopted targets consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR AVERAGE

| Performance Measure | Data Source | 5-Yr. Average Target for 2021 | Annual Reduction 2018 to 2021 |
|---|---|---|---|
| Number of Fatalities | FARS | 3,624.8 | 2.9% |
| Rate of Fatalities (per 100M VMT) | FARS & HPMS | 1.044 | 2.9% |
| Number of Serious Injuries | SWITRS | 15,419.4 | 1.3% |
| Rate of Serious Injuries (per 100M VMT) | SWITRS & HPMS | 4.423 | 1.3% |
| Number of Non-Motorized Fatalities and Serious Injuries | FARS & SWITRS | 4,340.8 | 2.9% for Fatalities and 1.3% for Serious Injuries |

*Note: The targets highlighted in gray are set in coordination with OTS.*

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for states to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is "a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads" (SHSP, 2020-2024, page 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, Tribal, State, and local representatives from the 5 Es of safety who dedicate countless hours to improve safety and partnerships across disciplines" (SHSP, 2020-2024, page 38).In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- the HSIP report content and schedule,
- the SHSP update cycle, and



Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

- the subset of the Model Inventory of Roadway Elements (MIRE), also known as the MIRE Fundamental Data Elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year averages for:

- Number of Fatalities,
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- Number of Serious Injuries,
- Rate of Serious Injuries per 100 million VMT, and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety PMs. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three PMs (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their states on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the state establishes each target. The targets will be established in coordination with the state, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the PM is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that the FHWA determines a state has not met or made significant progress toward meeting its performance targets, the state will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

## Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- estimating the existing trends to determine where the state is,
- determining what external factors will impact the target in order to forecast future trends, and
- estimating targets based on forecasted fatality reductions from safety plans.



Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2020, a virtual workshop was held to discuss the 2021 SPMTs with the MPOs and other vested stakeholders. During this workshop, three possible scenarios for setting the 2021 targets were discussed. They included: (1) an aspirational trend such as reaching zero fatalities by 2050; (2) a target based on estimated impacts from completed activities and projects; and (3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

The current approach is the third scenario that uses a trend line. The trend line approach extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

## The Number of Fatalities

For 2021, the target for fatalities is the five-year average of **3,624.8** with 3,456 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used through 2017 and the adjusted provisional number of 3,772 obtained from California Highway Patrol (CHP) FARS was used for 2018 as it was believed to be a more accurate number for 2018. Even though traffic fatalities have generally increased from 2010 to 2017 in California as shown in Figure 1, there was a 2.9% reduction in fatalities from 3,884 in 2017 to 3,772 in 2018. The target for 2021 fatalities is based on continuing this trend line for fatalities of an annual reduction of 2.9% from 2018 through 2021. This includes a decrease in actual annual fatalities from 3,772 in 2018 to 3,456 in 2021. In **Figure 1**, the dark green bars for 2009 through 2018 denote the existing fatality data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled with an increase (over 25 percent) in the number of OTS grants from the prior year, will assist California in continuing the downward this downward trend in fatalities.

FIGURE 1 – CALIFORNIA STATEWIDE FATALITIES

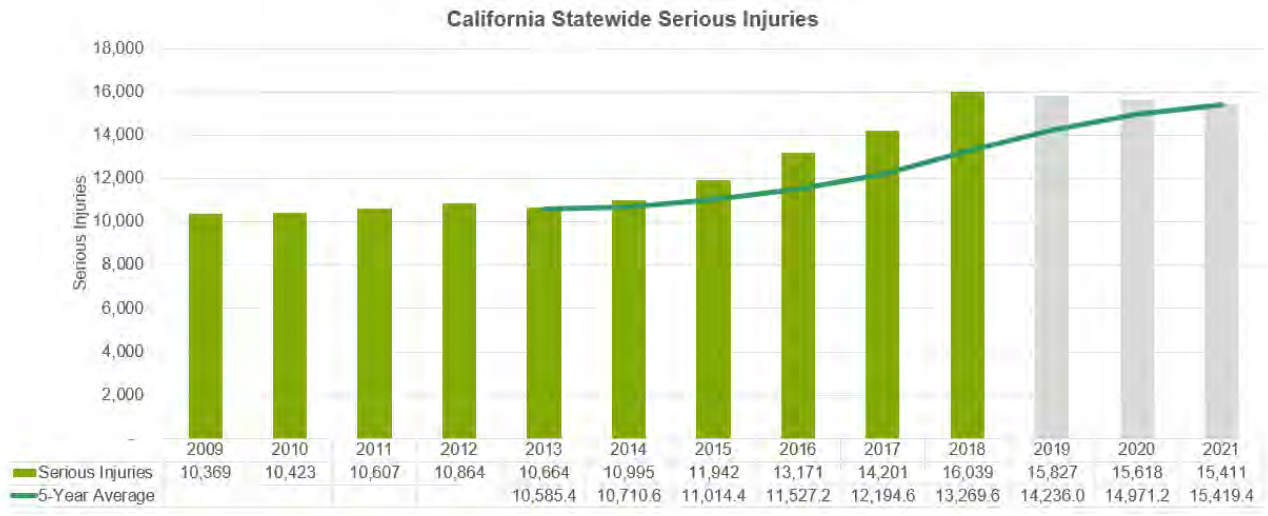
Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

## The Number of Serious Injuries

The 2021 target for serious injuries is the five-year average of **15,419.4** with 15,411 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries through 2018. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in an increase of 21% from the last full year using the old definition. The trend line for serious injuries was based on the 1.3% reduction from 7,725 serious injuries for the first half of 2018 to 7,623 for the first half of 2019. The target for 2021 serious injuries is based on continuing this trend line for serious injuries of an annual reduction of 1.3% of serious injuries from 2019 through 2021. This is represented by a decrease in serious injuries from 16,039 in 2018 to 15,411 in 2021. In **Figure 2**, the dark green bars for 2009 through 2018 denote the existing serious injury data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their agency. This coupled with the increase (over 25% ) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in serious injuries.

FIGURE 2 – CALIFORNIA STATEWIDE SERIOUS INJURIES



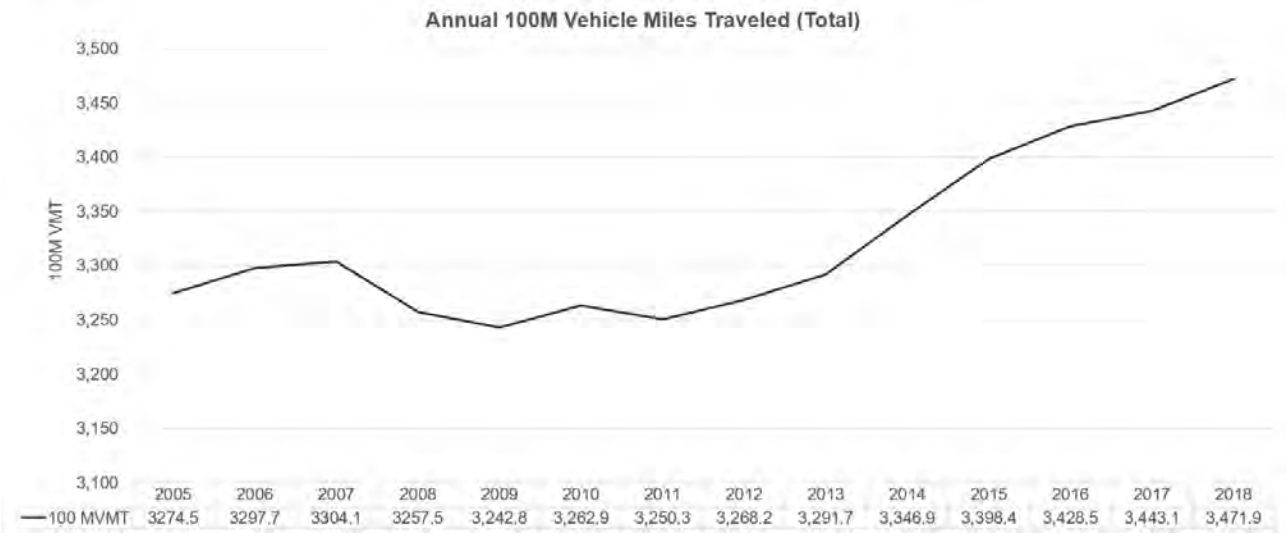

## Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT).

For the purposes of safety performance target setting, VMT data used was from the Highway Performance Monitoring System through 2018. As shown in Figure 3, traffic volumes have been steadily increasing since 2011. 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 due to the uncertainties of the impacts of COVID-19.

Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

FIGURE 3 – ANNUAL STATEWIDE TRAFFIC VOLUMES




For 2021, the target for fatality rate is the five-year average of **1.043** with an annual rate of 0.99 for the same year. This represents an annual reduction from a rate of 1.09 for 2018 to 0.99 in 2021. For the fatality rate calculation, the fatality data and reduction of fatalities of 2.9% from 2018 through 2021 from the number of fatalities performance measure was used. In **Figure 4**, the dark green bars for 2009 through 2018 denote the existing fatality rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

FIGURE 4 – CALIFORNIA STATEWIDE FATALITY RATE

## The Rate of Serious Injury

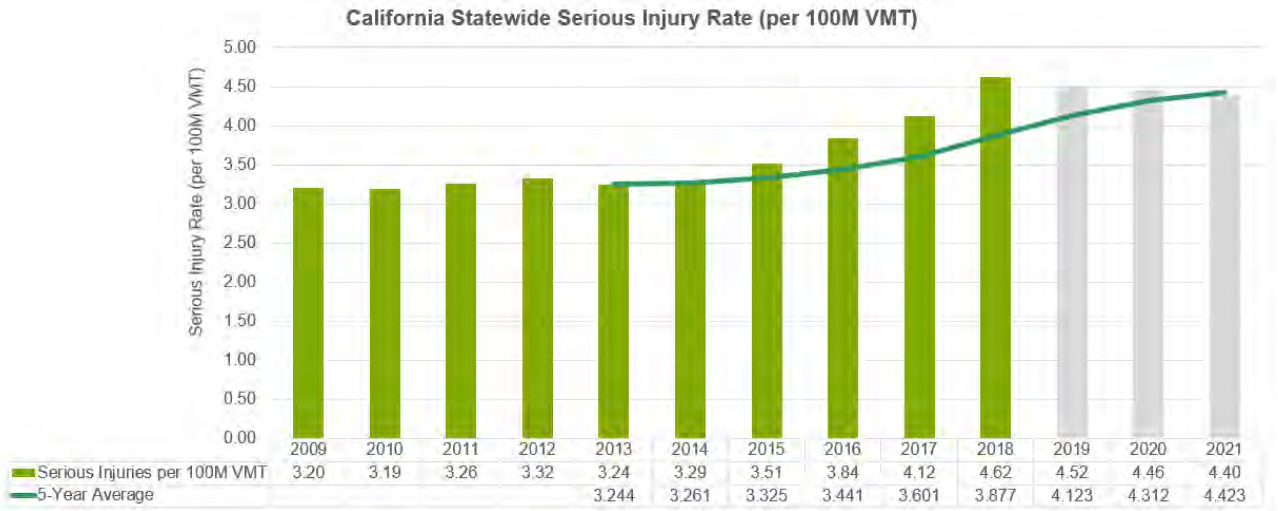
The serious injury rate is the number of serious injuries divided by 100M VMT. For 2021, the target for serious injury rate is the five-year average of **4.423** with an annual rate of 4.40 for the same year. This includes a reduction of the annual serious injury rate from 4.62 in 2018 to 4.40 in 2021. For the serious injury rate calculation, the serious injury data and reduction of serious injuries of 1.3% from 2019 through 2021 from the number of serious injuries performance measure was used. The VMT data used was from the Highway Performance Monitoring System through 2018 and 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 (as is the case in calculating the fatality rate). In **Figure 5**, the dark green bars for 2009 through 2018 denote



Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

the existing serious injury rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

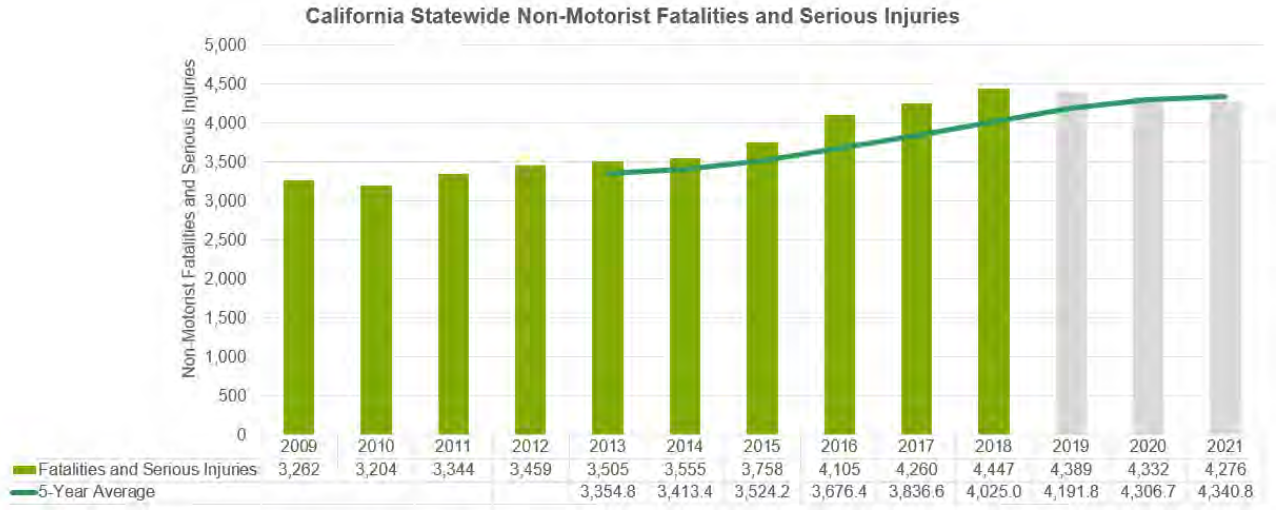
FIGURE 5 - CALIFORNIA STATEWIDE SERIOUS INJURY RATE




## The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

In **Figure 6**, the darker green bars for 2009 through 2018 show the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars for 2019 through 2021 depict the decreasing number of fatalities and serious injuries. For 2021, the target for non-motorized fatalities and serious injuries is the five-year average of **4,340.8** with an annual frequency of 4,276 for the same year. This includes a reduction in the annual frequency from 4,447 in 2018 to 4,276 in 2021. This reduction is based on applying the 2.9% reduction for fatalities and 1.3% reduction for serious injuries discussed previously.

FIGURE 6 - CALIFORNIA STATEWIDE NON-MOTORIST FATALITIES AND SERIOUS INJURIES




Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

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Further information with regards to the safety targets is accessible at:
https://dot.ca.gov/programs/federal-liaison.

