

# South Bay Cities Council of Governments

## Steering Committee AGENDA

**Monday, July 9, 2012**

**12:00 pm**

**SBCCOG Environmental Services Center  
20285 Western Avenue, Suite 100  
Torrance, Ca. 90501**

### I. REPORT OF POSTING OF AGENDA

- **ACTION:** Receive and file

### II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

### III. PUBLIC COMMENT

### IV. CONSENT CALENDAR - 12:05 pm

- A. Steering Committee – June 11, 2012 meeting minutes attached

- **ACTION:** Approve

- B. Only You Can Save Energy Update

- Status report attached

- C. Economic Development

- Next Directors' meeting is August 23

### V. ITEMS FOR REVIEW AND APPROVAL ADMINISTRATION

- D. Policy for SBCCOG representatives on outside Boards – **12:10 pm**

- The Steering Committee appoints representatives to regional agencies which have positions designated for the SBCCOG – SCAG, LCC, Metro Service Council, ad hoc committees, etc.
- Representatives appointed by the SBCCOG must regularly attend the meetings of the agencies that they have been appointed to and also provide regular reports to the SBCCOG Board of Directors – either in person or in writing.
- Representatives who have missed 3 meetings of the committee that they have been appointed to may be removed by the Steering Committee at a regular meeting. Notice will be sent to the representative that this issue is on the agenda if they wish to come and explain their absences.
- **ACTION:** Recommend that the Board approve this policy

- E. Request for New Position for Measure R – **12:20 pm**

- Memo attached

- **ACTION:** Approve a new part-time staff position and authorize recruitment to begin immediately

- F. Task Orders for Siembab Corporation – **12:30 pm**

- At the last Board meeting, a master agreement was approved with Siembab Corporation. Exhibit A of the agreement broadly outlines 3 initial scopes of work.
- The specific scopes of work are to be determined by task orders which will be approved individually.

- Attached please find Task Order # 1.2 of the master agreement which is the further definition one of the 3 initial scopes.
- Still in preparation is Task Order #1.1 and it should be ready for the meeting
- **ACTION:** Recommend that the Board approve Task Orders #1.1 and 1.2

## WORK PROGRAM

- G. Transportation Issues – **12:35 pm**
- Monthly transportation update from Steve Lantz – attached
  - Lawndale letter to Metro concerning the Green Line extension – attached
  - Still awaiting word on outreach for the Metro Congestion Pricing Project – any updates to be provided at the meeting
- H. South Bay Environmental Services Center – **12:50 pm**
- Memo on SBESC programs to be available at the meeting
  - Beacon Award Champion Presentation – July 19
  - Update on city interest in purchasing their streetlights
- I. Sustainable South Bay Strategy Updates – **1:05 pm**
- Mobility
    - LUV – Interest in our project from a Chinese firm. Report at the meeting
    - Regional and South Bay PEV Readiness Planning
    - EV Infrastructure
    - Car Share Planning– Car2Go (Daimler) is gathering data and a meeting will be set with cities – probably the Livable Communities Working Group - to discuss their program and how it would work in our cities..
  - Land Use
    - Compass project
    - Caltrans Community Planning Grant application
- J. Legislation – matrix attached – **1:15 pm**
- **ACTION:** Provide recommendations for the Board
- K. Approval of Invoices – available at the meeting – **1:20 pm**
- **ACTION:** Approve invoices for payment

## SPECIAL EVENTS – 1:25 pm

- L. Plan an art tour of the transit system? – August 8 - Wednesday – 9:30 am – noon – LAUPT
- M. LAX Airfield tour – request made for late August or September

## AGENDA DEVELOPMENT – 1:30 pm

- N. Board Meeting – July 26, 2012 – draft agenda attached

## NEXT STEERING COMMITTEE MEETING – Monday, August 13, 2012 @ 12:30 pm

## VACATION NOTICE

- I will be out of the country and having little access to my phone messages or e-mail from July 16 to August 2.
- Kim Fuentes will be in charge in my absence. She can be reached @ [kim@southbaycities.org](mailto:kim@southbaycities.org) or 626-357-4445.

