

# South Bay Cities Council of Governments

## Infrastructure Working Group (IWG)

### AGENDA

Wednesday, November 10, 2021

12:00 pm – 1:30 pm

NOTE: The meeting will be conducted via Zoom

#### ACCESSING THE MEETING:

After registering, you will receive a confirmation email containing information about joining the meeting.

<https://zoom.us/meeting/register/tJrcO6upzspHdLDLZ9Ir5zxqSncddlZY9ww>

**Future IWG meetings are scheduled to be held:**

**December 8, 2021 (Public)    January 12, 2021 (Public)**

- 12:00 pm      October 13, 2021 IWG Meeting Notes (Attachment A) – Receive and File**
- 12:02 pm      Agency & Other Update Reports**
- **SBCCOG Program Update** – Jacki Bacharach
  - **L.A. County DPW – South Bay Traffic Forum Update**
  - **L.A. Metro Updates**
    - **L.A. Metro Board Actions**
    - **Metro TAC & Streets and Freeway Subcommittee Actions**
      - Volunteers for TAC Representatives – please contact SBCCOG if interested
  - **Caltrans South Bay Projects Update**
- 12:20 pm      Measure R and Measure M Updates – Steve Lantz**
- **FY22-23 Measure R & Measure M South Bay Metro Budget Request Process Update**
- 12:30 pm      Updates on Local Travel Network Implementation: Corridor Development and Planning – SBCCOG staff**
- 12:40 pm      Updates on South Bay Fiber Network Implementation – SBCCOG staff**
- 12:50 pm      “Dig Once” policy roundtable discussion**
- **CalSTA Dig Once White Paper *circa 2017* (Attachment B)**
- 1:05 pm      2022 IWG meetings: presentations & topics roundtable discussion**
- 1:15 pm      November SBCCOG Transportation Update (Attachment C)**
- 1:20 pm      3-Month Look Ahead (Attachment D)**
- 1:25 pm      Announcements / Adjournment**

**NOTE:** To propose an item for the December 8<sup>th</sup> agenda, e-mail to [DavidL@southbaycities.org](mailto:DavidL@southbaycities.org) by November 29<sup>th</sup>, 2021.

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**South Bay Cities Council of Governments  
Infrastructure Working Group Meeting Notes – October 13, 2021 (Held via Zoom)**

**Attendees:** Chair Ted Semaan (Redondo Beach); Kevin Kwak (Gardena); Julian Lee (Lawndale); Erick Lee, Prem Kumar & Erik Zandvliet (Manhattan Beach); Art Reyes (Torrance); Jimmy Shih (Caltrans); John Ickis, Maggie Cheung (LACDPW); Asia Powell (CPUC); Mark Dierking (Metro); Steve Lantz, Aaron Baum, Amina Karwa & David Leger (SBCCOG); Marie Marston (Civil Works Engineering); Alan Clelland (DKS); Vikas Manocha (Econolite); Rawad Hani (Gentec Solutions); Wayne Richardson (HDR); Vigger Davidian (Iteris); Melissa Hewitt (Kimley-Horn); Marc Violett (Michael Baker Intl); Melanie Wolfe (Tucows); Diego Cadena (WKE)

I. **Self-Introductions and Approval of September 8, 2021 IWG Meeting Notes** – Mr. Semaan called the meeting to order at 12:04 pm. The September 8, 2021 meeting notes were approved without objection.

II. **Agency & Other Update Reports**

A. SBCCOG: Mr. Leger reported that the SBCCOG’s Steering Committee will be recommending a list of projects for Measure H Homeless Innovation funding to the SBCCOG Board this month. Mr. Baum also announced that the SBCCOG’s 2022 General Assembly will be taking place on March 24<sup>th</sup> at the Carson Community Center.

B. South Bay Traffic Forum (LACDPW): Mr. Ickis reported on various County ITS and TSSP projects in the South Bay. Inventory has been completed for Carson and Hawthorne Centracs projects, with controllers expected to be ordered in November. The South Bay ITS project is nearing completion, but additional work is needed for the pedestrian mobile application due to some technical issues during testing. The full list of detailed updates is available in the written report here:

[https://southbaycities.org/wp-content/uploads/2021/07/HANDOUT\\_ITS-TSSP-status-October-2021-Final.pdf](https://southbaycities.org/wp-content/uploads/2021/07/HANDOUT_ITS-TSSP-status-October-2021-Final.pdf)

C. LA Metro

1) LA Metro Board Actions – no updates provided

2) Metro TAC & Streets and Freeways Subcommittee

Mr. Zandvliet reported that the Metro Streets and Freeways Subcommittee met in September and appointed Aaron Baum as the Bicycle Coordinator alternate to the subcommittee. The group also received presentations on the I-710 Corridor Improvement Project as well as updates on several Metro programs. The subcommittee meetings will now take place at 9:30am on the 3<sup>rd</sup> Thursday of the month.

There was no Metro TAC update provided.

D. Caltrans South Bay Projects

Mr. Shih noted there were no project updates since last month. The CTC will be holding project workshop for the Local Partnership Program, registration is available on the CTC website.

III. **Measure R and Measure M Updates**

– **Measure R South Bay Transit Investment Program approval**

Mr. Lantz shared that the Metro Board recently approved the Measure R South Bay Transit Investment Program list of projects. Funding agreements can now be executed.

– **Measure M MSP Program Approval**

Mr. Leger reminded lead agencies with new Measure M funding to return the completed Financial Readiness Forms for the newly approved MSP projects.

– **City one-on-one meetings update & FY22-23 Measure R & Measure M South Bay Metro budget Request Process**

Mr. Lantz provided an update on the Measure R and Measure M annual process and reminded lead agency staff to reach out to Mr. Leger to schedule one-on-one meetings if they had not already done so. Applications for funding augmentation or scope changes to existing projects as well as new projects are due to David Leger by December 1<sup>st</sup>.