Attachment: Safety Performance Management Targets for 2021 (Regional Safety Targets 2021)

# Safety Performance Management Targets for 2020

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

| Performance Measure | Data Source | 5-Yr. Rolling Average Target for 2020 | Percent Reduction for 2020 |
|---|---|---|---|
| Number of Fatalities | FARS | 3518.0 | 3.03% |
| Rate of Fatalities (per 100M VMT) | FARS & HPMS | 1.023 | 3.03% |
| Number of Serious Injuries | SWITRS | 13,740.4 | 1.5% |
| Rate of Serious Injuries (per 100M VMT) | SWITRS & HPMS | 3.994 | 1.5% |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries | FARS & SWITRS | 4147.4 | 3.03% for Fatalities and 1.5% for Serious Injuries |

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is "a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads" (SHSP, 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]" (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

## Target Selection Methodology

There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

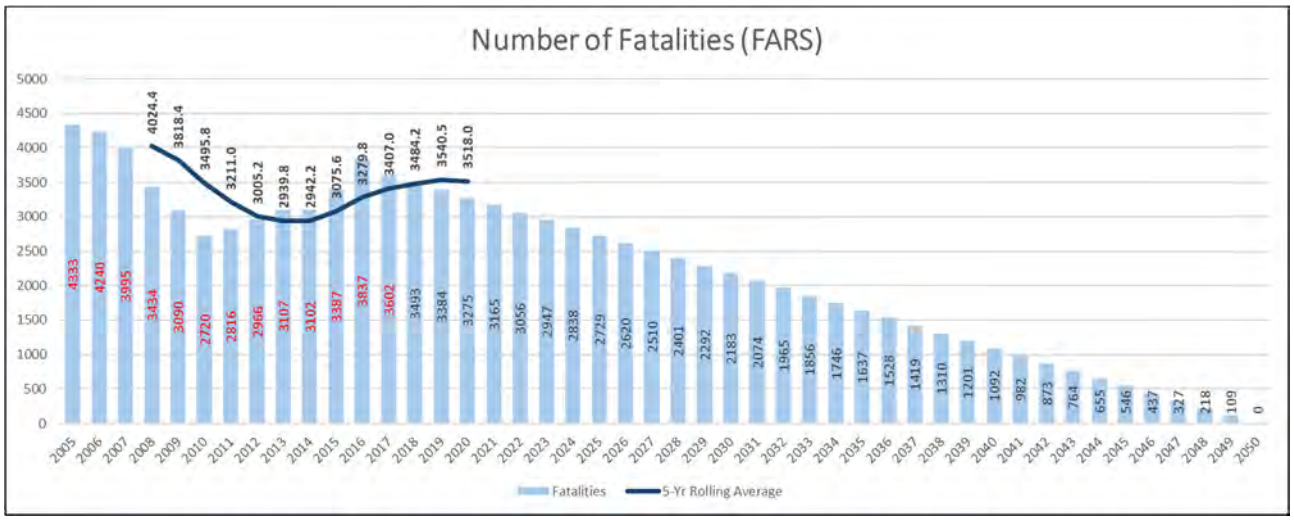
After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set "empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions' previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes" (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

### *The Number of Fatalities*

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

FIGURE 2. THE NUMBER OF FATALITIES




***Annual Fatality Rate (per 100M VMT)***

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

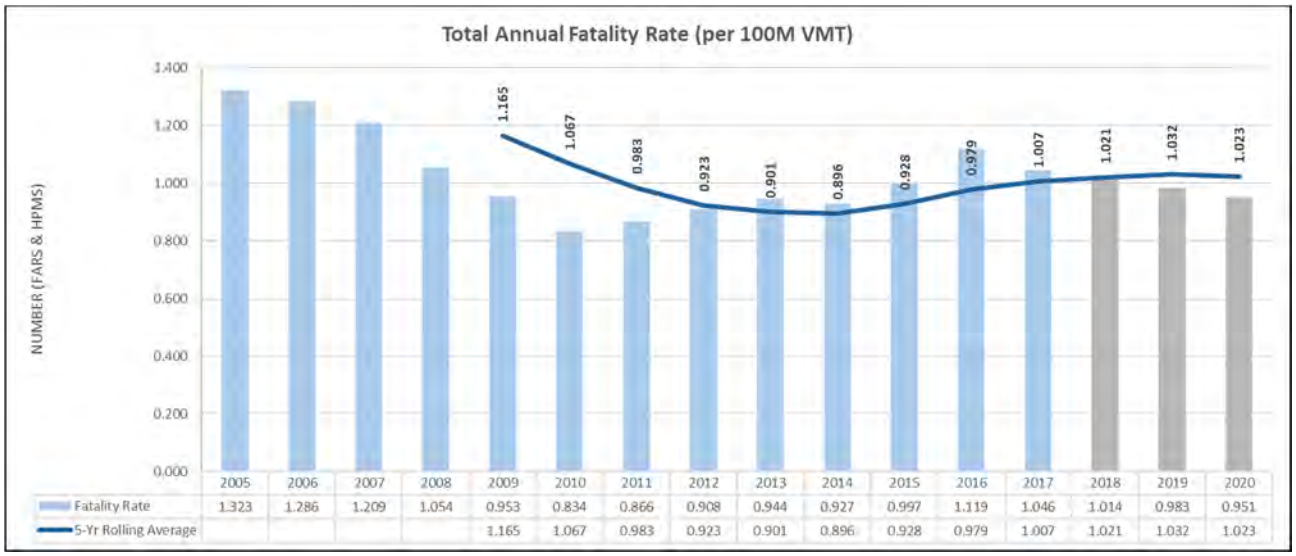
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target by the of December 2049 from 2017 to 2020.

FIGURE 4. THE FATALITY RATE




The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

***The Number of Serious Injuries***

The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to "A" in the KABCO Scale and the corresponding value in the SWITRS database is coded as "2". This is explained in Table 2 (below).

TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

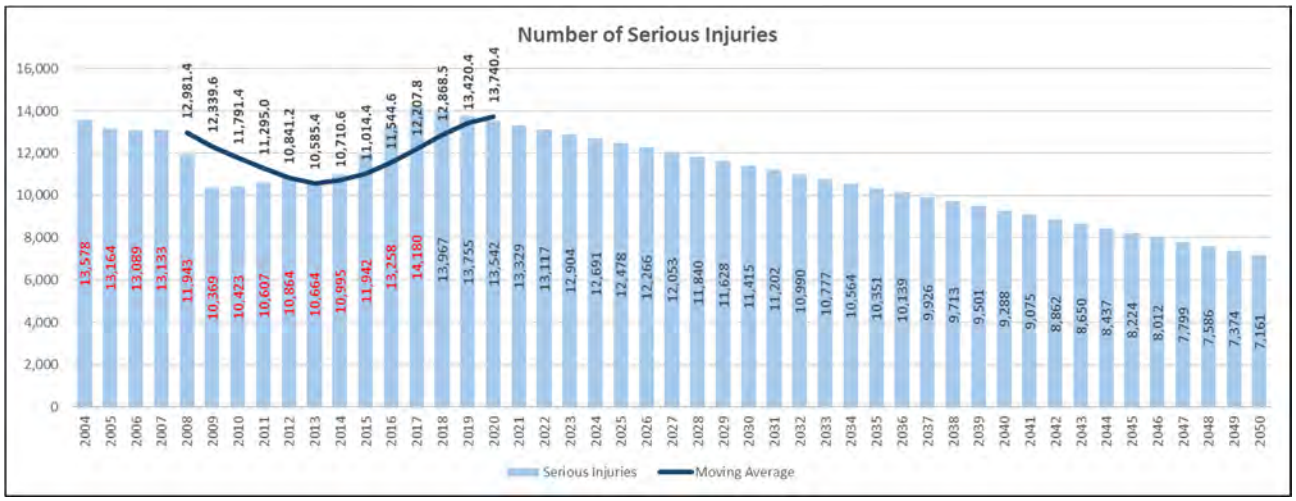
| KABCO Definition (FHWA) | SWITRS Definition (CHP) |
|---|---|
| K: Fatal Serious Injury | 1: Fatal |
| A: Serious Injury | 2: Injury (Severe) |
| B: Minor Injury | 3: Injury (Other Visible) |
| C: Possible Injury | 4: Injury (Complaint of Pain) |
| O: Property Damage Only | 5: Property Damage Only |

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.



Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

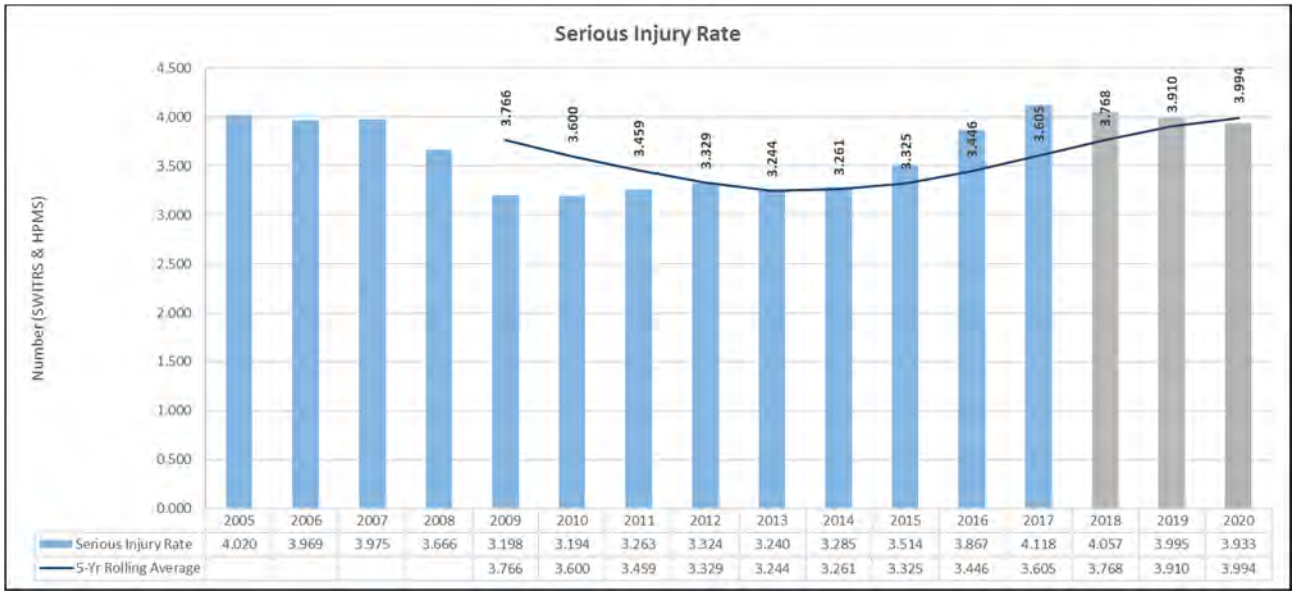
FIGURE 5. THE NUMBER OF SERIOUS INJURIES




***The Rate of Serious Injury***

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a "vision" based or "aspirational" target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

FIGURE 6. THE RATE OF SERIOUS INJURIES

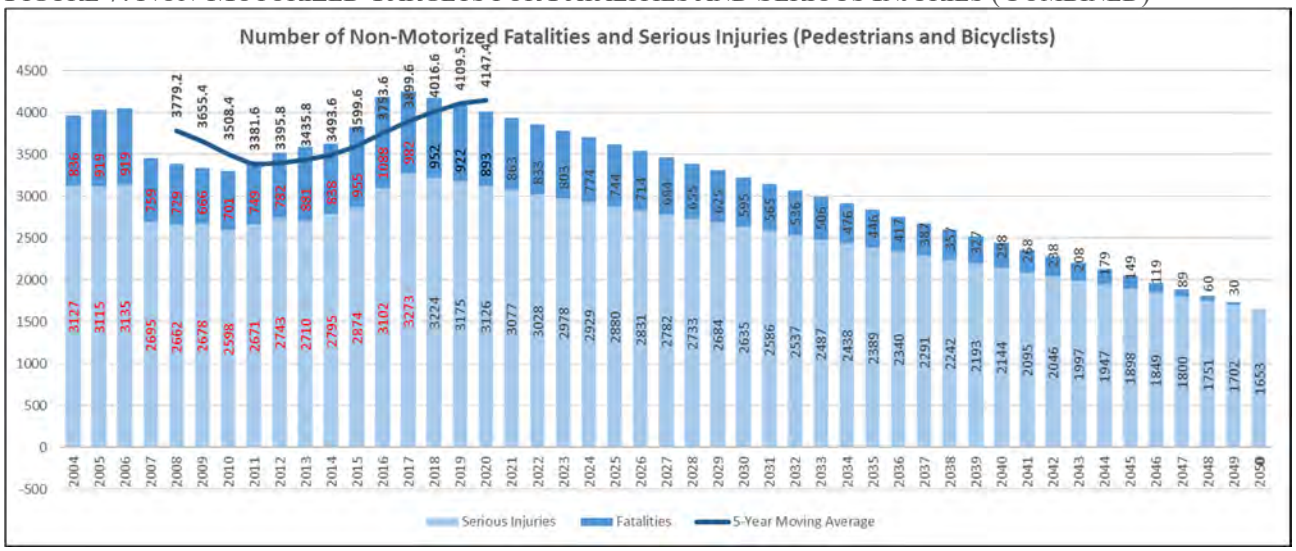



Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

***The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)***

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)




***Summary***

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO's, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: http://www.dot.ca.gov/trafficops/shsp/. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

**APPENDIX A: Safety Performance Management Target Setting Outreach Efforts**

**Background*:***
Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

**Important Dates/Deadlines**:
The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

**Engagement Timeline:**

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

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Attachment: Safety Performance Management Targets for 2020 (Regional Safety Targets 2021)

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Cheryl Viegas-Walker, El Centro

**RESOLUTION NO. 21-629-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2021 SAFETY TARGETS AND REGIONAL SAFETY POLICY**

**WHEREAS,** SCAG is the largest Metropolitan Planning Organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving 19 million people pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

**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, livable, sustainable, and economically resilient communities; and

**WHEREAS,** improving mobility, accessibility, reliability, and transportation safety has been a goal included in SCAG's long-range plans, including *Connect SoCal*, for decades; and

**WHEREAS,** transportation safety is a serious issue in the region, where on average 1,600 people are killed, 6,300 are seriously injured, and 136,300 are injured in traffic collisions every year; and

**WHEREAS,** transportation safety is an equity issue because low income and communities of color are disproportionately impacted; 66 percent of SCAG's High Injury Network exists in Disadvantaged Communities; and

**WHEREAS,** the Moving Ahead for Progress in the 21st Century (MAP-21) Act requires MPOs to establish annual safety targets; and in 2018, 2019, and 2020, SCAG adopted Toward Zero Deaths-supportive regional safety targets; and

**WHEREAS,** 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires that the Transportation Improvement Program (TIP), once implemented, is designed to make progress toward achieving the safety performance target; and

**WHEREAS,** Toward Zero Deaths (TZD) provides a framework for reducing fatalities and serious injuries on all public roads, utilizing a safe systems approach that is based on the understanding that even one traffic-related fatality is unacceptable, and that the road system needs to put layers of protection in the form of safe roads, vehicles, speeds, and people (safe road users) around the fallible and vulnerable human in order to prevent fatalities and serious injuries; and

Attachment: Resolution No. 21-629-1 (Regional Safety Targets 2021)

**WHEREAS,** SCAG recognizes that it can to help in motivating and facilitating action to reduce fatalities and serious injuries, and it seeks to continue to lead or join aligned TZD efforts; and

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a calendar year 2021 safety target of 3.5 percent annual reductions in fatalities and serious injuries to reach the goal of zero by 2050, if not sooner; and

**BE IT FURTHER RESOLVED THAT:**

1. SCAG adopts a Regional Safety Policy to commit to working with partner agencies to encourage and support actions towards the elimination of transportation-related fatalities and serious injuries by 2050, if not sooner, in Southern California; and

2. SCAG endorses Toward Zero Deaths as a comprehensive and holistic approach to achieving this goal; and

3. SCAG affirms its commitment to motivating data driven approaches, including High Injury Networks and safety modeling, to inform safety policy and planning and the strategic use of available funds and resources; promoting equity in regional safety policies and plans by considering and analyzing impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas, and protecting vulnerable roadway users, such as pedestrians and bicyclists, older adults and youth; engaging regional stakeholders in transportation safety policy and plan development, implementation, and evaluation, with the goal of achieving alignment with TZD; and providing leadership at the state and regional levels to promote safety, including supporting work on statewide efforts (e.g., SHSP) and legislation that furthers TZD; and

4. SCAG encourages partner agencies to consider adopting and developing TZD policies and plans for their respective jurisdictions.