# South Bay Cities Council of Governments

## **Steering Committee Minutes Monday, June 11, 2012**

**Attendees:** Ellen Perkins (Chair, Palos Verdes Estates), Ralph Franklin (1<sup>st</sup> Vice Chair, Inglewood), Dan Medina (2<sup>nd</sup> Vice Chair, Gardena), Matt Kilroy (Redondo Beach), Susan Rhilinger (Torrance) left @ 1 pm, Suzy Seamans (Rolling Hills Estates) came @ 1 pm, Jim Goodhart (Palos Verdes Estates), David Lesser (Manhattan Beach), Alexa Davis (Palos Verdes Estates City Manager's office), Gus Meza (West Basin Municipal Water District), Jacki Bacharach, Kim Fuentes, Catherine Showalter, Wally Siembab, Steve Lantz (SBCCOG/SBESC staff and consultants)

### **Added**

**Item V.F.1 .- Need to go out to bid for an auditing firm**  
**Item V.J. - Possible Outreach project for Metro**

### **I. REPORT OF POSTING OF AGENDA**

■ **ACTION:** Received and filed

### **II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA – Gus Meza, Torrance Water Agreement. OYCSE contract extension**

### **III. PUBLIC COMMENT**

### **IV. CONSENT CALENDAR - 12:05 pm**

A. Steering Committee – May 14, 2012 meeting minutes attached

■ **ACTION:** Approved

B. Servicemark for LUV name and logo

■ Done! – effective for 5 years.

C. Only You Can Save Energy Update

■ Funding still not secured but City interviews to begin and information will be available online.

■ **JUNE 30 MOU EXPIRES – REQUEST FOR TIME EXTENSION TO SEPTEMBER 30 – attached – TO THE BOARD sent to Jenkins 6/12/12**

D. Office Issues

■ Microphones – still being tested. Looking into affordable speaker system that is compatible with the system in the room.

GUS MEZA TO PRESENT new Water Efficiency Master Plan. It mentions our important partnership with the SBCCOG and SBESC. I plan on attending Monday's Steering Committee Meeting and wanted to see if it was okay to briefly present our Plan to the group ( 1 – 2 minutes) and provide some copies.

### **V. ITEMS FOR REVIEW AND APPROVAL ADMINISTRATION**

E. **Special Assessment – memo attached – 12:10 pm**

- **ACTION:** That the Board lower the special assessment to last year's level which is a 25% reduction off of the original amount and revise the budget accordingly. Formally request that all cities pay the reduced amount. Additionally, that a special outreach to the City of Lawndale be conducted requesting their participation in the climate action planning program.

AFTER EXTENSIVE DISCUSSION, THE RECOMMENDATION TO REDUCE THE ASSESSMENT BY 25% WAS AGREED UP FOR REFERRAL TO THE BOARD AND STAFF WILL SEND A NOTICE TO CITIES IMMEDIATELY INFORMING THEM OF THIS POSSIBLE CHANGE.

F. 2012-2013 Draft Operating Budget – **12:20 pm**

- Operating Budget in Excel & explanations in Word – attached
- **ACTION:** Recommended to Board for adoption WITH ASSESSMENT REDUCED BY 25%

**G, Master Agreement with Siembab Corporation – attached – 12:25 pm**

- **ACTION:** Recommended to Board for adoption UPON REVIEW AND APPROVAL BY LEGAL COUNSEL – *sent to Jenkins 6/12/12*

F.1 Audit

- Expenses for an audit have been about \$5000 per year. Our auditor has just notified us that they now have a minimum fee of \$10,000.
- **ACTION:** Authorized staff to prepare and circulate an RFP for auditing services for a 3 year period covering fiscal years **FY 2011-2012 to 2014-2015 - correction**

H. General Assembly – February 22, 2013 - Discussion of Topic – **12:35 pm**

3. *City Services/Revenues in the Future* – What are the viable funding sources of the future? What are the services that our constituents will be looking to city government to provide? UUT, TOT, ???