IV. **Update on Local Travel Network Implementation: Corridor Development and Planning**

Mr. Baum shared that the SBCCOG has identified two corridors to begin implementing the project. One consists of

the cities of Hawthorne, Gardena, and Lawndale, while the other is in Hermosa Beach, Manhattan Beach, Redondo Beach, and El Segundo. SBCCOG staff will be meeting with city staff in the identified corridors to further refine the route network and review city-specific processes to formally adopt the routes in preparation for a Measure M project application to implement the project.

V. **Update on South Bay Fiber Network Implementation**

Mr. Baum reported that the network is up and running. All cities have been connected at one or more sites. The SBCCOG is on track to complete the project by June 2022 as a final list of sites are being considered for inclusion, including the Torrance Regional Transit Center. The SBCCOG is simultaneously working on opportunities to expand the use of the network, including additional transportation applications and potential business/economic development opportunities. The SBFN Working Group will be meeting October 18<sup>th</sup> and will be hearing a presentation on micro-trenching.

VI. **Discussion on return to in-person meetings/poll results**

Mr. Leger shared the poll results that were received in response to the question about returning to in-person meetings. A poll was also conducted during the meeting and the group was split about returning to in-person meetings but the consensus was that the issue should be re-visited after the new year.

VII. **October 2021 SBCCOG Transportation Update** – Received and filed.

VIII. **Three-Month Look Ahead** – Received and filed.

Mr. Lantz noted that Metro has started its Fareless System Initiative (FSI) Phase 1 which provides free transit service for K-12 and Community College students in participating districts. The Board will also consider allowing children age 5 and under to ride free. The FSI program is currently a 20-month pilot program while Metro considers opportunities to fund the project long-term as well as expand it to other groups of riders.

Mr. Dierking announced that the Metro C (Green) Line extension to Torrance is currently holding virtual walking tours available on the Metro website.

IX. **Announcements & Adjournment**

Mr. Semaan adjourned the meeting at 12:34 p.m. until November 10th, 2021 (public meeting). To propose an item for the agenda, please email David Leger ([DavidL@southbaycities.org](mailto:DavidL@southbaycities.org)) by November 2, 2021.

# DIG ONCE

## Policies and Best Practices

“Dig Once” includes policies and/or practices that minimize the number and scale of excavations when installing telecommunications infrastructure in highway rights-of-way.

- Federal Highway Administration

Kelli Hughes

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## Introduction

California Legislation (AB 1549) requires the Department of Transportation to notify companies working on broadband deployment of Department-led highway construction projects and authorizes those companies to coordinate with the Department on conduit installation. By January 1, 2018 the Department must develop guidelines to facilitate the installation of broadband conduit on state highway rights-of-way.

Many other states have policies and/or practices to facilitate joint highway and utility planning. One such policy, Dig Once, is used to minimize the number and scale of excavations when installing telecommunications infrastructure. The two main benefits are lower costs of infrastructure deployment when completed in conjunction with other infrastructure improvements, and promoting and facilitating integration of broadband infrastructure as part of local and regional economic development initiatives.

Interpretation of this policy varies widely from vague coordination initiatives to strict requirements for conduit deployment in street excavation projects. Most states which have enacted this policy lean toward providing coordination guidelines, however, some cities have explicit ordinances to combine broadband deployment efforts with transportation and utility projects in roadways. This report analyzes city and state implementation of Dig Once policies and practices, as well as, provides information from the Federal Highway Association's (FHWA) research on best practices and other policies accompanying Dig Once. This report aims to inform where and how dig once policies are implemented and how they are successful.

## Current Policy

### Maryland

Summary: Maryland DOT coordinates with internet providers and local utilities to install conduit for future use and provides ROW access without charge to certain entities. Through resource sharing, the state has been able to achieve interoperability and reduce capital costs for communications infrastructure.

- Reduce capital costs for communications infrastructure
- The private entity installs and maintains the conduit.
- Agreements with Private ISP's
  - Majority of private ISP's install and maintain the conduit
- Sharing highway ROW's for monetary or in-kind compensation may include communications or IT equipment provided to Maryland State Highway Administration (MSHA) or exclusive allocation of fiber optic cables to MSHA
- ROW available without charge (until 2020)
- ROW valuing:
  - The fair market value or rent of ROW was not easy to quantify; generally fiber exchanged for use of fiber has worked best for the state
- Recommendations provided by the State
  - Encourage the use of trenchless technologies (e.g. Maryland uses horizontal directional drilling methods for most construction projects).
  - Install conduit for future use
  - If the conduit is installed and owned by a private entity, leasing rates remain competitive - may request the private entity install additional conduit to be owned by the city/state (as in the Boston approach), so that the public entity may rent out the conduit at competitive rates
  - Identify environmentally-sensitive areas early

### Minnesota

Summary: The state promotes broadband conduit coordination between the DOT and private entities, connects broadband infrastructure to ITSs and co-locates fiber/conduit in the same trench with other utilities. Their policy includes a competitive process which allows providers to install infrastructure when the ROW is open for utility work.



- Statutes on Broadband: See 116J.39 – 116J.40 <https://www.revisor.mn.gov/statutes/?id=116J>
- Coordination of Broadband Infrastructure Development (2013)
  - “The office shall, in collaboration with the Department of Transportation and private entities, encourage and coordinate "dig once" efforts for the planning, relocation, installation, or improvement of broadband conduit within the right-of-way in conjunction with any current or planned construction, including, but not limited to, trunk highways and bridges.”
  - Encourage and assist local units of government to adopt and implement policies similar to those.
  - One trench may include conduit/fiber for city, county, state, school levels and additional unused strands for future use.
  - Connects fiber infrastructure to city/county ITS
  - Dakota County installs fiber for State’s network backbone
    - State provides maintenance and operations

## Illinois

Summary: Illinois DOT and ISPs collaborates to install fiber in new state-funded construction which includes trenching. The DOT issues public bidding notices explicitly citing the need for conduit or cable. The state has also successfully combined water and broadband projects to reduce costs.

