Caltrans Sustainable Communities Grant to Southern California Association of Governments Expert Advisory Committee Meeting February 25, 2022
Caltrans Sustainable Communities Grant to SCAG
Agenda Item I: Welcome and Introductory Remarks
Roland Ok
Caltrans Sustainable Communities Grant to SCAG
Agenda Item II: Overview of Purpose and Focus of Grant
Sunne Wright McPeak

- Assess the potential of broadband—ubiquitous deployment and adoption—to reduce greenhouse gas emissions (GHG).
- Evaluate the relationship between broadband, vehicle trip generation (vehicle miles traveled—VMT), and GHG. Linchpin is vehicle trip reduction.
- Review research and prepare Data and Literature Report.
- Identify strategies to reduce vehicle trips with ubiquitous broadband through: (1) Data Collection; (2) Stakeholder Surveys; and (3) Focus Groups.
- Complete study with Technical Consultants analyses.
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Agenda Item II: Overview of Purpose and Focus of Grant

- 2021 Statewide Survey on Broadband Adoption asked residents about online activities (reduced vehicle trips) during pandemic and preferences going forward: 53% prefer to work remotely 3-5 days per week. However, 57% identified as “essential workers” with less ability to work remotely.
- Stakeholder Surveys probe policymakers’ willingness to continue remote working and identify what strategies will help reduce vehicle trips.
- Focus Group Interviews probe low-income residents’ ability to reduce trips.
- Public agencies impact ability of low-income resident’s to reduce trips.
- All of this data is applied to Regional Trip Inventory to assess potential to reduce overall trips in the region.
- Projected potential trip reduction is basis for GHG reduction.
Focus Group Interviews of Low-Income Residents
Overview of Geographic Source of Interviews

Interviews by Region

- Pacific Coast: 22.0%
- SBBC Imperial County: 27.5%
- LA DEAL Los Angeles: 24.2%
- Inland Empire: 26.4%

Total Interviews: 91
Demographics of Interviewees

Gender
- Female: 33.0%
- Male: 67.0%

Children in School
- No Children in School: 45.5%
- Children in School: 54.5%

Employment Status
- Not Working: 34.1%
- Employed: 65.9%

Ethnicity
- LatinX: 53.8%
- Native American: 13.2%
- African-American: 17.6%
- White: 13.2%
- Asian Pacific Islander: 7.7%

Age
- Older than 65: 6.6%
- 50 - 65: 22.0%
- 35 - 50: 29.7%
- 21 - 35: 41.8%

Essential Employee Status
- Non-Essential: 54.9%
- Essential: 45.1%
Connectivity and Awareness of Affordable Offers

Connectivity

- Connected to Internet At Home: 93.4%
- Connected by and/or Have a Computing Device: 81.3%
- Pays More than $25 Monthly: 74.7%
- Connected by Smartphone Only: 15.4%

Awareness of Affordable Offers

- Pays More than $25 Monthly: 74.7%
- Subscribes to an Affordable Offer: 20.9%
- Heard of EBB-ACP: 19.8%
- Heard of ISP Offers: 15.4%
- Heard of LifeLine: 15.4%
## Reasons for Not Subscribing to an Affordable Service

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Was Unclear How to Sign Up</td>
<td>12.1%</td>
</tr>
<tr>
<td>Was Upsold by ISP</td>
<td>7.7%</td>
</tr>
<tr>
<td>Don’t Trust ISP</td>
<td>7.7%</td>
</tr>
<tr>
<td>Need Help in Signing Up</td>
<td>4.4%</td>
</tr>
<tr>
<td>Didn’t Get Help from ISP</td>
<td>3.3%</td>
</tr>
<tr>
<td>Was Too Costly</td>
<td>1.1%</td>
</tr>
</tbody>
</table>
Kinds of Assistance That Would Make it Easier to Connect to the Internet
(Rated 1-5, with 5 Being Most Helpful)

- Affordable Home Internet Service: 3.38
- Better Home Access (Internet Infrastructure): 3.35
- Affordable Computer: 1.67
- Hotspot: 1.48
- Training for Family: 1.25
- Training for Me: 0.99
Kinds of Vehicle Trips That Can Be Reduced

- Pay Bills: 64 (70.3%)
- Banking: 63 (69.2%)
- Other Shopping: 43 (47.3%)
- School or Education: 42 (46.2%)
- Health Care (Doctor Visit): 42 (46.2%)
- Grocery Shopping: 36 (39.6%)
- Apply for a Job: 31 (34.1%)
- Post Office: 29 (31.9%)
- Pharmacy: 27 (29.7%)
- Go to DMV: 27 (29.7%)
- Work: 26 (28.6%)
- Library: 23 (25.3%)
- Getting Public Benefits: 19 (20.9%)
Focus Group Interviews of Low-Income Residents
Agenda Item II: Report on Data Collection
Sulaiman Kenyatta (LA DEAL) and Alessandra Muse (SBBC)

- RBCs reached out to Counties and COEs to obtain data on recipients with email addresses for 3 Big Eligible Populations (12.3M): Medi-Cal; CalFresh, NSLP. USC estimates 2.55M HHs eligible for EBB-ACP.
- Public Agencies generally don’t obtain email addresses of recipients and don’t communicate online with public assistance HHs.
- Email addresses varies: Imperial County 20%-27%; Inland Empire 1%-18%; Ventura County 41%-52%; Los Angeles County NA.
- Public Agencies could reduce vehicle trips for 50%-80% recipients.
- Public Agencies can be engaged to change policies and practices.
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Agenda Item III: Update on Regional Trip Inventory
Tom Bellino Report on January 21, 2022