6. *Unintended/unexpected Costs of cutting city services* – While cities have to make cuts in services, where will they see other issues surface. More crime? More graffiti from children without activities? Costs of closing programs and start-up again? Speakers could include academics, city managers – current and retired, League of California Cities, etc.

- **ACTION:** #3 & 6 – EXHIBITS TO EMPHASIZE REGION WORKING TOGETHER – COLLABORATION. VENDORS TO BE ON TOPIC. HIGHLIGHT INNOVATION

**WORK PROGRAM**

**I. Mission, Vision, Guiding Principles – 12: 50 pm**

**Two memos attached: one from the Board meeting and one from Jim Goodhart**

**ACTION: Provide direction and make a recommendation if consensus is reached**  
 AFTER EXTENDED DISCUSSION, VISION AND MISSION BY GOODHART AND GUIDING PRINCIPLES TO BE THE OLD MISSION STATEMENT WITH A BULLET TO BE ADDED THAT THESE GOALS ARE TO BE IMPLEMENTED THROUGH THE ADOPTED ANNUAL WORK PROGRAM. CHANGE ALL REFERENCES TO CITIES TO INCLUDE THE COUNTY TOO.

**Transportation Issues – 1:05 pm**

- Monthly transportation update from Steve Lantz – attached
- Consider providing outreach services for the I-110 Congestion Pricing Project – more information to be provided at the meeting

- **ACTION:** Approved the concept of SBCCOG participation in outreach for the Metro Congestion Pricing project and authorize staff to submit a proposal

#### **South Bay Environmental Services Center – 1:10 pm**

- Memo on SBESC programs to be sent separately
- ILG Beacon Champion – memo attached
  - **ACTION:** Approved participation in the Beacon Award program as a Beacon Champion
- **TORRANCE WATER AGREEMENT TO THE BOARD**

**JUNE 13 TRAINING SESSION RE: EVTIP – CODES AND STANDARDS – THERE WILL BE CARS TO DRIVE – A VOLT AND OTHERS. IF YOU WOULD LIKE TO COME THIS WEDNESDAY – THEY WILL BE HERE ABOUT 2-3 HOURS. – notified Board, committees and CMs and other city staff 6/12/12**

#### **Sustainable South Bay Strategy Updates – 1:25 pm**

- Mobility
  - LUV – preparation of final report to start with project demobilizing at the end of the summer. # OF PEOPLE ON THE WAITING LIST - 244
  - BEV Demonstration Plan Development – draft plan submitted on May 18. Minor revisions underway based on AQMD comments. Estimated date of notice to proceed is around September 1 because of the time required for AQMD legal review and contract approval. SEVERAL DAYS OF DEADLINE PRESSURE – PROJECT REDUCED BY 1/3 – DOWN TO 4 VEHICLES.
  - Regional and South Bay PEV Readiness Planning – UCLA Luskin Center is developing regional demand forecasts. SBCCOG is participating on the SCAG PEV Coordinating Council. Re: our contract – subregional planning is being funded by the CEC through SCAG. SCAG is still negotiating their CEC contract and will submit comments on their draft contract with CEC by June 15. The final contract between SCAG and CEC is not expected until about August 1. Not until then can SBCCOG and SCAG enter into an agreement to produce the South Bay PEV readiness plan.
  - EV Infrastructure – what to know before you buy – May 24 meeting for city staff. Very successful workshop. Next one – June 13 on California Electric Vehicle Codes and Standards Seminar - Residential, Commercial, Public, and Private
  - Car Share Planning – Car2Go (Daimler) did preliminary research and has now proceeded to a market study of the South Bay to assess their interest in starting a program here. They plan to conduct surveys and interviews over the next month or two. They will be looking for the specific travel patterns that they use to identify their suggested Home Area. Once they have this data, they will contact us again to discuss their findings. SBCCOG staff plans to query our cities about policy to allow the service to use public parking spaces by way of some kind of as yet undefined permit.
    - **ACTION:** Encourage cities to work with the SBCCOG to make carsharing work in their areas.
- Land Use
  - Compass project – NOD feasibility study in 3 areas: Lennox, Gardena and Hermosa Beach. Baseline characterization of each study are due July 1.
  - Caltrans Community Planning Grant application – estimated announcement date of awards is August 1.