- Public bidding notices must describe the need for fiber-optic conduit or cable
- Either department may permit a third party to manage the fiber and conduit leasing<sup>1</sup>
- Water and broadband combined projects:
  - See Chicago below

## Nevada

Summary: Nevada promotes the policy through local model guidelines and recently passed legislation which allows the DOT to enter into agreements with telecoms and establishes procedures for the valuation of in-kind compensation paid by telecoms to the department for the ROW access they receive.

Nevada passed SB 53 on May 25, 2017<sup>2</sup>:

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<sup>1</sup> Illinois General Assembly. “Installation of fiber-optic network conduit”. 13 July 2009.

<http://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=060500050K9-131>

<sup>2</sup> Nevada Legislation SB 53. May 2017. <https://www.leg.state.nv.us/App/NELIS/REL/79th2017/Bill/4693/Overview>

- Authorizes the DOT to grant longitudinal access to ROW for telecoms
- Telecoms required to fairly compensate DOT
  - In-kind compensation for ROW access
  - DOT agreements for telecoms to use spare conduit

\*New policy has not been implemented and no agreements have been made to date.

Previous collaboration between DOT and broadband:

- Digital 395 Project – California Broadband Cooperative (CA and NV)

## Utah

Summary: UDOT has facilitated cooperative fiber and conduit trades with broadband service providers to expand its communications network across the state without major capital investment. UDOT's approach to deploying broadband has also advanced ITS initiatives in the state, as well as promoted economic growth by enabling access to broadband in both urban and rural areas. Through frequent meetings with telecoms, creating open ROW's, extensive information sharing and trading assets with telecoms, the state has doubled their network, which now includes 900 miles of conduit owned by the DOT and about 1,000 miles obtained through trades. These public-private partnerships have saved the state and taxpayers millions of dollars. Regional Broadband Planning councils were created to develop strategic plans to address local needs and provided recommendations.

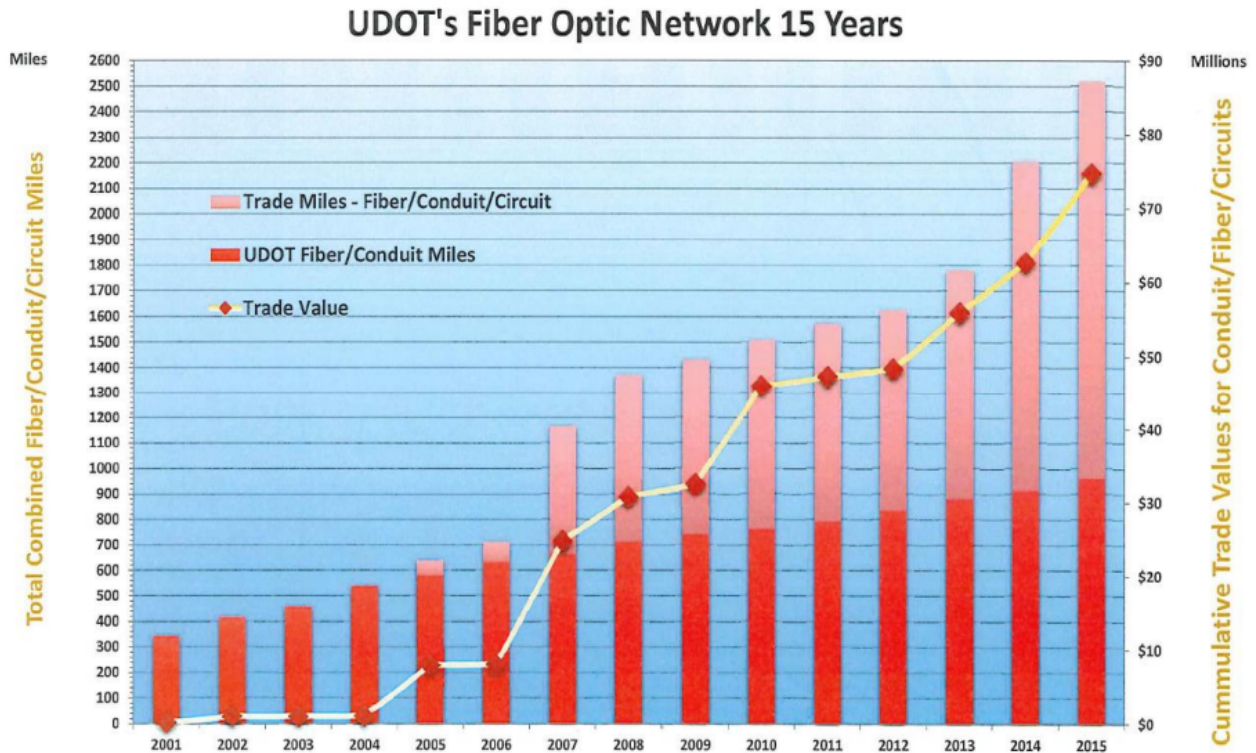
DOT guidelines/policies:

- Install empty conduit along major routes
- Cooperative planning with telecoms
- Telecoms have access to highway ROW for build-outs
- DOT can enter into fiber trades with telecoms
  - Telecommunications Advisory Council reviews and approves trades and valuations, and discusses issues relating to deployment barriers
- Extensive mapping of fiber locations
- Receives annual "wish list" from telecoms
- Meets with the telecoms every 2 months about broadband projects. The state has a single point of contact for all telecoms in the state.
- ROW is open at all times, allowing for easy access to complete continuous build-outs, and ensuring that no single company has exclusive access and used to reduce permit processing times

- Policy on Monetary Damages
  - If a construction company hits a fiber optic line, monetary damages imposed by the telecom should be reasonable.
- Information sharing with telecoms
  - Fiber and conduit locations, plans for economic development, contact information and web links are also available online to provide the telecom with information about the area they are servicing
  - Project Database:  
[http://maps.udot.utah.gov/uplan\\_data/documents/apps/UDOTProjectsApp/](http://maps.udot.utah.gov/uplan_data/documents/apps/UDOTProjectsApp/)
- How they trade:
  - Utah DOT installs conduit for its own network—sometimes coordinating conduit installation with road construction—and allows private companies to use excess state-owned conduit in exchange for the use of company-owned conduit in areas where the state does not have broadband infrastructure. UDOT trades existing or planned fiber/conduit/circuit on a foot by foot basis for 30 years with automatic 5-year renewals. Ownership and maintenance of fiber varies between DOT and telecoms. Resulted in large cost savings since they were able to extensively expand their infrastructure without major investment.

Figure 1

Trade values grow as Utah increases amount of fiber/conduit/circuit miles traded.



- Success
  - Yes - UDOT has a much better traffic system today because of the state's' success in working with the telecoms
  - Trading assets with the telecommunication companies has resulted in significant payback for the state.
    - Coordination with rural telephone associations and education networks
    - Utah DOT, in comparing two rural broadband deployment projects, estimated cost savings of roughly 15.5 percent per mile when conduit and fiber were installed during a road project rather than being installed independent of a road project.
- Projects to reference
  - Logan – Syringa Networks (completed)
  - Big and Little Cottonwood Canyon – Crown Canyon (completed)
  - Fiber drop conduit to Cedar City District Office (in construction)

## Boston

Summary: Boston's 1994 "joint build" policy successfully reduced costs, number of excavations and project delivery times through information sharing, micro-trenching, and sharing costs between all companies involved in the build-out. They implemented a "shadow conduit policy" where the first company to request a trench takes a lead role and invites other entities to add additional conduit for future use by the city or other later entrants<sup>3</sup>. These procedures worked well in Boston's highly urban setting, however, may be difficult to replicate success in a rural setting.

- Mandated all telecoms to install their underground conduits "in the same trench, at the same time on a shared-cost basis".
- Requires lead company and participants to install, at their own expense, extra conduit referred to as "city shadow" alongside the private conduit network, and becomes the property of the City to be used for City purposes.
  - Can rent conduit to private telecoms if conduit space is needed.
- City and telecoms collaborate to draft engineering plans, estimate costs, and submit build-out application for review and approval
- Shared Costs
  - Construction costs, including digging the trench, installing the conduit and repaving, are shared by all companies participating in the build-out.
- Micro-trenching successful in reducing costs and number of excavations
- Sharing of information successful in speeding up project delivery
  - Obtained advance notice of private utility projects
  - Incorporated specifications for conduit in design phase

## Chicago

Summary: The City of Chicago's Project Coordination Office coordinates weekly meetings and utilizes a database for scheduled utility work to find opportunities to combine work. The City's initiatives resulted in faster, more complete repairs and \$10 million in DOT savings during the first year (2012).

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<sup>3</sup> "Joint deployment can materially reduce the cost of fiber deployment." National Broadband Plan, Chapter 6.2. <http://www.broadband.gov/plan/6-infrastructure/>

- Office of Underground Coordination (within DOT) is the distribution agency for all requests regarding existing utility information and the review/approval of construction work in or adjacent to the public way. They process the projects before permits are issued
- Public and private utilities enter their scheduled work into a Project Coordination Office database geocoded onto the street grid.
  - Cross-departmental reports are generated nightly.
  - Weekly meetings sort out conflicts and find opportunities to combine work.
- 2012 initiative to replace city water lines requested that internet providers install conduit at the same time.

## San Francisco

Summary: The City and County of San Francisco requires the installation of City-owned communications infrastructure in excavation projects when technically and financially feasible (Ordinance 220-14). A moratorium on road excavation exists for five years after project completion. This is the most stringent policy and may not be feasible at the state level due to inflexibility.

- Criteria to define eligible Dig Once opportunities:<sup>4</sup>
  - Supports ICT (Information and Communication Technology) Goals. When determining which Dig Once opportunities to seek, the City must consider potential utilization for our City's Fiber Network. It will prioritize projects by taking into account existing fiber and conduit routes available to the City; the cost of constructing alternative fiber paths (e.g. attaching to utility poles or directional boring); and current and future needs of the City and public.
  - Market Demand. When determining which Dig Once opportunities to seek, the City must consider potential market demand that supports efficient delivery of telecommunications services for the public
- Moratorium on street excavation to preserve new roadway construction for 5 years after road repaving
  - Caution: Could impede broadband deployment in future circumstances<sup>i</sup>

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<sup>4</sup> "Connectivity Plan". San Francisco Department of Technology. June 1, 2017.  
<http://tech.sfgov.org/sites/default/files/Document/SFDT%20CONNECTIVITY%20PLAN.PDF>

- Reduces the cost of conduit installed from \$128,000 per street mile for the first installation (including excavation of the trench) to \$71,000 for the second<sup>5</sup>.
- Only applies to a street or sidewalk excavations that is 900 linear feet or longer.