**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.

[SIGNATURES ON FOLLOWING PAGE]

Attachment: Resolution No. 21-629-1 (Regional Safety Targets 2021)

Rex Richardson
President, SCAG
Councilmember, Long Beach

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael Houston
Chief Counsel

Attachment: Resolution No. 21-629-1 (Regional Safety Targets 2021)

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Art Yoon, Director of Policy and Public Affairs,
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** AB 15 (Chiu) - Tenant Stabilization Act

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Watch

**STRATEGIC PLAN:**
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**
***In August 2020, the Legislature in partnership with Governor Newsom approved AB 3088 (Chiu, Chapter 37, Statutes of 2020) establishing a moratorium on evictions for unpaid rent due to COVID-19 financial hardship through January 31, 2021. AB 15 (D-Chiu) would extend the eviction moratorium through December 31, 2021.***

***Staff presented AB 15 to the Legislative/Communications and Membership Committee (LCMC) at its meeting on January 19, 2021 with a recommendation to "support." Members of the LCMC expressed concerns related to AB 15's December 31, 2021 sunset date and potential impacts to rental property owners. In addition, Committee Members mentioned a competing bill, SB 3 (D-Caballero), which would extend the eviction moratorium through March 31, 2021.***

***After some discussion, the LCMC voted to forward a "watch" position on AB 15 to the Regional Council.***

**BACKGROUND:**
The COVID-19 pandemic and resulting recession has had devastating impacts on California's small businesses and workers, disproportionately impacting low-wage earners. The state's unemployment rate peaked at a record high of 16.4 percent in April and May 2020 and decreased to 9 percent in December 2020. As of December 2020, over 4 million Californians were receiving unemployment benefits and there are 1.4 million fewer Californians employed relative to February 2020. The U.S. Census Bureau Household Pulse Survey reports approximately 2 million residents

are not currently caught up on rent payments as of December 2020.

As a result, these losses of income have negatively impacted renters and some homeowners across California. Direct federal assistance and expanded and extended unemployment insurance have helped individuals to pay rent. Some local governments have also allocated federal Coronavirus Relief Funds towards additional housing assistance programs. Under the CARES Act (P.L. 116-136), homeowners, including rental property owners, have been able to obtain forbearance of up to one year for federally backed mortgages due to COVID related financial hardship. In addition, interest rates have remained at historically low levels, allowing many landlords and homeowners to refinance at lower rates and with lower payments.

In August 2020, Governor Newsom brokered a compromise with legislative leaders and tenant advocates, rental property owners, and real estate industry groups that resulted in the passage of AB 3088 (Chiu, Chapter 37, Statutes of 2020) enacting strong eviction protections. This measure prevented California from experiencing a wave of evictions that other states are now facing. Specifically, the law provides renters financially impacted by COVID-19 a reprieve from eviction until January 31, 2021. In order to avoid eviction, tenants must pay 25 percent of the rent from September 2020 through January 2021. Landlords can sue tenants for unpaid COVID-19 rental debt, including the remaining 75 percent, in small claims court starting March 2021. No part of the law forgives or cancels any payment obligations of a renter.

**AB 15**

Assemblymember David Chiu (D-San Francisco), Chair of the Assembly Housing and Community Development Committee, introduced AB 15 on December 7, 2020. The bill would extend the state's moratorium on evictions for missed rent payment due to COVID-19 financial hardship until December 31, 2021. Under AB 15, if renters pay at least 25 percent of their rent each month from September 1, 2020 to December 31, 2021 they cannot be evicted. The bill would also extend the provision that prohibits a landlord from taking action to recover COVID-19 rental debt to January 1, 2022. AB 15 further extends the period to repay the debt from February 1, 2025 to January 1, 2026. Similar to AB 3088, a renter will still owe the landlord the remaining 75 percent.

AB 15 is cosponsored by Assemblymembers Richard Bloom (D-Santa Monica), Rob Bonta (D-Oakland), Lorena Gonzalez (D-San Diego), Laura Friedman (D-Burbank), Ash Kalra (D-San Jose), Alex Lee (D-Milpitas), Sharon Quirk-Silva (D-Fullerton), Luz Rivas (D-Arleta), Robert Rivas (D-Salinas), Miguel Santiago (D-Los Angeles), Phil Ting (D-San Francisco), and Buffy Wicks (D-Berkeley) and Senators Ben Allen (D-Redondo Beach), Maria Elena Durazo (D-Los Angeles), and Scott Wiener (D-San Francisco).

AB 15 has been referred to the Housing and Community Development Committee and is expected to be considered in the coming weeks. AB 15 must pass with a 2/3 supermajority vote in the Assembly and State Senate before January 31, 2021 to take effect immediately.

Support
- California Alliance for Retired Americans
- California Coalition for Rural Housing
- California Credit Union League
- California State Council of Service Employees International Union
- California YIMBY
- Non-profit Housing Association of Northern California
- Southern California Association of Nonprofit Housing
- Alliance of Californians for Community Empowerment
- California Rural Legal Assistance Foundation
- Inner City Law Center
- Leadership Counsel for Justice and Accountability
- PolicyLink
- Public Advocates
- Western Center on Law and Poverty

Support if Amended
- South California Rental Housing Association

Opposition
- Affordable Housing Management Association -Pacific Southwest
- Affordable Housing Management Association-Northern CA Hawaii
- Apartment Association of Orange County
- Apartment Association, California Southern Cities
- East Bay Rental Housing Association
- Western Manufactured Housing Communities Association
- California Rental Housing Association
- Southern California Rental Housing Association
- California Mobilehome Parkowners Alliance
- Security Investment Company

Oppose Unless Amended
- Apartment Association of Greater Los Angeles

State and Federal Eviction and Rental Assistance

On January 25, 2021, Governor Gavin Newsom, Senate President pro Tempore Toni Atkins (D-San Diego) and Assembly Speaker Anthony Rendon (D-Lakewood) announced that they reached an agreement to extend the state's eviction moratorium through June 30, 2021. Like AB 3088, the emerging compromise still requires tenants to pay 25 percent of the rent to avoid eviction. Furthermore, it would prohibit landlords from taking legal action to pursue unpaid rental debt from March 2021 until July 2021.

Continuing the temporary eviction policy is only part of the solution for tenants and landlords to recover financially. Governor Newsom unveiled his 2021-22 State Budget proposal in January 2020, and it requests early action by the Legislature to extend the current moratorium paired with the quick allocation of $2.6 billion in federal rental assistance funds provided by Congress through H.R.133 (P.L. 116-260). California will receive $1.4 billion and local governments with a minimum population of 200,000 will receive $1.2 billion to target low-income tenants and small family rental property owners. Under this program, renters would apply for assistance and once approved, the administering entity would send the payment directly to the landlord. Conversely, a landlord could also directly apply for rental assistance with a tenant's consent.

Furthermore, Governor Newsom is requesting $2.4 billion for the Golden State Stimulus to provide $600 rapid cash support to roughly four million low-income Californians who were eligible to receive the earned income tax credit in 2019. Coupled with federal one-time direct payments of $600, residents could receive at least $1,200 of direct relief that can be used for missed rent and utility payments. Moreover, the 2020-21 State Budget allocated $300 million from the National Mortgage Settlement Fund to the California Housing Finance Agency (CalHFA) to set up counseling and mortgage assistance programs.

On January 14, 2021, President Biden unveiled the "American Rescue Plan," a $1.9 trillion COVID-19 relief package. The plan would provide $25 billion in rental assistance to meet the needs of struggling renters. It also proposes to extend the federal eviction moratorium under the order of the Centers for Disease Control and Prevention (CDC) and continue forbearance on federally backed mortgages until September 30, 2021. The aim is to pass the COVID-19 relief package by March 14, 2021 when federal unemployment insurance benefits are set to expire. Furthermore, on January 20, 2021, the new CDC Director Rochelle Walensky, MD, MPH, announced that she will extend the federal eviction moratorium through March 31, 2021, due to the pandemic's historic threat to the nation's public health.

The proposed extensions of the eviction moratoriums at the federal and state levels will buy time for the state to allocate the $2.6 billion in rental assistance funding and approve further emergency aid as requested by President-elect Biden and Governor Newsom.

**Prior Committee Action**

Staff presented AB 15 to the LCMC at its meeting on January 19, 2021 and recommended a support position consistent with the 2021 State Legislative Program, which was adopted by the Regional Council on January 7, 2021, and states:

*As the homeless population continues to grow in our region, and eviction and homelessness may be exacerbated by the COVID-19 pandemic, support new state funding programs to assist cities, counties, and regional collaborations to address eviction prevention and the challenges associated with homelessness.*

Members of the LCMC raised concerns that rental property owners would go without collecting all or a portion of rental income for more than a year under the new extension date of December 31, 2021 as proposed in AB 15. Some members expressed support for a shorter two- or three-month extension of the eviction moratorium, as considered in SB 3, to allow legislative leaders and stakeholders to find a workable solution. Subsequently, the LCMC voted to recommend a "watch" position to the Regional Council for AB 15.

**FISCAL IMPACT:**
Work associated with the AB 15 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

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**

Kome Ajise

**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.***

***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

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 6thcycle 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

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

**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

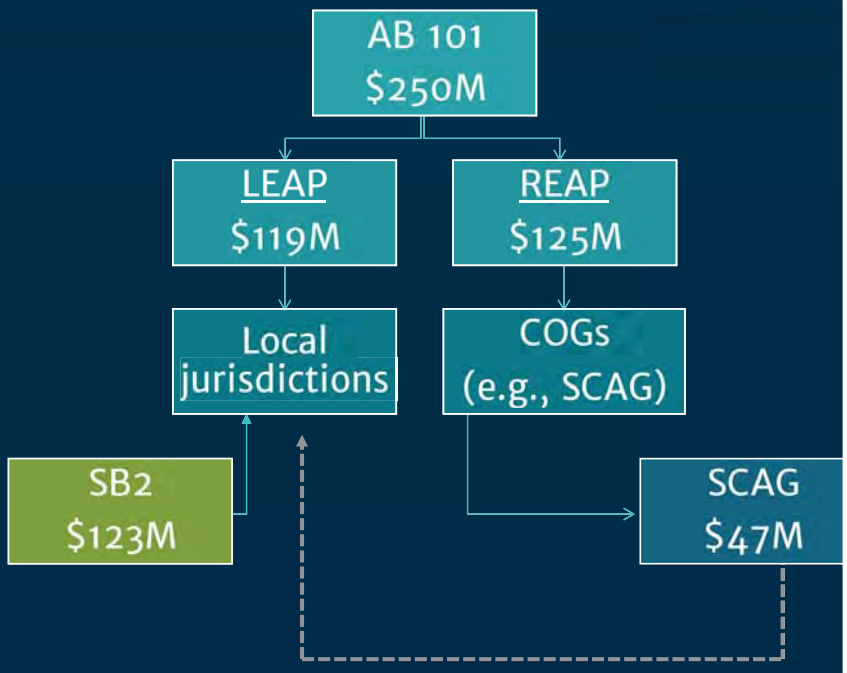
Jenna Hornstock, Deputy Director of Planning, Special Initiatives
Ma'Ayn Johnson, AICP, Housing Program Manager
Lyle Janicek, Assistant Regional Planner, Sustainability

www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

## 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



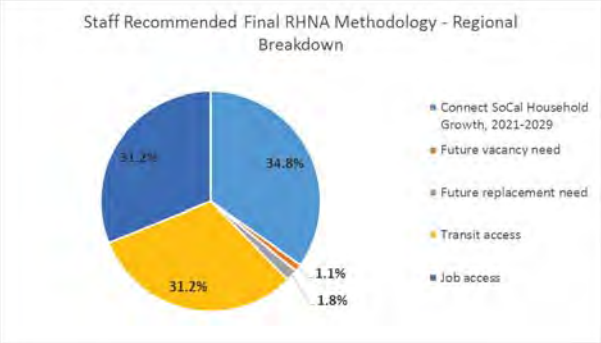

Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## Background: 6th Cycle RHNA

### Regional Determination

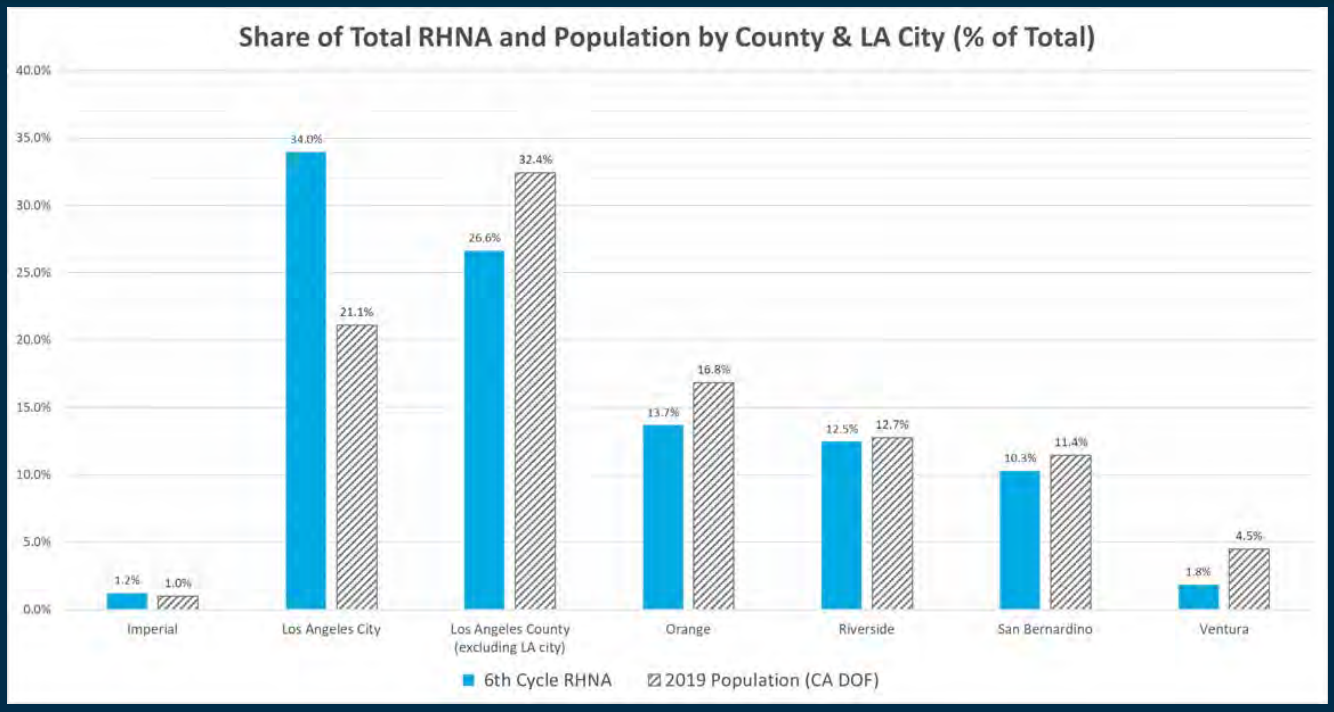
- 1,341,827 Housing Unit Need
  - Very-Low: 351,796
  - Low: 206,807
  - Moderate: 223,957
  - Above-Moderate: 559,267
- Process
  - SCAG submits to HCD RHNA Consultation Package (6/19)
  - HCD provides Draft Regional Determination (8/19)
  - SCAG submits Objection to Determination (8/19)
  - HCD provides 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