#### **M. Economic Development – 1:50 pm**

- Meeting with City Economic Development Directors on May 31 – SUCCESSFUL MEETING. DIRECTORS WANT TO MEET REGULARLY. FIRST THEY WILL DEVELOP A MISSION STATEMENT OF THEIR OWN.

PRIVATE COMPANY CONTACTED THE SBCCOG RE: LOCATING IN THE SOUTH BAY. WE ARE FACILITATING A MEETING 6/12.

**N. Legislation – matrix attached – 1:55 pm**

**AB 2405 Blumenfeld - Will be amended to remove the exemption for the first year pilot period.**

Cap and Trade – notes from UCLA conference attached for discussion

**ACTION:** NO NEW RECOMMENDATIONS

**O. Approval of Invoices – available at the meeting – 2:05 pm**

■ **ACTION:** Approved invoices for payment

**SPECIAL EVENT – 2:10 pm**

P. Plan an art tour of the transit system? – July/August - Wednesday – 9:30 am – noon – LAUPT – Red and Purple lines. Contact 213-922-2723 Jorge Pardo – SET UP DATE COORDINATED WITH MEDINA AND PERKINS' SCHEDULES

**AGENDA DEVELOPMENT – 2:15 pm**

Q. Board Meeting – June 28, 2012 – draft agenda attached

■ 12-13 Budget Adoption

■ Election of Officers

■ **CONSIDER PRESENTATION ON COUNTY PROPOSED PARCEL TAX – NO – JUST MONITOR**

■ Adjourn in memory of Loretta Harrison – volunteer who devoted over 600 hours since March 2009 to the SBESC

R. July 26, 2012

■ Presentation on the AQMP

**NEXT STEERING COMMITTEE MEETING – Monday, July 9, 2012 @ 12:30 pm**

# South Bay Cities Council of Governments

July 9, 2012

TO: Steering Committee

SUBJECT: Update for South Bay Cities Edition of Only You Can Save Energy Video Magazine

At our request, Michael Huls from Green Technology has prepared this status report:

We continue to reach out to dozens of potential advertisers and sponsors. The listing of potential sponsors is provided on the Sales Tracker that the COG has access to.

Our aim is to locate and complete the following areas:

Utilities – We have reached out to SCE, Gas Company, and LA DWP. SCE has declined to provide any funding this year. They want to wait until next year. Gas Company has previously committed funding in Pico Rivera, and we expect them to support the South Bay initiative. We are working with them to identify the potential funding level. LA DWP will commit, upon completion of their internal assessment, to funding solely within the LA DWP area at a level not yet identified.

Transportation – We have attended several contracting events at Metro, have previously submitted a proposal to Metro, and have scheduled a meeting with the environmental affairs director. To date, no funds are committed.

Water – We have had initial positive response from the Water Agencies, including the Local Water District and the Water Replenishment District, although no funds are as yet committed.

Contractors – We have agreed upon commitments from seven contractors to participate in the Home Show, and we begin filming this month.

Local Business – We are starting to sell to the estimated audience of 10,000 local businesses for Gold and Green Level sponsorships for our Only You Can Shop Local Editorial Section and its Shop Local Show. We estimate that this will bring in a large segment of funding.

Haulers and Recyclers – We have continued to sell to the local haulers in the area and expect to close on several within the next 30 days.

Anchors – We have submitted proposals to auto makers, communications firms, and grocers but none yet have committed to sponsor. We have discussed sponsorship with other major retailers and mfgs.