## Santa Monica

Summary: Santa Monica built a municipal fiber network resulting in a successful example for Dig Once policy. The city coordinates water and power utilities with transportation project schedules for fiber installs and shares a single documentation software. The incremental process identified key locations for fiber and over time coordinated multiple capital projects which laid extra fiber for future use. This resulted in \$700,000 per year in ongoing savings.<sup>6</sup>

- Outreach to rural utility districts
- Coordination with water and power utilities
- Gives recommendations for State and Federal agencies:
  - Designate one agency or vendor to manage national fiber cable operations
  - Coordinate timelines for fiber installs with transportation project schedules
  - Share a single documentation software
  - Hold firms accountable for their use of City infrastructure
  - Plan fiber installations on roadways in proximity to regional data centers

## Federal Highway Administration Guidelines

**The USDOT-FHWA does not have a dig once policy for federally-aided highway projects, it has policies and procedures that support installation practices that minimize excavation. The agency also strongly encourages states to work collaboratively with service providers on joint highway and utility planning and development.**

FHWA Successful Practices Report 2013

- Initiatives that are favored support approaches that encourage cooperation and efficiency, but do not prevent excavation when needed.

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<sup>5</sup> “Dig Once: Using Public Rights-of-Way to Bridge the Digital Divide.” The Council of State Governments. May 2017. [http://www.csg.org/pubs/capitolideas/enews/cs41\\_1.aspx](http://www.csg.org/pubs/capitolideas/enews/cs41_1.aspx)

<sup>6</sup> “Santa Monica City Net: An Incremental Approach to Building a Fiber Network.” Institute for Local Self-Reliance. March 2014.

- When involving below-ground, wireline installations in the highway ROW, three main approaches by states and local areas have been identified as the following:
  - Publicly-owned and operated network: The conduit is installed, owned and maintained by the state, and in some cases, fiber optic lines are state-owned and operated.
  - Privately-owned and operated network: The conduit is installed, owned and maintained by a private entity, and fiber optic lines are also privately-owned and operated with minimal involvement by the public entity. In certain cases, as part of the agreement for using public ROW, the private entity may install extra conduit for the public entity to have for its own use.
  - Network via public-private partnership: Through a cooperative agreement between public and private entities to expand the network, stretches of conduit are installed, owned and maintained by either the state or the private company providing the service. Fiber optic lines are most often privately-owned and operated and resource sharing is often involved.

## **Pros**

- Possible savings on costs incurred by repeated excavation in areas where the entire ROW is paved or developed.
- Reduced deployment time by preventing the need to acquire duplicative reviews and permits for work done at the same location
- Key cost components that can be avoided or reduced through coordinated construction efforts include:
  - Overall reduction in incremental labor and material costs through reduced crew mobilization expenses and through larger bulk material purchases.
  - Trenching or boring costs, particularly when coordination enables lower cost methods (trenching as opposed to boring) or allows multiple entities to share a common trench or bore for their independent purposes
  - Traffic control and safety personnel, particularly when constructing along roadways requiring lane closures
  - Engineering and survey costs associated with locating existing utilities and environmental impact studies and approvals
  - Lease fees for access to private easements, such as those owned by electric utilities
  - Railroad/bridge crossing permit fees and engineering



## Cons

- Implementing Dig Once policies at the local level could be more effective given the complexities of implementing a policy that spans jurisdictions.
- Savings are highest in densely populated areas (25%-33%) where construction costs are highest.<sup>7</sup>
  - Dig once could result in little savings in rural areas
  - Increased administrative costs for state DOTs
  - Unused conduit

## Policies Compatible with Dig Once

- Resource Sharing
  - State DOTs make agreements with service providers for the exchange of the use of ROW or existing infrastructure, such as conduit, for the use of fiber optic services.
- Subsurface Utility Engineering (SUE)
  - Uses 3D modeling to collect subsurface information on utilities, which can be integrated into the planning and implementation of highway projects.
- Joint-trench agreements (a.k.a. “joint use”)
  - Requiring that all providers of broadband services (in some cases, all utilities) install their infrastructure at the same time, in the same trench, or in the same conduit, and in most cases, share the cost of installing the infrastructure.
- Moratoriums on street excavation to preserve new roadway construction
  - San Francisco - 5 years after project
- Use of trenchless technologies, such as:
  - Horizontal directional drilling: a trenchless method of installing underground pipes, conduits and cables along a prescribed bore path by using a surface-launched drilling rig, with minimal impact on the surrounding area.
  - Micro-trenching: digging a small trench just inches under the road surface along the curb line to install fiber optic lines.

## Contacts

Kelleigh Cole, Director of Utah Broadband Outreach Center, Vice Chair of FCC’s Broadband Deployment Advisory Committee.

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<sup>7</sup> “Efficiencies in Communications Construction”. Columbia Telecommunications Corporation. August 2009. <http://www.ctcnet.us/wp-content/uploads/2014/01/CoordinatedConduitConstruction.pdf>

[kcole@utah.gov](mailto:kcole@utah.gov) (801) 244-2866

Carlos Braceras, Deputy Director at Utah DOT, serves as Secretary/Treasurer on board of directors for the American Association of Highway and Transportation Officials (AASHTO), and presented at the Feb. 2013 FHWA workshop on successful approaches for deploying broadband.

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Lynne Yocom, Utah DOT Fiber Optics Project Manager at Traffic Operations Center, presented at the Feb. 2013 FHWA workshop on successful approaches for deploying broadband, good contact for Utah's fiber sharing practices.