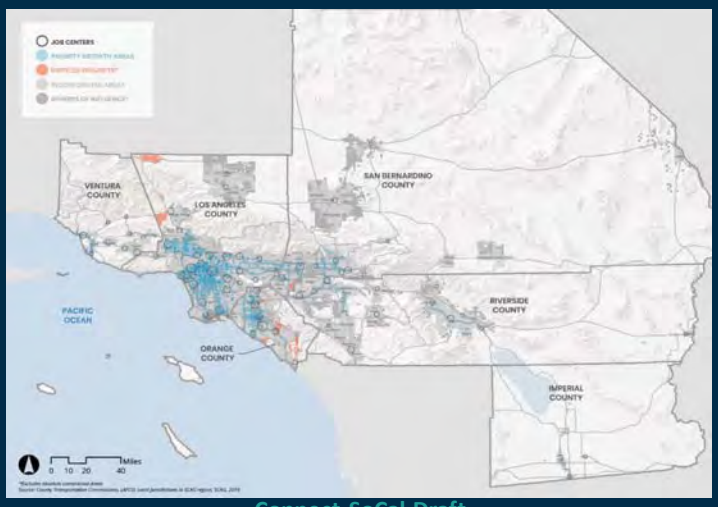

Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## Background: 2020 Housing Element Updates

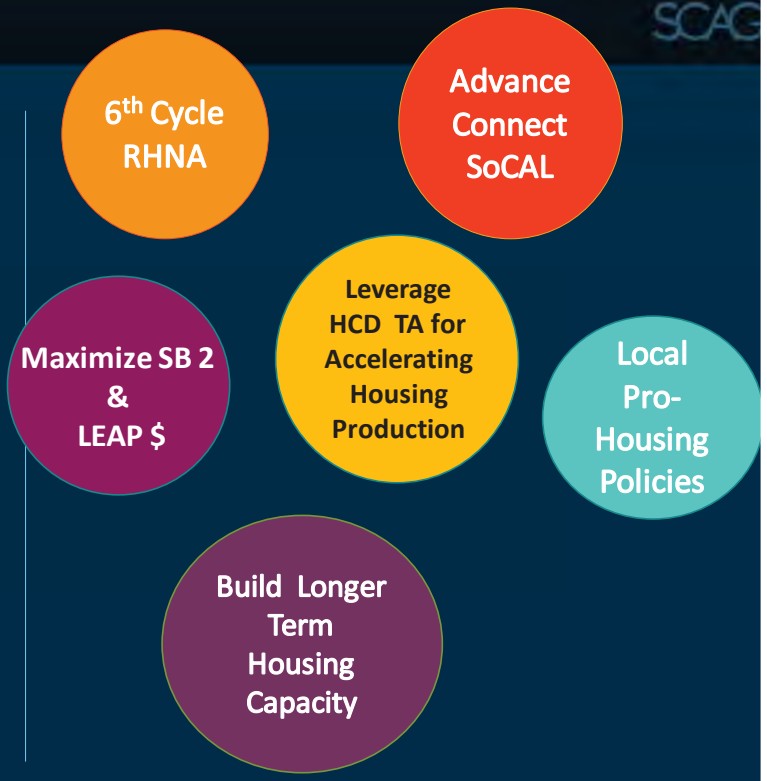
- March 2021: Final RHNA Allocation Plan adoption
- October 2021: Housing elements must be adopted
- February 2021: Housing elements must be adopted by this date to avoid reverting to a 4 year housing element cycle

- 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



## 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*

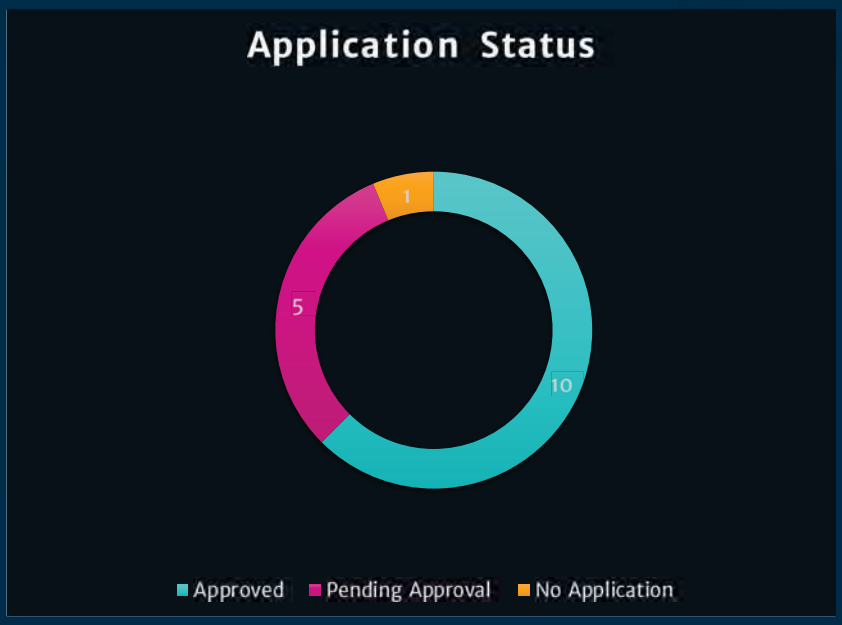
| Subregion | Estimated subregional allocation (millions) |
|---|---|
| Arroyo Verdugo | $3.9 |
| CVAG | $0.5 |
| Gateway | $1.3 |
| Imperial | $0.2 |
| Las Virgenes-Malibu | $0.01 |
| City of Los Angeles | $8 |
| County of Los Angeles | $1.5 |
| North LA County | $0.4 |
| OCCOG | $3.2 |
| County of 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

- 6th 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

Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## 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 housi

Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## 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

Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## 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.

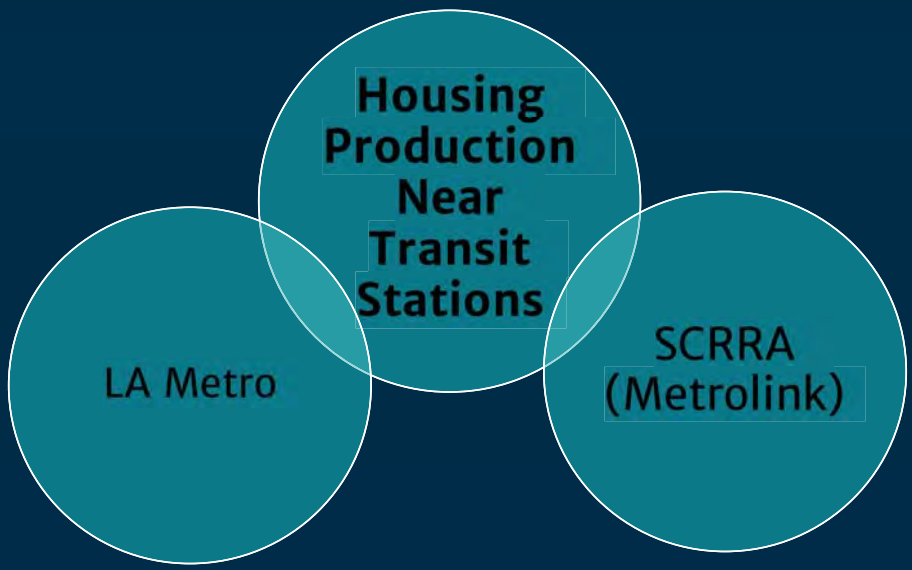
Key Dates

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

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

## Transit Oriented Development Work Program




Attachment: PowerPoint Presentation - REAP Program (Regional Early Action Plan (REAP) Program Summary and Status)

## For More Information visit SCAG's Housing and Land Use Webpage

**www.scag.ca.gov/housing**

Questions or Comments
Contact: Jenna Hornstock
hornstock@scag.ca.gov | (213) 630-1448
www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

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

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Fiscal Year (FY) 2019-20 External Audit

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

**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:**
***SCAG's external independent auditor, Eide Bailly, LLP, has completed their audit which included the following:***

- ***Audit of the FY 2019-20 Comprehensive Annual Financial Report (CAFR)***
- ***Report on internal control over financial reporting and on compliance in accordance with Government Auditing Standards***
- ***Audit report on compliance over major federal programs, schedule of expenditures of federal awards and internal control in accordance with 2 CFR 200 (Single Audit)***

**SCAG received an unmodified audit opinion (the best possible). Further, based on the results of their audit, Eide Bailly, LLP has reported no material weaknesses or instances of non-compliance.**

**BACKGROUND:**
SCAG's external independent auditors, Eide Bailly, LLP, have completed their audit of SCAG's FY 2019-20 financial statements and it was presented to the Audit Committee at its meeting on February 3, 2021. The Comprehensive Annual Financial Report and the Single Audit Report are available at: https://scag.ca.gov/financial-reports.

Attached is the 2020 SCAG Communication Letter (The Auditor's Communication with Those Charged with Governance) from Eide Bailly, LLP. The purpose of the letter is to communicate to those charged with governance, the scope of audit procedures performed, significant findings, and other information, such as disagreements with management, audit adjustments and significant

estimates, that are not communicated in the audited financial statements.

**FISCAL IMPACT:**
None.

**ATTACHMENT(S):**
1. 2020 SCAG Communication Letter dated, December 18, 2020

EideBailly

CPAs & BUSINESS ADVISORS

December 18, 2020

To the Honorable Members of the Regional Council
Southern California Association of Governments

We have audited the financial statements of the Southern California Association of Governments (SCAG) as of and for the year ended June 30, 2020, and have issued our report thereon dated December 18, 2020. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance**

As communicated in our letter dated April 6, 2020, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether SCAG complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on SCAG's major federal program. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of SCAG solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of SCAG's major federal program compliance, is to express an opinion on the compliance for SCAG's major federal program based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the SCAG's internal control over compliance.

Attachment: 2020 SCAG Communication Letter dated, December 18, 2020 (Fiscal Year (FY) 2019-20 External Audit)

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 18, 2020. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated December 18, 2020.

**Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

**Compliance with All Ethics Requirements Regarding Independence**

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

**Qualitative Aspects of the Entity's Significant Accounting Practices**

*Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by SCAG is included in Note 1 to the financial statements. As described in Note 1, SCAG adopted Governmental Accounting Standards Board (GASB) Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance.* No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

*Significant Accounting Estimates*

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are management's estimates of:

- Amounts related to the net pension liability, related deferred outflows of resources and deferred inflows of resources, pension expense, and disclosures, are based on actuarial valuations for the CalPERS and PARS plans.
- Amounts related to the net other postemployment benefit (OPEB) liability, related deferred outflows and inflows of resources, OPEB expense, and disclosures, are based on an actuarial valuation.

Attachment: 2020 SCAG Communication Letter dated, December 18, 2020 (Fiscal Year (FY) 2019-20 External Audit)

We evaluated the key factors and assumptions used to develop the estimates and determined that they were reasonable in relation to the basic financial statements taken as a whole.

*Financial Statement Disclosures*

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting SCAG's financial statements relate to:

> The disclosures of SCAG's agent multiple-employer defined benefit pension plan and PARS supplementary retirement plan, net pension liability, and related deferred outflows and inflows of resources, and pension expense in Note 12 to the financial statements. The valuations of the net pension liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used, including but not limited to, the discount rate. As disclosed in Note 12, a 1% increase or decrease in the discount rate has a significant effect on SCAG's net pension liabilities.
>
> The disclosures related to SCAG's retiree health program OPEB plan, net OPEB liability, and related deferred outflows and inflows of resources, and OPEB expense, in Note 14 to the financial statements. The valuations of the net OPEB liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used including, but not limited to, the discount rate and healthcare cost trend rates. As disclosed in Note 14, a 1% increase or decrease in the discount rate and healthcare cost trend rates has a significant effect on SCAG's net OPEB liability.
>
> As disclosed in Note 15, Caltrans issued an Incurred Cost Audit report and Indirect Cost Allocation Plan Audit report on SCAG's submitted costs. The Incurred Cost Audit report and Indirect Cost Allocation Plan Audit report previously identified cost disallowances of $4,401,565. SCAG recovered $4,062,579 of disallowed costs through a resolution letter with Caltrans.

**Significant Difficulties Encountered during the Audit**

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

**Uncorrected and Corrected Misstatements**

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. There were no uncorrected or corrected missstatements identified as a result of our audit procedures.

**Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Attachment: 2020 SCAG Communication Letter dated, December 18, 2020 (Fiscal Year (FY) 2019-20 External Audit)

**Representations Requested from Management**

We have requested certain written representations from management which are included in the management representation letter dated December 18, 2020.

**Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

**Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with SCAG, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as SCAG's auditors.

**Other Information in Documents Containing Audited Financial Statements**

Pursuant to professional standards, our responsibility as auditors for other information in documents containing SCAG's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

However, in accordance with such standards, we will review the information inputted into the data collection form and will consider whether such information, or the manner of its presentation, is materially consistent with the financial statements.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the Members of the Regional Council, and management of SCAG and is not intended to be, and should not be, used by anyone other than these specified parties.

Eide Bailly LLP

Rancho Cucamonga, California

Attachment: 2020 SCAG Communication Letter dated, December 18, 2020 (Fiscal Year (FY) 2019-20 External Audit)

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

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**From:** Art Yoon, Director of Policy and Public Affairs,
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** February 2021 State & Federal Legislative Update

**RECOMMENDED ACTION:**
Receive and File

**STRATEGIC PLAN:**
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## STATE

**Looking Ahead: Legislative Deadlines in Sacramento**
Due to the ongoing COVID-19 pandemic, the California Legislature pushed back its start date from January 4, 2021 and reconvened on January 11, 2021. This marked the start of a new two-year legislative session. Even with the challenges created by the pandemic, legislators face a critical deadline to introduce new bills by February 19, 2021. While the Senate has not committed to a specific bill load maximum for its members at this point, Assemblymembers are limiting themselves to advancing only 12 bills each to the Senate. Legislators have until March 25, 2021 to conduct their business before the week-long Spring recess begins. The table below highlights recent and upcoming legislative deadlines:

| Date | Deadline |
|---|---|
| **January 11, 2021** | Legislature reconvenes |
| **January 22, 2021** | Last day to submit bill requests to the Office of Legislative Counsel |
| **February 19, 2021** | Last day for bills to be introduced |
| **March 25, 2021** | Spring Recess begins upon adjournment |
| **April 5, 2021** | Legislature reconvenes from Spring Recess |

**State Senate Housing Package Introduced**
According to the Department of Housing and Community Development (HCD), the state will need

an estimated 1.8 million new homes by 2025 in order to meet demand, yet on average, only 80,000 new homes are built per year. Alarmed by these numbers, members of the Legislature are again introducing several bills aimed at increasing housing production in the state of California.

Senate President pro Tempore Toni G. Atkins (D-San Diego), along with Senators Anna Caballero (D-Salinas), Nancy Skinner (D-Berkeley), Scott Wiener (D-San Francisco), María Elena Durazo (D-Los Angeles), Lena Gonzalez (D-Long Beach), Mike McGuire (D-Healdsburg), Richard Roth (D-Riverside), and Susan Rubio (D-Baldwin Park), announced the "Building Opportunities for All" Senate Housing Package, which includes six bills aimed at offering housing solutions for Californians. Individually, these bills each address a variety of causes that have contributed to the lack of housing production in the state. Below is a list of bills included package:

**Bill:** SB 5 **Author:** Senator Toni Atkins (D-San Diego)
**Title:** Senate Housing Bond
**Status:** Introduced. Pending referral.
Senate Bill 5 is a spot bill intended to establish the initial framework for a statewide housing bond that would fund the creation of new, affordable housing for homeless and low-income families.

**Bill:** SB 6 **Author:** Senator Anna Caballero (D-Salinas)
**Title:** Local planning: housing: commercial zones.
**Status:** Introduced. Pending referral.
Senate Bill 6 would authorize residential development on lots currently zoned for office or retail commercial use if the site has had no commercial tenants on 50 percent or more of its total usable net interior square footage for a period of at least three years prior to the submission of the housing development application. The bill requires the development of residential units be at a minimum density to accommodate affordable housing and abide by all other existing local planning and development ordinances.

**Bill:** SB 7 **Author:** Senator Toni Atkins (D-San Diego)
**Title:** Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.
**Status:** Introduced. Pending referral.
Senate Bill 7 would expand and extend the popular California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects under AB 900 through 2025. AB 900 streamlined paperwork and expedited legal challenges to large, multi-benefit housing, energy, and manufacturing projects.