Others - We have secured Energy Upgrade California in Los Angeles County and the LA County Sanitation Districts as sponsors. We are submitting a proposal today to Energy Management Systems for a partnership. We will be submitting two dozen proposals this month to granting foundations.

Cities - We have called 60% of the cities and have discussed the potential for small funding from grant funds with just a few. I will complete the calls this week, holiday willing, and will determine the extent if any of funding from grants. All cities are told that there is no requirement for them to fund. It is only a request from unexpended grant monies from CalRecycle and US DOE.

Schedule - Our intent is to begin promotion as quickly as possible and to publish for distribution this summer 2012.



# South Bay Cities Council of Governments

July 9, 2012

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director  
Catherine Showalter, Deputy Executive Director, Environmental Programs

SUBJECT: Measure R Support Position  
Environmental Programs Analyst, Transportation/Infrastructure

## BACKGROUND

In coordination with Steve Lantz, transportation consultant, limited administrative assistance has been provided by SBCCOG staff to support Measure R efforts since mid-2011. There have also been technical consulting services provided by Iteris team and its subconsultants. This mix of staffing has successfully brought the South Bay program through its first year.

Understanding the long term nature of South Bay Measure R Highway Program and the increasing amount of the work which will be required, staff believes that the additional administrative help at an analyst level that has been provided by Iteris can more cost effectively be provided by adding a staff person at the SBCCOG.

Both Iteris and Metro agree with the concept of shifting administrative tasks from the Iteris contract to the SBCCOG. Iteris only charges for the hours they actually work, so, in theory, by transferring the responsibilities (Iteris under spending their budget authority in active task orders), the hourly wage/overhead savings should be sufficient for the SBCCOG to pay for the half time position within the current funding agreement not to exceed limit.

There is about a year left in the Iteris contract and there is still approximately \$250,000 in contract authority that has yet to be assigned. Iteris has taken out the administrative assistance in their contract except for 60 hours and will not expend all of the funds in their contract.

## REQUEST

A new position of Environmental Programs Analyst is being requested that would focus on transportation and infrastructure areas. The analyst would assume regular reporting and data collection/analysis duties related to Measure R funding agreement development and other programs as needed; assist in monitoring project progress to ensure that the SBCCOG is performing its routine development and oversight tasks on behalf of Metro; and provide Iteris contract management assistance to Steve Lantz. Iteris would continue to provide technical guidance, program development, technical oversight and training related to program development and project oversight.

Staff is evaluating whether this position would initially be part-time with the possibility of moving to full-time as the work increases.

The request includes approval to begin the recruitment for the analyst immediately.

#### RECOMMENDATIONS

1. Approve adding an Environmental Programs Analyst position to perform the above listed job functions at a full or part time basis depending on the need and funds available.
2. Approve the recruitment of the Environmental Programs Analyst position to begin immediately.

Prepared by Catherine Showalter with input from Steve Lantz

# South Bay Cities Council of Governments

## Exhibit A of Master Agreement - Task Order 1.2

Contractor: Siembab Corporation

Contract Title: BEV Demonstration Project Plan

Task Order Start Date: March 26, 2012

Task Order Completion Date: July 1, 2012

Task Order Amount Not to Exceed: \$10,000

Estimate Number of Hours and Rate Per Hour: 125 hours at \$80/hr

Description of Work and Deliverables:

### **Work Statement for Battery Electric Vehicle Demonstration Project Plan**

The purpose of this Task Order is to develop a project plan for the BEV Demonstration project. The Project will build on existing expertise and experience from the NEV Demonstration Project and the development of the Sustainable South Bay Strategy.

The objectives of the project are to encourage deployment of range-limited BEVs as the secondary vehicle in households; provide usage data that will enlighten a number of key policy questions; and complement a number of ongoing and planned SBCCOG initiatives including PEV Readiness Planning.

Subtasks:

1. Contractor shall be responsible for delivering the Plan that the SBCCOG will submit to the AQMD, including overseeing the subtasks listed in the contract between the SBCCOG and the AQMD.
2. Contractor will specifically conduct and coordinate the research necessary to complete the Plan.