[lyocum@utah.gov](mailto:lyocum@utah.gov) (801) 887-3780

Britta T. Kuhn, Nevada's Vice Chair of Task force on Broadband, Broadband Manager in Governor's Office of Science, Innovation and Technology (OSIT), formerly at Utah DOT

[bkuhn@gov.nv.gov](mailto:bkuhn@gov.nv.gov) (775) 687-0993

Brian Mitchell, Director at Governor's Office of Science, Innovation and Technology (OSIT), Broadband Task Force

## Terms

### Dark Fiber

- Dark fiber is unused optical fiber that has been laid but is not currently being used

### Digital Divide

- The gap between individuals, households, businesses and geographic areas at different socio-economic levels with regard to both their opportunities to access information and communication technologies (ICTs)

### Joint Use Policy

- Mandating that broadband utilities install at the same time, in the same trench, or in the same conduit(s). It may also mean the first utility in places extra conduits, and subsequent utilities must negotiate with that utility to occupy one or more of the empty conduits.

### Last mile

- Streets or driveways that connect back through the hierarchy of routes and connects individual households and businesses to the internet

### Middle Mile

- Main arteries that connect to the interstates

# South Bay Cities Council of Governments

November 3, 2021

Attachment C

TO: SBCCOG Transit Operators Working Group  
SBCCOG Infrastructure Working Group  
SBCCOG Transportation Committee  
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering October 2021

## **Adherence to Strategic Plan:**

*Goal A: Environment, Transportation and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

## **Federal**

### **Biden Budget Proposes Up To \$1,500 Tax Credit For E-Bike Purchases and Bike Commute**

E-bikes have the potential to replace car trips in the fight against climate change. A recent study found that if 15 percent of car trips were made by e-bike, carbon emissions would drop by 12 percent.

As of November 1<sup>st</sup>, the Biden Administration's proposed 30% federal tax credit for new electric bike purchases has survived the most recent round of Congressional budget trimming. If the deal passes in its current form, e-bikes would become significantly cheaper for most Americans. In turn, that could mean a significant change in the transportation options for millions of people around the country.

The legislation would offer Americans a refundable tax credit worth 30 percent of a new e-bike's purchase price, capped at \$1,500. All three e-bike classes would be eligible for the tax credit, but bikes with motors more powerful than 750W would not. The credit would be fully refundable, which would allow lower-income individuals to claim it.

Bikes that cost more than \$8,000 would not be eligible and the 30 percent credit starts to phase out for bikes that cost more than \$5,000. The program is also means-tested based on tax status, meaning the credit would begin phasing out \$200 for every \$1,000 spent on the purchase for individuals who earn \$75,000, heads of household earning \$112,500, and married couples who file jointly earning \$150,000.

There are other benefits for cyclists tucked away in the massive 1,600-page bill. People who ride bikes to work or use bike-share would be eligible for pre-tax commuter benefits similar to those who drive and park or take public transportation to work. Under the proposal, employees would be allowed to receive a tax-free bicycle benefit from their employer of up to \$81 a month which is 30 percent of the current parking benefit.

## **US DOT Promises National Safe Systems Approach After Historic 6-Month Surge In Deaths**

A shocking 18.4-percent more people died on U.S. roads in the first six months of 2021 compared to the same period last year. Preliminary data from the Federal Highway Administration show that vehicle miles traveled in the first half of 2021 only increased by about 13%.

In response, the U. S. Department of Transportation is talking about radically changing federal roadway safety policy after new stats showed the largest six-month increase in roadway fatalities ever recorded by the agency.

The department did not reveal how many vulnerable road users were killed in that surge, but if trends mirror the historic 22-percent spike in pedestrian fatalities between 2019 and 2020, advocates fear it may have been one of the deadliest years ever for people outside motor vehicles too.

New research that accompanied the estimates suggests that the surge was largely attributable to increased rates of speeding, which spiked on quarantine-emptied roads but remained endemic even as Americans returned to their driving commutes. US DOT is expected to release its first-ever National Roadway Safety Strategy in January 2022. The strategy will include “a comprehensive set of actions to significantly reduce serious injuries and deaths on our nation’s roadways,” to be revealed in January 2022. The new federal guidelines will hold state and local leaders accountable for implementing Safe System Approach principles and will identify significant actions the Department will take to help ensure: “Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.” The philosophy made the National Transportation Safety Board’s “Most Wanted List” for the first time last April.

Of course, a Vision Zero commitment doesn’t always mean real Vision Zero results. That’s why safety leaders are already putting the pressure on U. S. DOT to revise the Manual of Uniform Traffic Control Devices to prioritize the safety of all road users over the convenience of drivers.

For more information on all of the Proven Safety Countermeasures FHWA supports at: <https://safety.fhwa.dot.gov/provencountermeasures/>. Information on FHWA’s Focused Approach to Safety Program can be found at <https://safety.fhwa.dot.gov/fas/>.

## **\$5 Billion Loan Agreement, Executive Order Signed To Clear Shipping Logjam Around California Ports**

A \$5 billion loan agreement was announced on October 28<sup>th</sup> between the U.S. Department of Transportation and California to fund infrastructure improvements to help clear the shipping bottlenecks at California ports.

The partnership will allow California to expedite work on port-specific upgrades, expand capacity for freight rail, develop inland port facilities to expand warehouse storage, and upgrade highways to improve truck travel times, including around the San Pedro Bay and in the Inland Empire. The loan will also help kick-start construction on electrifying railyards and trucks, establish land ports of entry to expand trade capacity and cross border commerce, and make rail crossings safer and more efficient.

The pandemic led to a number of factors that ground the global shipping chain to a halt. Outbreaks have closed factories overseas, and shortages of shipping containers and drivers have led to a historic backup at the ports of Los Angeles and Long Beach, which are already the busiest ports in the nation. The White House first sought to demonstrate that administration officials are tackling the supply chain disruptions head on by announcing on October 13<sup>th</sup> that west coast ports, as well as FedEx, UPS and Walmart, will operate 24 hours a day, seven days a week.