**Bill:** SB 8 **Author:** Senator Anna Caballero (D-Salinas)
**Title:** Density Bonus Law.
**Status:** Introduced. Pending referral.

Senate Bill 8 is a spot bill that currently relates to the "Density Bonus Law." The Density Bonus Law requires a local jurisdiction to provide a developer that proposes a housing development with a density bonus and other incentives or concessions to produce lower income housing units.

**Bill:** SB 9 **Author:** Senator Toni Atkins (D-San Diego)
**Title:** California Housing Opportunity & More Efficiency (HOME) Act
**Status:** Introduced. Pending referral.
Senate Bill 9 would allow homeowners to create a duplex or subdivide an existing lot in residential areas.

**Bill:** SB 10 **Author:** Senator Scott Wiener (D-San Francisco)
**Title:** Planning and zoning: housing development: density.
**Status:** Introduced. Pending referral.
Senate Bill 10 would allow a local government to pass an ordinance to zone for up to 10 residential units per parcel, if the parcel is located in a transit-rich, jobs-rich, or urban infill area, without that ordinance having to go through the CEQA process. Specifically, SB 10 specifies that an ordinance adopted by a local government under these provisions is not a project for purposes of CEQA. The bill would require HCD, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every five years, commencing January 1, 2022, based on specified criteria. The bill would prohibit a residential or mixed-use residential project consisting of more than 10 new units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by-right.

SCAG's Legislative/Communications and Membership Committee has received an informational report on these and other housing related bills, but has not yet considered any of them for a formal position.

**Governor Newsom Presents Fiscal Year 2020-2021 Budget**
Pursuant to Article IV, Section 12(a) of the California Constitution, Governor Gavin Newsom released his proposed state budget for Fiscal Year (FY) 2021-2022 on January 8, 2021. The budget plan is the first phase of a months-long process that will culminate with the Legislature passing a budget bill by midnight of June 15, 2021. Governor Newsom proposed a $227 billion budget, which is $5 billion higher than the previous, and is a sharp turn from last year, when he took steps to close a projected $54 billion deficit brought on by the coronavirus outbreak. California's finances were stronger than anticipated largely because wealthy households have not been set back by the pandemic, and they pay the lion's share of state taxes. As a result, the Governor projects that California will have a $15 billion surplus in the next budget year.

In the week leading up to the budget announcement, the Governor released several components of his plan, including a $4.5 billion "Equitable Economic Recovery Plan" that includes $575 million to

help small businesses impacted by the COVID-19 pandemic, with priority given to disadvantaged communities and underserved small business groups. An additional $500 million would go to the Infill Infrastructure Grant Program to provide direct assistance to local communities to build the infrastructure needed to support new infill and affordable housing. In addition, the budget also proposes that certain allocations be made immediately, including a $600 "Golden State Stimulus" payment to low-income workers who were eligible to receive the earned income tax credit in 2019.

Some other budget highlights include:

Early Action Budget Plan

- The Governor is asking the Legislature to take immediate action on a $5 billion package to provide relief for working families and small businesses most affected by the pandemic. This includes:
    - $2 billion to schools to safely reopen.
    - $575 billion in grants for small businesses and small non-profit cultural institutions disproportionately impacted by the pandemic, bringing total relief this year for small businesses to over $1 billion.
    - $71 million in immediate and targeted fee waivers for impacted industries, including restaurants and personal services.
    - $2.4 billion to provide a $600 state payment to low-income workers who were eligible to receive the earned income tax credit in 2019.
    - An extension of the eviction moratorium that will sunset on January 31, 2021.
    - Immediate distribution of $2.6 billion in federal rental assistance funds.

Housing and Homelessness

- $4.3 million to create a Housing Accountability Unit at HCD "to further facilitate affordable housing production" through local monitoring, technical assistance, and enforcement of existing housing production laws.
- $500 million for the Infill Infrastructure Grant Program, which provides direct grants to local governments to build infrastructure that supports infill housing.
- $331 million in National Mortgage Settlement funds to help prevent avoidable foreclosures and evictions.
- $2.7 million to HCD to implement AB 434, legislation from 2020 that directed HCD to align its major rental housing programs with one, single application and scoring system by 2022.
- $750 million in one-time funding for HCD to continue to provide competitive grants to local governments for Project Homekey, including $250 million in the current year and $500 million FY 2021-2022.
- One-time CEQA streamlining for Homekey projects in 2020 with continued strategic and targeted use of CEQA exemptions identified by the Governor as an important component of

making affordable housing production more objective, aligning key definitions and administrative processes, reducing costs and time spent in CEQA litigation.

Transportation

- The Governor's budget proposes $20.6 billion for CalSTA and its departments to invest in state infrastructure. This includes:
    - $3 billion in fuel excise tax revenues for local streets and roads.
    - $5.4 billion in SB 1 funds for Sustainable Communities Strategies, Interregional travel, congestion relief, and active transportation projects.
    - $1.3 billion to support transit and rail, including $667 million for State Transit Assistance, $487 million for the Transit and Intercity Rail Capital Program, and $107 million for Low Carbon Transit Operation Program.
    - $900 million for highway projects from the recent COVID-19 relief package that the Congress passed in December 2020.
    - Proposed statutory changes related to regulatory and reporting relief on a permanent basis that will allow transit agencies to plan with more certainty and flexibility.

Environment and Natural Resources

- $1.5 billion comprehensive strategy to achieve the state's zero-emission vehicle goals by 2035 and 2045, including securitizing up to $1 billion to accelerate the pace and scale of zero-emissions vehicle (ZEV) infrastructure.
- $635 million to reduce emissions from the transportation sector.
- $300 million one-time funds to clean-up hazardous items in low-income communities.
- $512 million to enhance wildfire resilience across California's diverse landscapes by thinning forests, replanting trees, and utilizing prescribed fires.

## FEDERAL

**59th Presidential Inauguration**

On January 20, 2021, President Joseph R. Biden was officially sworn in as the 46th President of the United States and former California Senator, Kamala Harris, was sworn in as the nation's first woman Vice President. Shortly after the inaugural ceremony, the Biden administration began the arduous transition process with nominations for the president's Cabinet and acting agency heads, a flurry of executive actions and regulatory rule freezes, and the first White House press briefing.

**Federal Transit Administration**

President Biden is expected to announce the nomination of Nuria Fernandez, general manager at the Santa Clara County Valley Transportation Authority (VTA), to be the new Administrator of the Federal Transit Administration (FTA). Since 2014, Fernandez has led VTA and most recently served as chair of the American Public Transportation Association (APTA) from 2019 to 2020. Previously,

Fernandez was the chief operating officer of New York's Metropolitan Transportation Authority (MTA) and senior vice president of design and construction at the Chicago Transit Authority and the Washington Metropolitan Area Transit Authority. She also served as commissioner for the Chicago Department of Aviation, overseeing Chicago O'Hare International Airport and Chicago Midway International Airport. Under President Bill Clinton, Fernandez was appointed Acting FTA Administrator.

Fernandez was born and raised in Panama and came to the United States to study civil engineering. Her first job was in the engineering division of the Panama Canal Company's Gatún Locks.

**President Biden Unveils COVID-19 Proposal**

On January 14, 2021, President Biden unveiled the "American Rescue Plan," a $1.9 trillion COVID-19 relief package. The plan includes some executive actions, but most proposals are dependent on Congress enacting legislation. The President has indicated his preference to enact the package through regular order, requiring bipartisan support in the U.S. Senate. However, Democratic Leadership plans to pass the package through budget reconciliation, which allows some legislation to be passed through the Senate with a simple majority, should bipartisan negotiations fail to materialize.

Highlights of the proposed plan include:

- Unemployment Insurance
  - Extends and expands unemployment benefits through the end of September 2021, which are scheduled to run out in mid-March 2021.
  - Increases the weekly federal benefit to $400 from $300.
- State and Local Aid
  - $350 billion for state, local, and territorial governments.
- Transportation
  - $20 billion for public transit systems.
- Rental Assistance
  - Extends the eviction and foreclosure moratoriums through September 2021.
  - $30 billion to help low-income households who have lost jobs pay rent and utility bills.
  - $5 billion to states and localities to offer emergency housing for families facing homelessness.
- Stimulus Checks
  - Boosts direct payments to individuals to $2,000 for most Americans, on top of the $600 that Congress approved in December 2020.
  - Allows residents who are married to undocumented residents, and were previously barred in prior rounds, to receive stimulus payments.
- Small Businesses

  - Leverages $35 billion in government funds into $175 billion in low-interest loans to finance small businesses.
  - $15 billion in grants for small business employers.
- Vaccinations and Testing
  - $20 billion to create a national vaccine distribution program that would offer free shots to all U.S. residents.
  - Creates community vaccination centers and deploys mobile units for hard-to-reach areas.
  - $50 billion to ramp up testing efforts.
- Minimum Wage
  - Doubles the federal minimum wage to $15.
  - Seeks to end the tipped minimum wage used widely by restaurants and the hospitality industry.
- Tax Credits and Childcare
  - Expands tax credits for low- and middle- income families and makes them refundable for 2021.
  - Expands the child tax credit to $3,000 from $2,000 for each child 17 and younger. Children under age six would be eligible for $3,600.
  - $25 billion for a stabilization fund to help open child-care centers and $15 billion in grants to support essential workers in meeting childcare costs.

**US Census Update: Census Figures Delayed Again**

Due to delays caused by the coronavirus pandemic and last-minute scheduling changes by the Trump administration, the first set of 2020 census results were not ready for release by the December 31, 2020 deadline for numbers that determine representation in Congress and the Electoral College for the next decade. On January 18, 2021, Justice Department lawyers informed U.S. District Court Judge Lucy Koh that the Census Bureau's new internal target date for finalizing state population counts is March 6, 2021.

Thomas Wolf, senior counsel and Spitzer fellow with the Brennan Center's Democracy Program, is representing the plaintiffs, which include the National Urban League, the Black Alliance for Just Immigration, the League of Women Voters and jurisdictions in Texas, Washington, and California, in a lawsuit against the Trump administration over its shifting deadline for the 2020 Census. Plaintiffs say the change was politically motivated and will harm the accuracy of the count.

On January 20, 2021, President Biden took executive action to reverse the Trump administration's policy that excludes undocumented immigrants from the decennial U.S. Census. The executive order calls for all U.S. residents, in the country legally or not, to be counted in state population counts.

**FISCAL IMPACT:**
Work associated with the staff report on the February 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 - $74,999

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Information Only - No Action Required

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

**BACKGROUND:**

**SCAG executed the following Purchase Orders (PO's) more than $5,000 but less than $200,000**

| Vendor | PO Purpose | PO Amount |
|---|---|---|
| Royce Carlton Inc Dba ICM Speakers | FY21 Keynote Speaker for Economic Summit | $30,000 |
| Daily Journal Corporation | FY 21 FTIP Public Notice | $21,754 |
| The Justice Collective LLC | FY21 EID Trainings | $10,000 |
| Natalie A V Andres dba Hole Punch Design | Graphic Design Services | $9,750 |
| Softwareone Inc. | FY21 Adobe Software Renewal | $9,546 |
| Green Paradigm Consulting Inc | FY21 Clean Cities | $6,000 |

**SCAG executed the following Contract more than $25,000 but less than $200,000**

| Consultant/Contract # | Contract's Purpose | Contract Amount |
|---|---|---|

**SCAG executed the following Contract more than $25,000 but less than $200,000**

| Consultant/Contract # | Contract's Purpose | Contract Amount |
|---|---|---|
| 1. KTUA (20-044-C01) | The consultant shall provide services for a Sustainability Planning Grant for the Soboba Tribal Government. Specifically, the consultant shall develop an Active Transportation Plan (ATP) for the Tribal Government. The ATP shall help increase safe walking and biking among residents and visitors in the reservation. The ATP will also identify infrastructure and policy gaps, develop a comprehensive active transportation funding strategy as well as, infrastructure prioritization, and an implementation strategy. | $161,792 |
| 2. Toole Design Group, LLC (21-001-C01) | The consultant shall provide services for a Sustainability Planning Grant for the City of Avalon (City). Specifically, the consultant shall develop an Active Transportation Plan (Plan) for the City. | $108,650 |

**SCAG executed the Amendment more than $5,000 but less than $75,000**

| Consultant/Contract # | Amendment's Purpose | Amendment Amount |
|---|---|---|
| N/A | N/A | N/A |

**ATTACHMENT(S):**

1. Contract Summary 21-044-C01
2. Contract Summary 21-001-C01

# CONSULTANT CONTRACT NO. 20-044-C01

**Recommended Consultant:** KTUA

**Background & Scope of Work:** The consultant shall provide services for a Sustainability Planning Grant for the Soboba Tribal Government. Specifically, the consultant shall develop an Active Transportation Plan (ATP) for the Tribal Government. The ATP shall help increase safe walking and biking among residents and visitors in the reservation. The ATP will also identify infrastructure and policy gaps, develop a comprehensive active transportation funding strategy as well as, infrastructure prioritization, and an implementation strategy.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- Analyzing infrastructure and policy gaps and producing plans and policies that will further the goal of creating a safer environment for pedestrians and bicyclists in the community; and
- Improving mobility for people accessing schools, health services, tribal administrative offices, and residences.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians;

**Contract Amount:**

| | |
|---|---|
| **Total not to exceed** | **$161,792** |
| KTUA (prime consultant) | $100,500 |
| Katherine Padilla &Associates (subconsultant) | $31,292 |
| Placeworks (subconsultant) | $30,000 |

Note: KTUA originally proposed $167,827, but staff negotiated the price down to $161,792 without reducing the scope of work.

**Contract Period:** Notice to Proceed through January 22, 2022

**Project Number(s):** 225-4837X3.01 $161,792
Funding source(s): SCAG 2017 Active Transportation Local Planning Initiative (FY19 ATP Formula Funds) and Soboba in-kind match.

Funding of $161,792 is available in the FY 2020-21 budget, and any unspent funds as of July 1, 2021 are to be carried over and expected to be available in the FY 2021-22 budget, subject to budget availability.

**Request for Proposal (RFP):** SCAG staff notified 2,152 firms of the release of RFP 20-044 via SCAG's Solicitation Management System website. A total of 40 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

| | |
|---|---|
| **KTUA (2 subconsultants)** | **$167,827** |
| Alta Planning + Design, Inc. (no subconsultants) | $162,238 |

Attachment: Contract Summary 21-044-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating both proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Dorothy Le Suchkova (Project Manager), Senior Regional Planner Title, SCAG
Gail Carlson, Grant Administrator, Soboba Band of Luiseño Indians
Stephanie Gallegos, Associate Transportation Planner, Caltrans District 8
Brett Herritt, Public Safety Manager, Soboba Band of Luiseño Indians

**Basis for Selection:** The PRC recommended KTUA for the contract award because the consultant:

- Demonstrated the most relevant work experience on projects of similar size and scope, specifically the San Jacinto Trails Plan and San Jacinto Active Transportation Plan.
- Demonstrated the best technical approach, in particular their context-sensitive interim solutions approach for rural and tribal populations, accessible and user-friendly graphics, as well as culturally sensitive community and stakeholder engagement strategy; and
- Provided the best overall value for the level of effort proposed. KTUA provided a significantly higher number of hours (1,501) than the lower priced firm (1,178 ). While the overall proposed budget is higher than the other proposer, the cost per hour is significantly lower. This means that significantly more time will be dedicated to this project at a better per-hour value.

Although the other firm proposed a lower price, the PRC did not recommend the firm for contract award since the lower priced firm:

- Lacked detail oriented customized approach and graphic communications of KTUA's proposal
- Did not demonstrate the level of familiarity, breadth of experience, especially with projects of similar scope and size as did the selected consultant.