For SBCCOG

For Siembab Corporation

Signature

Name Jacki Bacharach

Walter Siembab

Title Executive Director

President

Date July 26, 2012

July 26, 2012

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**July 1, 2012**

**TO: Jacki Bacharach, SBCCOG Executive Director**

**FROM: Steve Lantz, SBCCOG Transportation Consultant**

**RE: SBCCOG Transportation Update –June 2012**

**Federal Update:**

**Federal Transportation Reauthorization Bill Passed**

Overcoming dire prognostications of skeptics, on June 29th the US House of Representatives and Senate reached agreement on the Moving Ahead for Progress in the 21st Century Act (S. 1813; MAP-21) which will replace the expiring Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted in 2005. The bill sent for President Barack Obama's signature enables just over \$100 billion to be spent on highway, mass transit and other transportation programs over the next two years. President Obama signed a one-week temporary extension of SAFETEA-LU the same day permitting the highway and loan programs to continue until the full legislation reaches his desk.

Both Democrats and Republicans embraced the measure, largely because it would create or save about three million jobs, a key issue in the November 6 elections since voters' top concern is the struggling U.S. economy. The bill will fund federal highway, transit and highway safety programs at current levels through the end of fiscal year 2014.

Most of the overall measure was financed by extending federal taxes on gasoline and diesel fuel for two more years. Those levies, unchanged for nearly two decades, are 18.4 cents a gallon for gasoline and 24.4 cents for diesel and now fall well short of fully financing highway programs, which they were designed to do. To make up the difference, about \$20 billion would be raised over the next decade by reducing tax deductions for companies' pension contributions and increasing the fees they pay to federally insure their pension plans. In return, a formula was changed to, in effect, let companies apportion less money for their pensions and to provide less year-to-year variation in those amounts. To raise other revenue, the government will start charging interest on subsidized Stafford loans no more than six years after undergraduates begin their studies. Today no interest is charged until after graduation, no matter how long that takes. In addition, a loophole was tightened to make it harder for businesses with roll-your-own cigarette machines to classify the tobacco they sell as pipe tobacco — which is taxed at a lower rate than cigarette tobacco. The change is expected to raise nearly \$100 million. And some federal workers would be allowed to work part-time as they gradually retire, saving the government money because the workers would receive only partial salaries and retirement annuities.

Project Streamlining and Flexibility – The bill streamlines the lengthy federal project approval process and provides States more flexibility in how they use federal transportation funding. Specifically, the measure:

- *Sets Deadlines*: For slow-moving projects, the Secretary of Transportation must set deadlines to make sure all approvals occur within 4 years, or agencies lose funding through an automatic rescission.
- *Sets NEPA Funding Threshold*: Mandates a rulemaking to classify projects with a small amount of federal funding (\$5 million) as a categorical exclusion.
- *Expedites Projects in the Right of Way*: Mandates a rulemaking for classifying projects within an existing “operational right of way” as a categorical exclusion.
- *Expedites Projects Destroyed by Disaster*: Mandates a rulemaking to classify projects being rebuilt after a disaster as a categorical exclusion.
- *State Law Standing in for Federal Law*: Requires a study on which state laws provide the same level of protection as federal law.

Program Reform & Consolidation – Although the previous transportation law contained over 6,300 earmarks, this bill has none. Since the creation of the Highway Trust Fund and the core highway and bridge programs, more than 100 specific federal programs have been created. This measure consolidates and eliminates nearly 70 federal programs and better focuses limited gas tax revenues on critical needs:

- Consolidates the number of surface transportation programs by two-thirds.
- Eliminates dozens of programs and makes more resources available with flexibility to states and metropolitan areas.
- Lowers total Transportation Enhancements program funding by \$200 million and gives states the flexibility to use 50% of this money on construction projects.
- Incentivizes, rather than penalizes, states to partner with the private sector to finance and operate transportation projects.