Gov. Gavin Newsom also signed an executive order on October 20<sup>th</sup> directing state agencies to find properties, state-owned and otherwise, to place containers once goods are unloaded from ships. The order also allows truck drivers to be considered for a temporary exemption on weight limits to allow them to carry more goods. The order also emphasizes the need to implement longer-term solutions to address supply chain challenges, and includes direction to the Department of Finance to identify potential investments in transportation infrastructure during the next budget cycle. Finally, the order directs various state agencies, including CalSTA, to continue to coordinate with the Biden-Harris Administration Supply Chain Disruptions Task Force.

### **Governor Signs A. B. 43 Re. Local Speed Limits; Vetoes S. B. 556 Re. Public Poles for Broadband, A. B. 122 Re. Rolling Bike Stops, And A. B. 1238 Re. Legalizing Jaywalking**

A. B. 43, signed by the Governor on October 8<sup>th</sup>, allows cities to set their own speed limits again but has raised concerns about the return of cash-collecting police speed traps. A. B. 43 dilutes the so-called "85th percentile rule," which establishes speed limits based on how fast most drivers in a given area are already driving. California lawmakers hoped the 85 percent rule would discourage cities from setting arbitrarily low limits, which in theory could be exploited by local police departments through excess ticketing at city boundaries where the speed limit abruptly drops once vehicles enter town, giving traffic officers cause to pull over non-observant drivers and issue citations. Bill supporters say it would allow cities to take into account the safety of vulnerable road users when setting limits.

Vetoed S. B. 556 would have forced local governments to make space available on street light poles, traffic signal poles, utility poles, and other public infrastructure to telecommunications providers seeking public locations on which to mount their broadband infrastructure.

Vetoed A.B. 122 would have allowed rolling bicycle stops at stop signs while A.B. 1238, the Pedestrian Access Bill, would have made jaywalking legal.

### **It Just Got Easier To Set Up 'Slow Streets' And Sidewalk Dining Programs In L. A. County.**

A. B. 773, which becomes effective January 1, 2022, allows local jurisdictions in L. A. County to adopt "slow streets" programs that prevent or limit vehicle traffic on some roads that permanently or temporarily close streets and highways. To do that, a local jurisdiction must meet certain conditions:

- There must be a determination that halting or restricting vehicle traffic is necessary for the safety of people who use the street.
- The jurisdiction must conduct an outreach and engagement process.
- The street closures and traffic restrictions must clearly be designated with signage
- The jurisdiction must maintain a website with information about the slow streets program and a list of streets that are part of the program or being considered for it.

## **CA to Vastly Increase Investments in Zero Emission Vehicles and Infrastructure**

S. B. 170 was one of the 24 bills that were signed by the Governor when he approved the state budget on September 23<sup>rd</sup>. The bill includes \$3.9 billion to be invested by the state over the next three years for zero emission vehicle (ZEV) infrastructure and incentives programs.

The investments are made possible by this year's unexpectedly huge budget surplus, new revenue from recent cap-and-trade auctions, and other funds such as legal settlement money from vehicle manufacturers that were caught cheating on emissions tests.

The state will invest \$3.9 billion over the next three years to encourage and increase the use of ZEVs, including building charging infrastructure and encouraging manufacturing of vehicles and charging equipment. The investment plan includes:

- \$2 billion over three years for heavy-duty ZEV vehicles and charging stations, including transit buses, school buses, and short-haul trucks.
- \$1.2 billion over three years for passenger ZEV adoption and transportation equity, in the form of "clean mobility for disadvantaged and low-income communities." This includes \$400 million over three years to expand the Clean Cars 4 All and for "a suite of clean transportation equity projects." There is also \$525 million allotted to the Clean Vehicles Rebate Project, and \$10 million for electric bike incentives.
- \$407 million for zero-emission rail and transit, for equipment purchases and infrastructure.
- \$250 million to the Clean Transportation Program, which gives grants to strengthen and expand California's ZEV manufacturing.
- \$25 million for "zero- and near zero-carbon fuel production and supply and \$5 million for workforce training and development

## **Region**

### **Fare Collection Resumes January 10<sup>th</sup> On The Metro Bus And Rail System With New Pricing**

To keep Metro riders and employees safe, Metro suspended front door boarding and fare enforcement on Metro buses and trains in March 2020 at the outset of the COVID-19 pandemic. To attract riders back to the system, the Board on October 28<sup>th</sup> approved the following fare discounts for six months when fare enforcement resumes on January 10<sup>th</sup>:

\$26 for a 30-day pass

\$6.50 for a 7-day pass

\$3.50 for a day pass

The Metro Board of Directors also approved a fare policy change, allowing all five-year-olds to ride Metro buses and trains for free. Previously, pre-kindergarten five-year-olds paid full fare while students had discounted fares and children age one to four rode free.

In addition, Metro is expanding its low-income fare program by offering six months of discounted LIFE fares for current LIFE low-income customers and 90 days of free rides for new LIFE enrollees starting January 10, 2022

The fares will be available on Metro TAP vending machines, taptogo.net and at Metro Customer Centers from Dec. 15<sup>th</sup> until July 20<sup>th</sup>.

Metro's GoPass fareless program for students will continue through June 30, 2023. The program allows K-12 and community college students at more than 40 participating schools and/or school districts in

L.A. County to obtain free passes to ride the Metro System (and participating transit operators). To check if your district or school is on the list, press control and click [here](#).

### **County Supervisors Will Explore Providing Mental Health Services on Metro Trains and Buses**

The L. A. County Board of Supervisors have unanimously approved a proposal that allows the LA County Department of Mental Health (DMH) to enter negotiations with Metro about the possibility of using county mental health professionals to respond to mental health crises aboard Metro's trains and buses.