- Analysis of GHG emissions and max theoretical reductions for remote work, learning and services.
- Based on SCAG Activity-Based Model and Census data.
- Reductions vary based on County and sub-region:
  - Highest reduction: Orange County, 44.1%
  - Lowest reduction: Imperial County, 29.7%
  - Regionwide reduction: 40.1%
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Agenda Item III: Overview of Regional Trip Inventory
Tom Bellino

**IMPERIAL COUNTY GHG EMISSIONS**
- Work: 54%
- Discretionary: 6%
- Visiting: 3%
- Eating: 4%
- Maintenance: 11%
- Shopping: 8%
- Escorting: 10%
- School: 0%
- University: 4%

**ORANGE COUNTY GHG EMISSIONS**
- Work: 61%
- Discretionary: 5%
- Visiting: 2%
- Eating: 4%
- Maintenance: 10%
- Shopping: 7%
- Escorting: 6%
- School: 0%
- University: 5%
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Agenda Item III: Overview of Regional Trip Inventory
Tom Bellino

SCAG REGION EMISSIONS

- Work: 56%
- Discretionary: 6%
- Maintenance: 11%
- Escorting: 7%
- Shopping: 8%
- Eating: 4%
- School: 1%
- University: 4%
- Visiting: 3%
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Agenda Item III: Overview of Regional Trip Inventory
Tom Bellino
GhG Emissions Scenarios by County

Ventura
San Bernardino
Riverside
Orange
Los Angeles
Imperial

Millions

- 10,000.00 20,000.00 30,000.00 40,000.00 50,000.00 60,000.00 70,000.00

Max Remote  Normal
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Agenda Item III:  Overview of Regional Trip Inventory
Tom Bellino

Regional GhG Emissions Scenarios

SCAG Region

-  50,000.00  100,000.00  150,000.00

Millions

Max Remote  Normal
Peer Review Group Report
Hilary Norton, Pedro Peterson, Tom Mullen, Chris Schmidt
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Agenda Item VI: Report from RBCs on Topline Conclusions

● Inland Empire Regional Broadband Consortium (IERBC)
  ❖ Martha van Rooijen

● Los Angeles Digital Equity Action League (LA DEAL)
  ❖ Bill Allen; Amy Cortina Mathias; Angela Amirkhanian, Sulaiman Kenyatta

● Broadband Consortium of the Pacific Coast (BCPC)
  ❖ Bruce Stenslie; Bill Simmons

● Southern Border Broadband Consortium (SBBC)
  ❖ Tim Kelley; Alessandra Muse
Understanding Travel Behavior Report

Federal Highway Administration (FHWA)
University of California, Berkley – Transportation Sustainability Research Center
Booz Allen Hamilton
March 2016

Abstract: This report presents a research scan of the state of knowledge in transportation, with 249 cited references and studies, to enhance understanding of travel behavior and various influencing factors on future travel.

The report discusses emerging information technology and its impact on new mobility options.

Employer Transportation Demand Management (TDM) Programs

Oregon Department of Transportation
Mosaic Transportation Planning Tool and Framework
2010

Abstract: Employer TDM programs help meet local goals for vehicle miles traveled (VMT) and congestion reduction, environmental stewardship, and quality of life.

The Oregon Dept. of Transportation includes Telecommuting as part of recommended TDM programs.

A variety of incentives and options may be included in employer TDM programs, such as:
- Transit pass subsidies
- Commuter information services
- Rideshare matching services (carpool/vanpool)
- Parking cash-out programs
- Preferential parking for carpools or vanpools
- Provision of bike lockers, showers, and/or changing facilities
- Reward and recognition programs
- Emergency ride home services
- Flexible/compressed work schedules
- Telecommuting

Abstract: This study examines the impact of telecommuting on passenger vehicle-miles traveled (VMT) through a multivariate time series analysis of aggregate nationwide data spanning 1966-1999 for all variables except telecommuting, and 1988-1998 for telecommuting.

The study assessed the change in annual VMT per telecommuter as well as VMT per telecommuting occasion, for 1998. The models suggest that telecommuting reduces VMT, with 94% confidence.

Together with independent external evidence, the results suggest a reduction in annual VMT on the order of 0.8% or less.
Abstract: A review of 20 empirical studies of telecommuting, all of which focus on the trip reduction perspective. The studies include earlier ones with smaller datasets, such as some pilot studies of individual employers, and more recent studies based on broader surveys of both telecommuters and non-telecommuters.

Although an individual telecommuter may experience a sharp reduction in VMT, total benefits depend on how many people are telecommuting, how often they are doing so, and the duration of telecommuting.

Note: Review included analyzing data from a 2002 SCAG Survey of telecommuters and non-telecommuters.
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Agenda Item VII and VIII: Expert Advisors Discussion

- Final Committee Meeting: Friday, March 18, 8AM-10AM
- March 11: Draft Final Report Distributed
- March 16: Submit Comments to CETF for Compilation
- March 18: Provide Additional Feedback COB
- March 28-31: Final Report Published and Distributed
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