Attachment: Contract Summary 21-044-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

# CONSULTANT CONTRACT NO. 21-001-C01

**Recommended Consultant:** Toole Design Group, LLC

**Background & Scope of Work:** The consultant shall provide services for a Sustainability Planning Grant for the City of Avalon (City). Specifically, the consultant shall develop an Active Transportation Plan (Plan) for the City. The Plan shall help identify and develop future active transportation infrastructure projects for funding and implementation. The Plan will help further SCAG's regional transportation goals and strategies, including those outlined in Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These strategies will include developing a regional active transportation network; increasing the number of short trips taken by walking and biking; and encouraging the implementation of complete street policies.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- Encouraging Safe Routes to School improvements;
- Reducing the Vehicle Miles Traveled (VMT) by increasing opportunities for walking, bicycling and transit;
- Enhancing the pedestrian environment by providing a continuous network of pedestrian facilities and minimizing conflicts between pedestrians and vehicles;
- Enhancing bicycle facilities serving both residents and visitors to provide safe bicycle access throughout the community; and
- Enhancing wayfinding for pedestrians, bicyclists, and transit users.

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

**Contract Amount:** **Total not to exceed** **$108,650**

Toole Design Group, LLC (prime consultant)

**Contract Period:** November ??, 2020 through March 31, 2021

**Project Number:** 065-0137E.12 $108,650
Funding source: Transportation Development Act

Funding of $108,650 is available in the FY 2020-21 Overall Work Program (OWP) in Project Numbers 275-4823U7.05 and 275.4823E.05.

**Request for Proposal (RFP):** SCAG staff notified 1,330 firms of the release of RFP 21-001-C01 via SCAG's Solicitation Management System website. A total of 59 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

| | |
|---|---|
| **Toole Design Group, LLC (no subconsultants)** | **$108,650** |
| RRM Design Group (1 subconsultant) | $99,856 |
| Alta Planning + Design, Inc. (no subconsultants) | $149,977 |

Attachment: Contract Summary 21-001-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

| | |
|---|---|
| KOA Corporation (1 subconsultant) | $160,437 |
| KTUA (1 subconsultant) | $171,019 |
| VRPA Technologies, Inc. (1 subconsultant) | $349,495 |

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

Courtney Aguirre, Program Manager II (Project Manager), SCAG
Bob Greenlaw, Director of Public Works, City of Avalon
Jordan Monroe, Administrative Analyst, City of Avalon
Cuong Phu Trinh, Senior Transportation Planner, Active Transportation and Complete Streets, Caltrans District 7 - Office of Regional Planning

**Basis for Selection:** The PRC recommended Toole Design Group, LLC for the contract award because the consultant:

- Demonstrated the most experience developing Active Transportation Plans, including current work for Caltrans on Active Transportation Plans throughout the state;
- Demonstrated the best understanding of the project, specifically the need to balance the interests of residents with those of visitors, while sensitively engaging disadvantaged community members;
- Recognized the importance of developing a plan that results in projects that are competitive for statewide funding such as the Active Transportation Program; and
- Provided the best overall value for the level of effort proposed. Specifically, they provided the lowest average cost per hour and confirmed they would develop a total of three (3) concept plans and include six (6) locations for bike and pedestrian counts.

Although one other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm did not demonstrate the best level of effort in the area of staff hours, especially in the area of outreach, to satisfactorily complete the tasks in the scope of work.

Attachment: Contract Summary 21-001-C01 (Purchase Orders $5,000 - $199,999; Contracts $25,000 - $199,999 and Amendments $5,000 -

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

**To:** Executive/Administration Committee (EAC)
Regional Council (RC)

**From:** Cindy Giraldo, Chief Financial Officer,
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S APPROVAL**

Kome Ajise

**RECOMMENDED ACTION:**
Information Only - No Action

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

**AUDITS:**
**External Financial Audit**
Eide Bailly LLP, SCAG's outside independent auditor, has completed their audit of the FY 2019-20 Comprehensive Annual Financial Report (CAFR) and it was presented to the Audit Committee at its February 3, 2021 meeting. SCAG has received an unmodified opinion (the best possible) from Eide Bailly LLP. The FY 2019-20 CAFR can be found on the SCAG website at https://scag.ca.gov/financial-reports.

**MEMBERSHIP DUES:**
As of January 15, 2021, 149 cities and 4 counties had paid their FY21 dues. This represents 72.97% of the dues assessment. This leaves 39 cities and 2 counties yet to renew. Three cities are being recruited for membership. SCAG is in the process of reaching out to all members with outstanding dues, the goal being to complete collection by the end of January.

**BUDGET & GRANTS (B&G):**
Staff continued working on the FY 2020-21 2nd Quarter OWP Progress Report. This mid-year progress report for OWP projects is due to Caltrans on January 30, 2020.

On January 21, 2021, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY 2021-22 and reported accomplishments and progress on major projects in the current fiscal year. A draft OWP budget will be presented to the EAC and RC in March 2021.

Staff is preparing three grant applications for the FY 2021-22 Caltrans Sustainable Transportation Planning Grant Program for a total request of $0.9 million. The final grant applications will be submitted to Caltrans by February 12, 2021.

**CONTRACTS:**

In December 2020, the Contracts Department issued five (5) Request for Proposals; awarded seven (7) contracts; issued 20 contract amendments; and processed 21 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 147 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month's negotiated $71,079 in budget savings brings the Fiscal Year total to $813,681 in savings.

**ATTACHMENT(S):**

1. CFO Charts 020421

# Office of the Chief Financial Officer

## Monthly Status Report

**DECEMBER 2020**

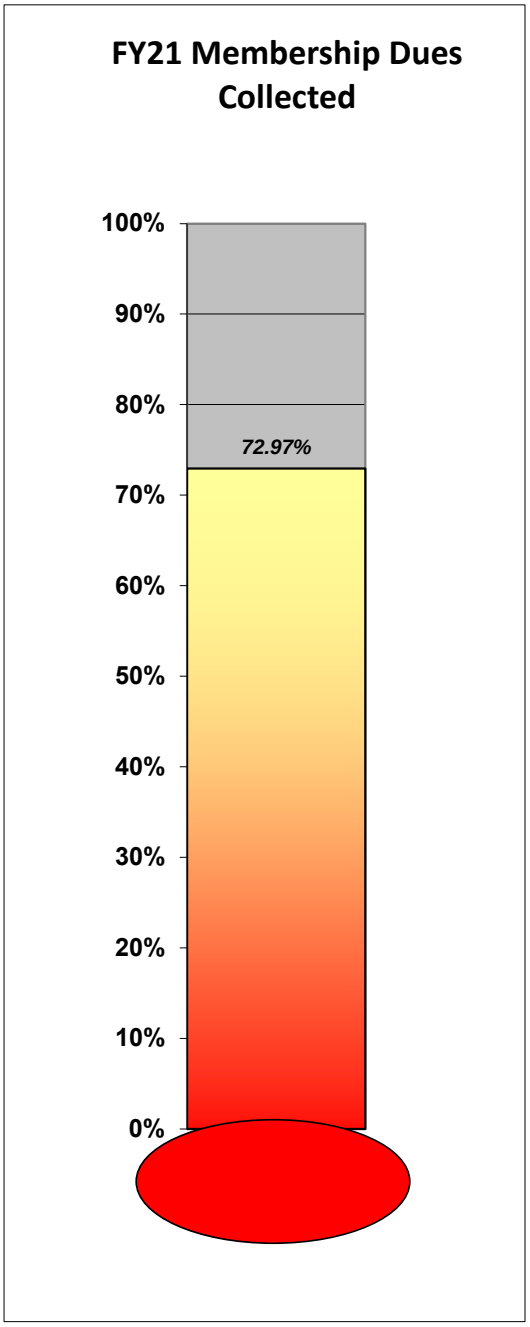
Attachment: CFO Charts 020421 (CFO Monthly Report)

## OVERVIEW

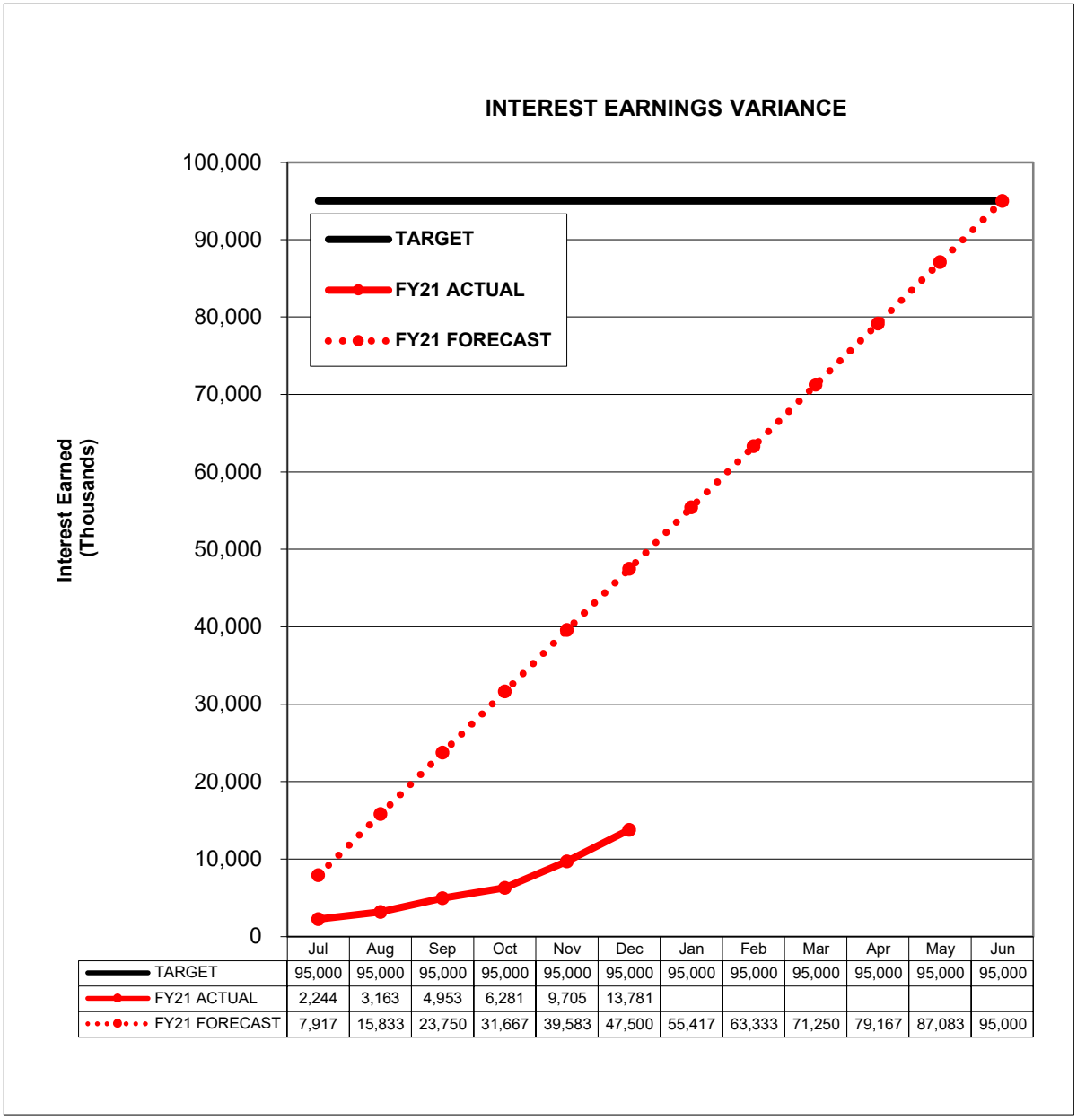
**As of January 15, 2021, 149 cities and 4 counties had paid their FY21 dues. This represents 72.97% of the dues assessment. This leaves 39 cities and 2 counties yet to renew. Three cities are being recruited for membership.**

## SUMMARY

| | | |
|---|---|---|
| FY21 Membership Dues | $ | 2,172,297 |
| Total Collected | $ | 1,585,061 |
| Percentage Collected | | 72.97% |




Attachment: CFO Charts 020421 (CFO Monthly Report)




| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TARGET | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 |
| FY21 ACTUAL | 2,244 | 3,163 | 4,953 | 6,281 | 9,705 | 13,781 | | | | | | |
| FY21 FORECAST | 7,917 | 15,833 | 23,750 | 31,667 | 39,583 | 47,500 | 55,417 | 63,333 | 71,250 | 79,167 | 87,083 | 95,000 |

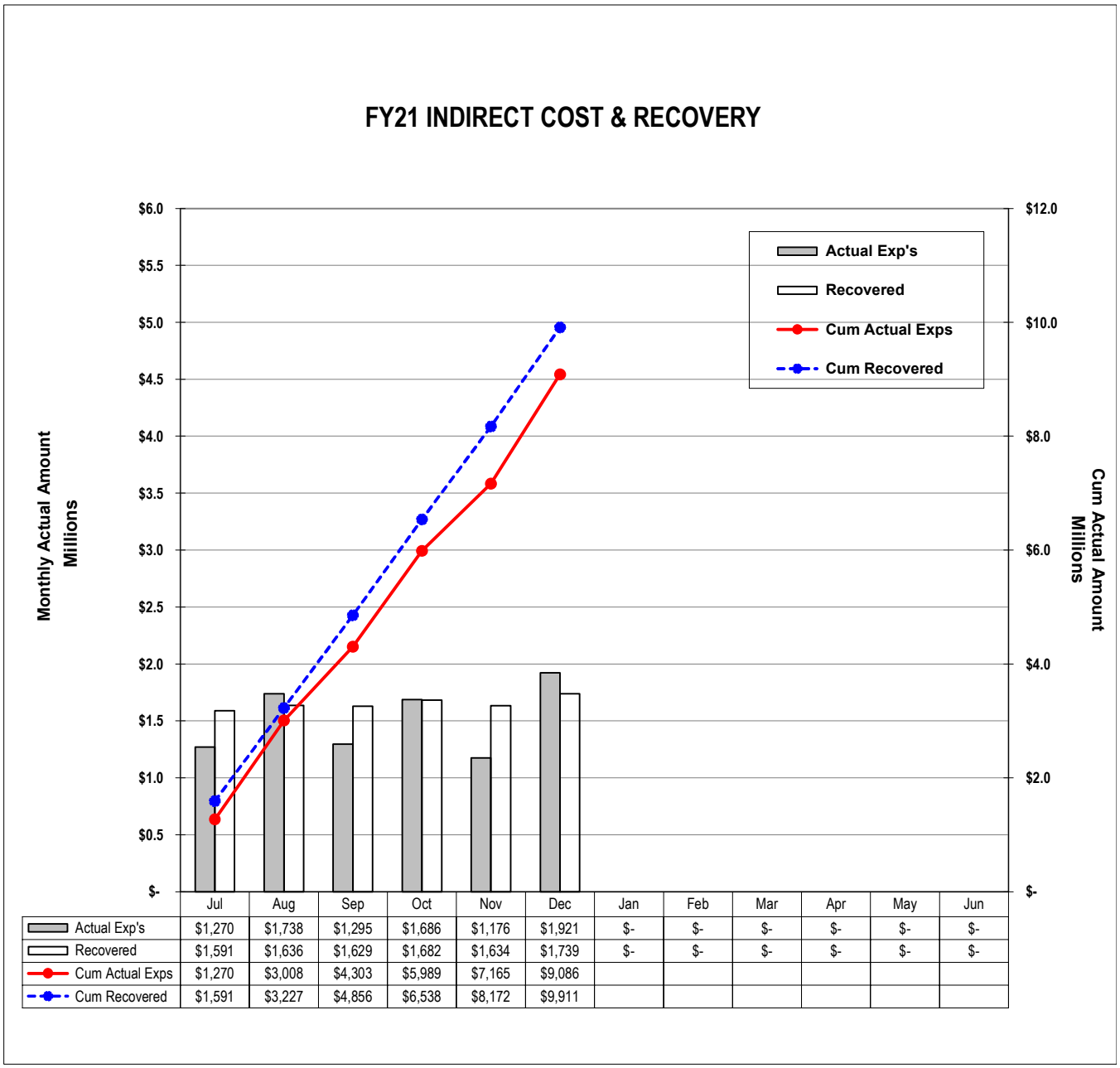
## OVERVIEW

Actual interest income is plotted against the target amount. The amount credited to SCAG's account through December was $13,781. The LA County Pool earned 0.61% in November.