The motion allows DMH to begin official conversations with Metro about providing mental health crisis response services and gives the department the authority to enter into a contract if an agreement is reached.

DMH operates two types of mental health crisis teams. One is known as a Mental Evaluation Team (MET) which consists of one highly trained law enforcement officer paired with one DMH-licensed mental health clinician to provide a specialized response to the highest-risk crises with the goal of diverting these individuals to treatment, minimizing uses of force and harmful outcomes, and mitigating incarceration and justice system involvement.

The other type of team is an unarmed, non-law enforcement Psychiatric Mobile Response Teams (PMRT) with teams consisting of at least one licensed mental health clinician and at least one other mental health professional.

### **Trends**

#### **Drone Delivery Promises Comfort And Speed, But Needs Local Regulatory Structure**

Drone delivery company [Wing](#) owned by Alphabet, the parent company of Google, is setting itself up to be the backbone of a new aerial infrastructure. Wing's delivery drones can operate out of the operator's line of sight. Flight is fully autonomous, with one pilot monitoring several flights at once and able to take over or land if necessary.

Wing operates much like many app delivery platforms. After signing up, customers use the smartphone app to place their orders. Orders are then packed at local base stations and flown to their destinations by Wing's drones. On arrival, the packages are lowered to customers by winch, automatically detaching from the drone before it returns to the base station.

One of Wing's major promises is unbelievably fast delivery on demand. This is a remarkable acceleration in the pace and expectation of delivery. Wing boasts an average delivery time of roughly 10 minutes. Their quickest time recorded – from order placement to product in hand – is 2 minutes and 47 seconds

While Wing's drones are autonomous, pilots monitor flight paths, packers parcel up the products, and maintenance staff take care of the hardware and software. All of these workers must perform to satisfy the stress-inducing 10-minute delivery time.

Drone delivery may also have hidden environmental costs. Keeping cars and trucks off the road might cut energy consumption, but mining lithium for batteries and supplying energy for data centers may reduce or eliminate those gains. And there is that pesky question from your neighbor: "Do we want to live under a cloud of drones?"

Alongside new regulations to protect neighborhoods, new digital infrastructures are being developed to manage increasingly congested and “automated” skyways. Wing is heavily involved, providing a flight planning and safety app for drone operators, a system for remote drone identification, and an “unmanned traffic management” service.” The COVID-19 pandemic is also helping companies like Wing to accelerate their agenda, as they can promise less congestion, less consumer mobility, and less social contact.

Local leaders will need to develop the tools and expertise to enforce ground-based design and land use standards and equal and fair access to skyway infrastructure. It may already be too late for local jurisdictions to “Just Say No!”

### **How Will Transportation Tech Evolve Over The Next Decade?**

Here are some of the key insights from the October 19<sup>th</sup> Smart Cities Connect Conference:

- Remote work should be the default to improve efficiencies and aid in recruitment.
- Million-mile electric car batteries.
- Congestion pricing that can provide a regular funding stream for public transit.
- More flexible use of public rights of way for buses, bikes, and community commerce, and neighborhood vitality.
- Innovation around electric grid management.
- Renewable sources of energy
- Parked electric vehicles returning electricity during peak periods through vehicle-to-grid charging.



**SBCCOG 3-Month Look Ahead**

November 2021	December 2021	January 2021
<p><b>4. Transit Operators Working Group Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro FSI/GoPass Update</li> <li>• Operator issues and concerns</li> <li>• SBCCOG Local Travel Network implementation</li> <li>• SBFN Update</li> </ul> <p><b>8. SBCCOG Transportation Committee Meeting</b></p> <ul style="list-style-type: none"> <li>• FY22-23 Measure M Call for Projects Update</li> <li>• Metro Budget Update</li> <li>• Green Line 30 yr Maintenance Schedule</li> </ul> <p><b>8. SBCCOG Steering Committee Meeting</b></p> <p><b>10. IWG Meeting</b></p> <ul style="list-style-type: none"> <li>• FY22-23 Measure M Call for Projects Update</li> <li>• Metro Budget Update</li> <li>• Dig Once reminder &amp; laying conduit with every project</li> </ul> <p><b>12. Metro South Bay Service Council Meeting</b></p> <p><b>18. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>• Green Line 30 yr Maintenance Schedule</li> </ul> <p><b>25. Metro Board Meeting – DARK</b> (Combined with December meeting on 12/2)</p>	<p><b>2. Transit Operators Working Group Meeting – DARK?</b></p> <p><b>2. Metro Board Meeting</b></p> <p><b>8. IWG meeting – DARK?</b></p> <p><b>10. Metro South Bay Service Council Meeting</b></p> <p><b>13. SBCCOG Transportation Committee Meeting – DARK?</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Update</li> </ul> <p><b>13. SBCCOG Steering Committee Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Update</li> </ul> <p><b>23. SBCCOG Board Meeting - DARK</b></p>	<p><b>6. Transit Operators Working Group Meeting</b></p> <ul style="list-style-type: none"> <li>• FY22-23 Measure M Call for Projects Update</li> </ul> <p><b>10. SBCCOG Transportation Committee Meeting</b></p> <ul style="list-style-type: none"> <li>• FY22-23 Measure M Call for Projects Update</li> </ul> <p><b>10. SBCCOG Steering Committee Meeting (acts as full Board mtg)</b></p> <p><b>12. IWG meeting</b></p> <ul style="list-style-type: none"> <li>• FY22-23 Measure M Call for Projects Update</li> </ul> <p><b>14. Metro South Bay Service Council Meeting</b></p> <p><b>23. Metro Board Meeting</b></p> <p><b>23. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>• San Pedro Ports Congestion and South Bay Landside Challenges</li> </ul>

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