## SUMMARY

Interest income is lower than anticipated due to lower than anticipated interest rates combined with lower cash balances at start of the fiscal year.

Attachment: CFO Charts 020421 (CFO Monthly Report)



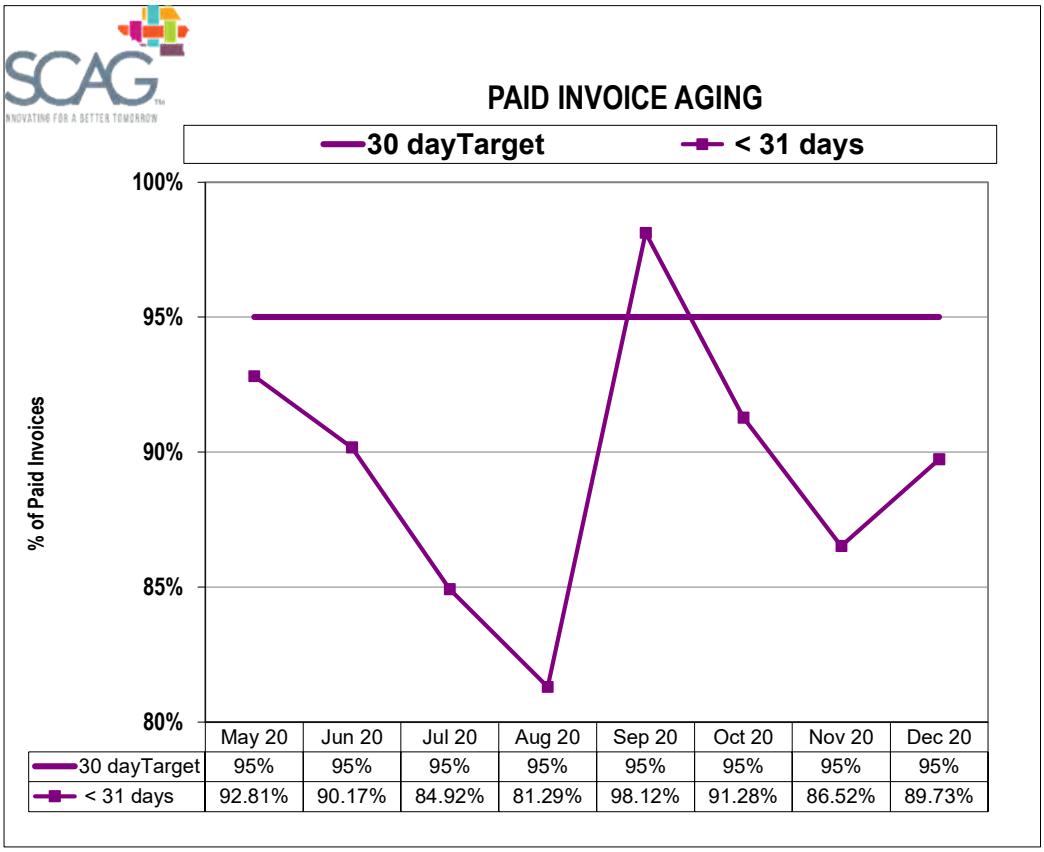

| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Actual Exp's | $1,270 | $1,738 | $1,295 | $1,686 | $1,176 | $1,921 | $- | $- | $- | $- | $- | $- |
| Recovered | $1,591 | $1,636 | $1,629 | $1,682 | $1,634 | $1,739 | $- | $- | $- | $- | $- | $- |
| Cum Actual Exps | $1,270 | $3,008 | $4,303 | $5,989 | $7,165 | $9,086 | | | | | | |
| Cum Recovered | $1,591 | $3,227 | $4,856 | $6,538 | $8,172 | $9,911 | | | | | | |

Attachment: CFO Charts 020421 (CFO Monthly Report)

Last edited on: 1/19/2021

**Office of the CFO**

*Invoice Aging*




| | May 20 | Jun 20 | Jul 20 | Aug 20 | Sep 20 | Oct 20 | Nov 20 | Dec 20 |
|---|---|---|---|---|---|---|---|---|
| 30 dayTarget | 95% | 95% | 95% | 95% | 95% | 95% | 95% | 95% |
| < 31 days | 92.81% | 90.17% | 84.92% | 81.29% | 98.12% | 91.28% | 86.52% | 89.73% |

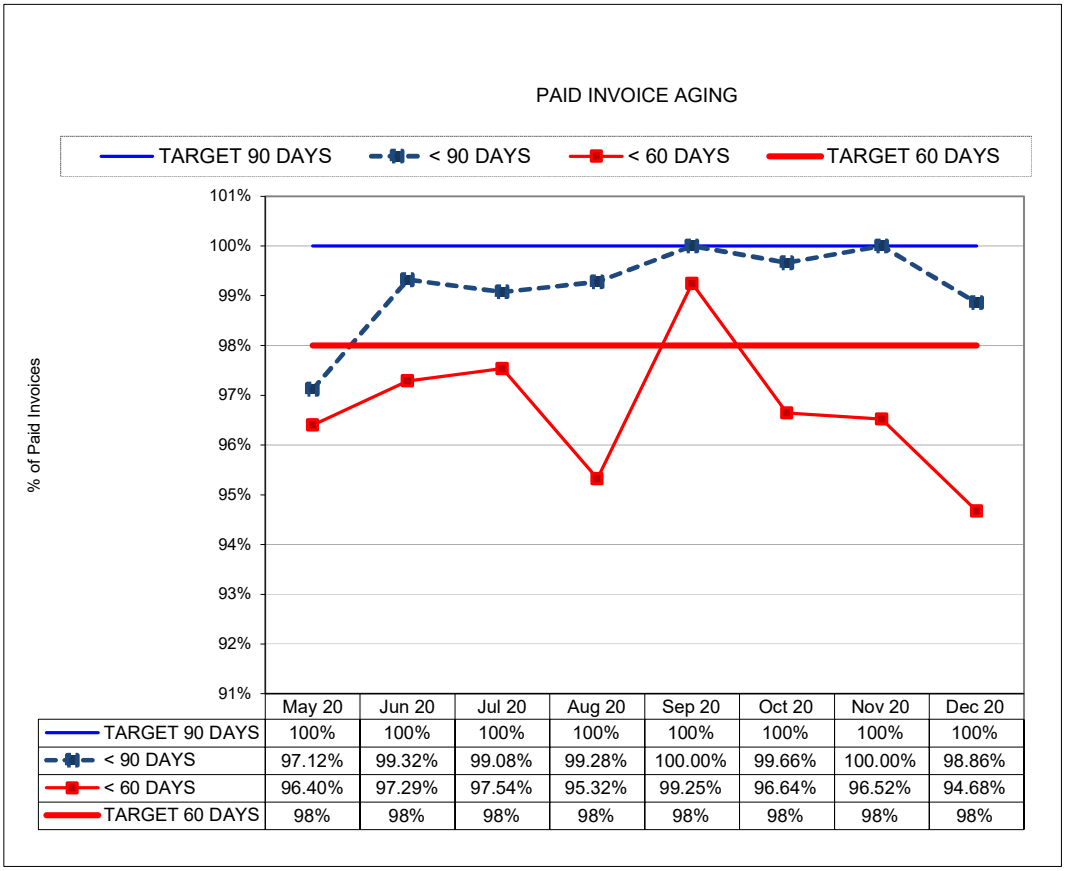
## OVERVIEW

**The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.**

## SUMMARY

**89.73% of December 2020's payments were made within 30 days of invoice receipt.**

**At month-end, 45 invoices remained unpaid less than 30 days.**




| | May 20 | Jun 20 | Jul 20 | Aug 20 | Sep 20 | Oct 20 | Nov 20 | Dec 20 |
|---|---|---|---|---|---|---|---|---|
| TARGET 90 DAYS | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| < 90 DAYS | 97.12% | 99.32% | 99.08% | 99.28% | 100.00% | 99.66% | 100.00% | 98.86% |
| < 60 DAYS | 96.40% | 97.29% | 97.54% | 95.32% | 99.25% | 96.64% | 96.52% | 94.68% |
| TARGET 60 DAYS | 98% | 98% | 98% | 98% | 98% | 98% | 98% | 98% |

## OVERVIEW

**The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.**

## SUMMARY

**These goals were not met during this period.**

**94.68% of December 2020's payments were within 60 days of invoice receipt and 98.86% within 90 days. Invoices unpaid 30-60 days totaled 17; 60-90 days: 6; >90 days: 12.**

Attachment: CFO Charts 020421 (CFO Monthly Report)

## Office of the CFO
*Consolidated Balance Sheet*

| | 11/30/2020 | 12/31/2020 | Incr (decr) to equity | COMMENTS |
|---|---|---|---|---|
| Cash at Bank of the West | $ 7,850,007 | $ 7,277,786 | | |
| LA County Investment Pool | $ 12,896,837 | $ 13,112,876 | | |
| Cash & Investments | $ 20,746,845 | $ 20,390,662 | $ (356,183) | Revenues of $7.02M and Expenses of $7.38M both on cash basis. |
| Accounts Receivable | $ 11,269,620 | $ 11,743,614 | $ 473,994 | Billings of $398K to SB1, $344K to REAP, $308K to FTA 5303, $158K to Cerritos, $149K to ATP, $58K to MSRC, and $34K to State Highway offset by payments of $368K from FHWA PL, $307K from ATP DCP and $295K from FHWA ATP. |
| Other Current Assets | $ 2,785,976 | $ 2,741,609 | $ (44,367) | Net amortization of $224K in prepaid expenses less IC fund over-recovery of $182K. |
| | | $ - | | |
| Fixed Assets - Net Book Value | $ 5,957,615 | $ 5,957,615 | $ - | No change. |
| Total Assets | $ 40,760,056 | $ 40,833,499 | $ 73,443 | |
| Accounts Payable | $ (736,270) | $ (782,282) | $ (46,012) | Processing of FY21 invoices delayed due to funding amendment delays. |
| Employee-related Liabilities | $ (424,730) | $ (669,112) | $ (244,381) | November had 6 unpaid working days while December had 9. |
| Deferred Revenue | $ (12,556,437) | $ (12,740,169) | $ (183,732) | Reclass of deferred revenues in the amount of $158K from C RSEP and $25K from VCTC. |
| Total Liabilities and Deferred Revenue | $ (13,717,438) | $ (14,191,563) | $ (474,125) | |
| **Fund Balance** | **$ 27,042,618** | **$ 26,641,936** | **$ (400,681)** | |

**WORKING CAPITAL**

| | 11/30/2020 | 12/31/2020 | Incr (decr) to working capital |
|---|---|---|---|
| Cash | $ 20,746,845 | $ 20,390,662 | $ (356,183) |
| Accounts Receivable | $ 11,269,620 | $ 11,743,614 | $ 473,994 |
| Accounts Payable | $ (736,270) | $ (782,282) | $ (46,012) |
| Employee-related Liabilities | $ (424,730) | $ (669,112) | $ (244,381) |
| **Working Capital** | **$ 30,855,464** | **$ 30,682,882** | **$ (172,583)** |

Attachment: CFO Charts 020421 (CFO Monthly Report)

**Office of the CFO**

*Fiscal Year-To-Date Expenditure Report Through December 31, 2020*

**COMPREHENSIVE BUDGET**

| | | | Adopted Budget | Amended Budget | Expenditures | Commitments | Budget Balance | % Budget Spent |
|---|---|---|---|---|---|---|---|---|
| 1 | | Staff & Allocated Fringe Benefits | 237,765 | 237,765 | 19,965 | - | 217,800 | 8.4% |
| 2 | 51001 | Allocated Indirect Costs | 311,548 | 311,548 | 26,150 | - | 285,398 | 8.4% |
| 3 | 54300 | SCAG Consultants | 327,000 | 319,000 | 93,840 | 218,369 | 6,791 | 29.4% |
| 4 | 54340 | Legal costs | 100,000 | 100,000 | 50,370 | 49,630 | 0 | 50.4% |
| 5 | 55210 | Software | 76,400 | 76,400 | 12,502 | - | 63,898 | 16.4% |
| 6 | 55441 | Payroll, bank fees | 15,000 | 15,000 | 4,532 | 10,468 | (0) | 30.2% |
| 7 | 55600 | SCAG Memberships | 116,000 | 116,000 | 67,368 | 4,045 | 44,587 | 58.1% |
| 8 | 55610 | Professional Membership | 11,500 | 11,500 | 3,557 | 957 | 6,986 | 30.9% |
| 9 | 55620 | Res mat/sub | 2,000 | 2,000 | 1,005 | - | 995 | 50.3% |
| 10 | 55860 | Scholarships | 36,000 | 44,000 | 44,000 | - | 0 | 100.0% |
| 11 | 55910 | RC/Committee Mtgs | 15,000 | 15,000 | - | - | 15,000 | 0.0% |
| 12 | 55912 | RC Retreat | 13,000 | 13,000 | - | - | 13,000 | 0.0% |
| 13 | 55914 | RC General Assembly | 611,500 | 611,500 | - | 28,281 | 583,219 | 0.0% |
| 14 | 55915 | Demographic Workshop | 28,000 | 28,000 | - | - | 28,000 | 0.0% |
| 15 | 55916 | Economic Summit | 85,000 | 85,000 | 46,740 | - | 38,260 | 55.0% |
| 16 | 55918 | Housing Summit | 20,000 | 20,000 | - | - | 20,000 | 0.0% |
| 17 | 55920 | Other Meeting Expense | 86,500 | 86,500 | 219 | 19,781 | 66,500 | 0.3% |
| 18 | 55xxx | Miscellaneous other | 67,260 | 67,260 | 5,189 | 244 | 61,826 | 7.7% |
| 19 | 55940 | Stipend - RC Meetings | 195,000 | 195,000 | 94,850 | - | 100,150 | 48.6% |
| 20 | 56100 | Printing | 10,000 | 10,000 | - | - | 10,000 | 0.0% |
| 21 | 58100 | Travel - outside SCAG region | 77,500 | 77,500 | - | - | 77,500 | 0.0% |
| 22 | 58101 | Travel - local | 47,500 | 47,500 | - | - | 47,500 | 0.0% |
| 23 | 58110 | Mileage - local | 31,500 | 31,500 | - | - | 31,500 | 0.0% |
| 24 | 58150 | Travel Lodging | 13,000 | 13,000 | - | - | 13,000 | 0.0% |
| 25 | 58800 | RC Sponsorships | 150,000 | 150,000 | 33,973 | - | 116,027 | 22.6% |
| 26 | | **Total General Fund** | **2,683,973** | **2,683,973** | **504,261** | **331,775** | **1,847,937** | **18.8%** |
| 27 | | | | | - | | | |
| 28 | | Staff & Allocated Fringe Benefits | 16,803,872 | 16,803,872 | 7,546,756 | - | 9,257,116 | 44.9% |
| 29 | 51001 | Allocated Indirect Costs | 22,010,306 | 22,010,306 | 9,884,741 | - | 12,125,565 | 44.9% |
| 30 | 54300 | SCAG Consultants | 30,910,906 | 32,844,214 | 3,290,491 | 14,434,247 | 15,119,475 | 10.0% |
| 31 | 54302 | Non-Profits/IHL | 705,601 | 705,601 | 68,718 | 284,322 | 352,561 | 9.7% |
| 32 | 54303 | Consultants TC - FTA 5303 | 6,919,788 | 6,919,788 | 380,091 | 1,401,195 | 5,138,502 | 5.5% |
| 33 | 54340 | Legal Services - FTA 5303 | 50,000 | 50,000 | 36,720 | 13,280 | 0 | 73.4% |
| 34 | 54360 | Pass-through Payments | 3,031,153 | 9,191,406 | - | 7,191,406 | 2,000,000 | 0.0% |
| 35 | 55210 | Software Support | 250,000 | 250,000 | 152,564 | - | 97,436 | 61.0% |
| 36 | 55250 | Cloud Services | 2,122,030 | 2,122,030 | 93,152 | 147,056 | 1,881,821 | 4.4% |
| 37 | 5528x | Third Party Contributions | 5,569,260 | 5,539,601 | 2,056,722 | - | 3,482,879 | 37.1% |
| 38 | 55310 | F&F Principal | 251,852 | 251,852 | 124,399 | 126,783 | 670 | 49.4% |
| 39 | 55315 | F&F Interest | 19,237 | 19,237 | 10,693 | 8,544 | 0 | 55.6% |
| 40 | 55320 | AV Principal | 141,160 | 141,160 | 69,622 | 71,538 | 0 | 49.3% |
| 41 | 55325 | AV Interest | 4,567 | 4,567 | 2,518 | 2,049 | 0 | 55.1% |
| 42 | 55415 | Off Site Storage | - | 476 | 476 | - | (0) | 100.0% |
| 43 | 55xxx | Office Expenses | - | 159 | 159 | - | 0 | 100.0% |
| 44 | 55520 | Hardware Supp | 5,000 | 5,000 | - | - | 5,000 | 0.0% |
| 45 | 55580 | Outreach/Advertisement | 50,000 | 50,000 | 7,406 | 21,018 | 21,576 | 14.8% |
| 46 | 55620 | Resource Materials - subscrib | 610,000 | 610,000 | 115,555 | 5,441 | 489,005 | 18.9% |
| 47 | 55730 | Capital Outlay | 100,000 | 100,000 | 33,282 | 20,697 | 46,022 | 33.3% |
| 48 | 55810 | Public Notices | 95,000 | 95,000 | 21,685 | 4,087 | 69,229 | 22.8% |
| 49 | 55830 | Conf. Registration | 4,000 | 4,000 | 135 | 2,742 | 1,123 | 3.4% |
| 50 | 55920 | Other Meeting Expense | 23,250 | 22,000 | - | - | 22,000 | 0.0% |
| 51 | 55930 | Miscellaneous | 1,925,394 | 221,256 | 50 | 19,354 | 201,852 | 0.0% |
| 52 | 55931 | Misc Labor - TDA | | 255,239 | 599 | - | 254,640 | 0.2% |
| 53 | 55932 | Misc Labor, Future - TDA | | 1,305,763 | - | - | 1,305,763 | 0.0% |
| 54 | 55950 | Temp Help | | 31,379 | 31,379 | (0) | (0) | 100.0% |
| 55 | 56100 | Printing | 17,000 | 17,000 | 436 | - | 16,564 | 2.6% |
| 56 | 58xxx | Travel | 245,466 | 243,516 | - | - | 243,516 | 0.0% |
| 57 | 59090 | Exp - Local Other | 877,163 | 40,011,607 | - | - | 40,011,607 | 0.0% |
| 58 | | **Total OWP & TDA Capital** | **92,742,005** | **139,826,029** | **23,928,348** | **23,753,759** | **92,143,922** | **17.1%** |
| 59 | | | | | - | | | |
| 60 | | **Comprehensive Budget** | **95,425,978** | **142,510,002** | **24,432,610** | **24,085,534** | **93,991,859** | **17.1%** |

Attachment: CFO Charts 020421 (CFO Monthly Report)

## Office of the CFO

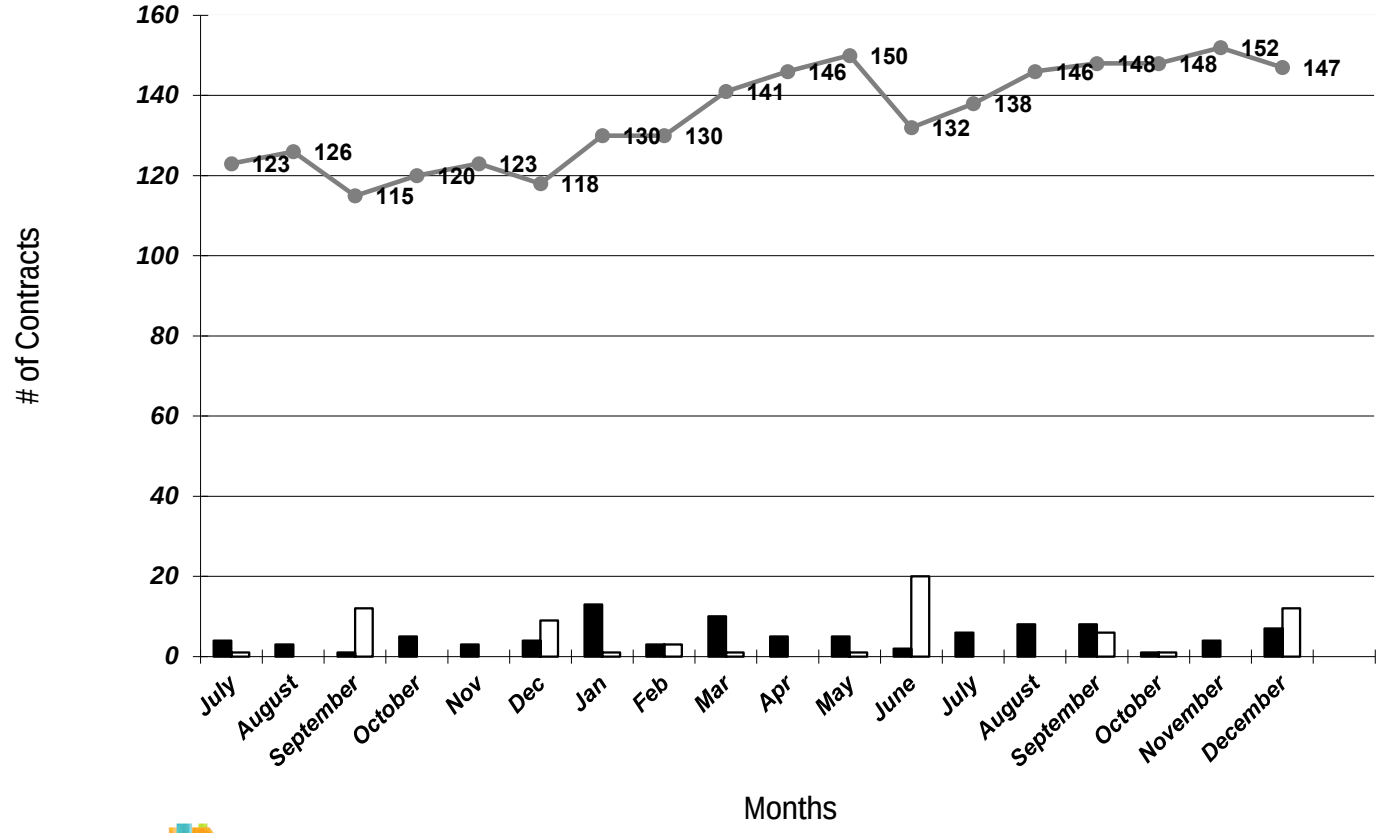
*Fiscal Year-To-Date Expenditure Report Through December 31, 2020*

### INDIRECT COST EXPENDITURES

| | | | Adopted Budget | Amended Budget | Expenditures | Commitments | Budget Balance | % Budget Spent |
|---|---|---|---|---|---|---|---|---|
| 1 | 50010 | Regular Staff | 6,854,986 | 6,854,986 | 3,350,783 | | 3,504,203 | 48.9% |
| 2 | 50013 | Regular OT | 1,000 | 1,000 | 376 | | 624 | 37.6% |
| 3 | 50014 | Interns, Temps, Annuit | 78,000 | 78,000 | 55,846 | | 22,154 | 71.6% |
| 4 | 50030 | Severance | 80,000 | 80,000 | - | | 80,000 | 0.0% |
| 5 | 51xxx | Allocated Fringe Benefits | 5,486,258 | 5,486,258 | 2,489,413 | - | 2,996,845 | 45.4% |
| 6 | 54300 | SCAG Consultants | 768,300 | 768,300 | 65,168 | 278,384 | 424,749 | 8.5% |
| 7 | 54301 | Consultants - Other | 1,318,000 | 1,242,907 | 450,898 | 792,009 | 0 | 36.3% |
| 8 | 54340 | Legal | 40,000 | 111,590 | 111,589 | 0 | 0 | 100.0% |
| 9 | 55210 | Software Support | 1,279,900 | 1,279,900 | 393,987 | 52,073 | 833,839 | 30.8% |
| 10 | 55220 | Hardware Supp | 2,715,000 | 2,715,000 | 221,960 | 154,663 | 2,338,377 | 8.2% |
| 11 | 55240 | Repair & Maint Non-IT | 26,500 | 26,500 | 5,842 | 20,658 | 0 | 22.0% |
| 12 | 55270 | Software Purchases | | 1,243 | 1,243 | - | 0 | 100.0% |
| 13 | 55315 | F&F Interest | 8,078 | 8,078 | 4,491 | - | 3,587 | 55.6% |
| 14 | 55325 | AV Interest | 14,111 | 14,111 | 7,779 | - | 6,332 | 55.1% |
| 15 | 55400 | Office Rent DTLA | 2,192,805 | 2,192,805 | 1,335,021 | 857,785 | (0) | 60.9% |
| 16 | 55410 | Office Rent Satellite | 260,000 | 260,000 | 67,145 | 103,055 | 89,800 | 25.8% |
| 17 | 55415 | Offsite Storage | 5,000 | 5,000 | 1,854 | 3,146 | (0) | 37.1% |
| 18 | 55420 | Equip Leases | 100,000 | 100,000 | 16,196 | 55,312 | 28,492 | 16.2% |
| 19 | 55430 | Equip Repairs & Maint | 1,000 | 1,690 | 1,690 | - | 1 | 100.0% |
| 20 | 55435 | Security Services | 100,000 | 100,000 | - | 100,000 | 0 | 0.0% |
| 21 | 55440 | Insurance | 285,931 | 285,931 | 190,907 | - | 95,024 | 66.8% |
| 22 | 55441 | Payroll / Bank Fees | 15,000 | 15,000 | 4,912 | 10,088 | (0) | 32.7% |
| 23 | 55445 | Taxes | 5,000 | 5,000 | 541 | 2,950 | 1,509 | 10.8% |
| 24 | 55460 | Mater & Equip < $5,000 * | 64,000 | 64,000 | 3,535 | - | 60,465 | 5.5% |
| 25 | 55510 | Office Supplies | 73,800 | 73,800 | 10,552 | 63,249 | (0) | 14.3% |
| 26 | 55520 | Graphic Supplies | 4,000 | 4,000 | - | - | 4,000 | 0.0% |
| 27 | 55530 | Telephone | 195,000 | 195,000 | 82,289 | 81,666 | 31,045 | 42.2% |
| 28 | 55540 | Postage | 10,000 | 10,000 | 90 | 9,910 | 0 | 0.9% |
| 29 | 55550 | Delivery Svc | 5,000 | 5,000 | 4,959 | 41 | 0 | 99.2% |
| 30 | 55600 | SCAG Memberships | 92,200 | 92,200 | 29,155 | 25,000 | 38,045 | 31.6% |
| 31 | 55610 | Prof Memberships | 1,500 | 1,500 | - | - | 1,500 | 0.0% |
| 32 | 55611 | Prof Dues | 1,350 | 1,350 | - | - | 1,350 | 0.0% |
| 33 | 55620 | Res Mats/Subscrip | 60,300 | 60,300 | 29,297 | 6,726 | 24,278 | 48.6% |
| 34 | 55630 | COVID Facility Expenses | | 1,570 | 1,570 | | (0) | 100.0% |
| 35 | 55700 | Deprec - Furn & Fixt | 185,000 | 185,000 | - | - | 185,000 | 0.0% |
| 36 | 55720 | Amortiz - Leasehold Improvements | 75,000 | 75,000 | - | - | 75,000 | 0.0% |
| 37 | 55800 | Recruitment Notices | 25,000 | 25,000 | 12,924 | 12,076 | 0 | 51.7% |
| 38 | 55801 | Recruitment - other | 45,000 | 45,000 | 9,043 | 20,457 | 15,500 | 20.1% |
| 39 | 55810 | Public Notices | 2,500 | 2,500 | - | - | 2,500 | 0.0% |
| 40 | 55820 | In House Training | 30,000 | 30,000 | 2,750 | 10,000 | 17,250 | 9.2% |
| 41 | 55830 | Networking Meetings/Special Events | 20,000 | 20,000 | 327 | - | 19,673 | 1.6% |
| 42 | 55840 | Training Registration | 65,000 | 65,000 | 34,735 | - | 30,265 | 53.4% |
| 43 | 55920 | Other Mtg Exp | 2,500 | 2,500 | 1,000 | - | 1,500 | 40.0% |
| 44 | 55950 | Temp Help | 106,000 | 106,000 | 76,741 | 29,259 | 0 | 72.4% |
| 45 | 55xxx | Miscellaneous - other | 26,500 | 26,500 | - | - | 26,500 | 0.0% |
| 46 | 56100 | Printing | 23,000 | 23,000 | 8,384 | 14,615 | 0 | 36.5% |
| 47 | 58100 | Travel - Outside | 83,300 | 83,300 | - | - | 83,300 | 0.0% |
| 48 | 58101 | Travel - Local | 20,000 | 20,000 | 625 | - | 19,375 | 3.1% |
| 49 | 58110 | Mileage - Local | 23,500 | 23,500 | - | - | 23,500 | 0.0% |
| 50 | 58120 | Travel Agent Fees | 3,000 | 3,000 | - | - | 3,000 | 0.0% |
| 51 | | **Total Indirect Cost** | **22,877,319** | **22,877,319** | **9,085,616** | **2,703,122** | **11,088,581** | **39.7%** |

Attachment: CFO Charts 020421 (CFO Monthly Report)

# SCAG Contracts
## (Year to Date)




Overview
This chart shows the number of contracts administered by the Contracts division, by month, from July 2019 thru December 2020


Summary
As illustrated on the chart, the Contracts Department is currently managing a total of 147 contracts. Fifty-one (51) are Cost Plus Fee contracts; Sixty-one (61) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-seven (37) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately seventy (40) contracts for FY 2020-21. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.


Attachment: CFO Charts 020421 (CFO Monthly Report)

**Office of the CFO**

*Staffing Report as of January 1, 2021*

| GROUPS | Authorized Positions | Filled Positions | Vacant Positions |
|---|---|---|---|
| **Executive Office** | 9 | 9 | 0 |
| **Human Resources** | 6 | 5 | 1 |
| **Legal Services** | 2 | 1 | 1 |
| **Finance** | 24 | 22 | 2 |
| **Information Technology** | 26 | 21 | 5 |
| **Policy & Public Affairs** | 21 | 18 | 3 |
| **Planning & Programs** | 88 | 72 | 16 |
| **Total** | **176** | **148** | **28** |

**OTHER POSITIONS**

| GROUPS | Interns or Volunteers | Temp Positions | Agency Temps |
|---|---|---|---|
| **Executive Office** | 0 | 0 | 0 |
| **Human Resources** | 0 | 0 | 0 |
| **Finance** | 0 | 1 | 2 |
| **Policy & Public Affairs** | 0 | 0 | 0 |
| **Information Technology** | 0 | 0 | 0 |
| **Planning & Programs** | 9 | 1 | 1 |
| **Total** | **9** | **2** | **3** |

Attachment: CFO Charts 020421 (CFO Monthly Report)