The “Transportation Alternatives” section of the bill sets the total funding for the Transportation Alternatives program at two percent of total highway funding out of the Highway Trust Fund (not including the Mass Transit account). Then it splits that amount in half, with one part going to local agencies and the other half going to states for them to allocate through a competitive process. “Transportation Alternatives” has also absorbed the Safe Routes to School and Recreational Trails programs, which used to have their own dedicated funding. And it can be used to fund “planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.” The Trust for America's Health (TFAH) criticized the bill for eliminating specific funding to promote active transportation (bicycling, walking and use of mass transit). The bill makes advocates of bike and pedestrian paths compete for money with other transportation projects.

Other key provisions: The bill makes several significant changes in federal transportation policy, including:

- *P3 (Public Private Partnerships) best practices*. The Conference Report establishes P3 authority for the Federal Transit Administration similar to FHWA's existing SEP-15 (Special Experimental Project Number 15) authority and requires the Secretary of Transportation to compile best practices for working with the private sector regarding transportation facilities, and also requires that the Secretary provide technical assistance upon request. The Secretary is required to develop standard P3 transaction model contracts within 18 months and make such model documents available to state and local governments and to develop guidance to "promote greater transparency and public access" to public-private partnership agreements involving federal assistance.

- *TIFIA*. The Conference Report modifies the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, including increasing funding for the program to \$750 million (an approximately seven-fold increase over current levels) for fiscal year 2013 and to \$1 billion (an approximately ten-fold increase over current levels) for fiscal year 2014. The Conference Report also increases the maximum share of project costs that can be funded under the TIFIA program from 33 percent to 49 percent. This was a major objective in Los Angeles Mayor Villaraigosa's America Fast Forward strategy.
- *Tolling*. The Conference Report grants blanket authority for new capacity tolling on Interstate Highways, so long as the number of current non-HOV toll-free lanes does not decrease. Accordingly, the Express Lanes Demonstration Program previously included in SAFETEA-LU is not reauthorized. Existing "capacity pilot programs" were not addressed in the Conference Report.
- *Mass Transit*. The Comptroller General is directed to conduct a study regarding "contracting out" of public transportation operations.
- *Deal Makers*. Several provisions were incorporated that helped the House and Senate conferees reach agreement. The bill extends current 3.4% federal student loan interest rates until July 1, 2014 which prevented rates from doubling to 6.8%. But student loan repayment must begin no later than six years after starting college rather than the current requirement to start repayments immediately after graduation. The bill also extends funding for the National Flood Insurance Program to September 30, 2017. It had been set to expire at the end of July, in the middle of hurricane season. Since the federal program is the only flood insurance available, homes sales in designated flood zones would not be able to close if the federal program were to expire. Another provision would order the government to accelerate work on a plan for preventing Asian carp, which devour other species, from entering the Great Lakes from the Mississippi River. The measure also steers 80 percent out of billions in Clean Water Act penalties paid for the 2010 Deepwater Horizon oil rig explosion to the five Gulf States whose beaches and waters were soiled by the disaster. The money would have otherwise gone to federal coffers. Federal timber subsidies worth \$346 million would be distributed for another year to rural counties, while other funds would be steered to rural school districts. The bill also eases restrictions that force most American food aid to be shipped abroad on U.S.-flagged vessels. Finally, the bill dropped a provision — which had drawn an Obama veto threat — that would have forced government approval of the controversial Keystone XL oil pipeline from Canada to the Texas coast.

## **Sacramento Update:**

### **Legislation To Extend Measure R in Senate**

A proposed Assembly bill, AB1446 (Feuer), would provide state authority for LA County voters to decide if Measure R, the LA County sales tax for transportation, should be extended. The bill will be heard by the Senate Government and Finance Committee on July 3, 2012. Measure R provides funds for the South Bay Highway Program, a Green Line South Bay Extension and other new rail, bus and local transportation improvements. An extension would allow specified Measure R projects to be accelerated by Metro-issued bonds secured by the future Measure R revenues.

## **Southern California Update:**

### **Metro approves measure to extend half-cent sales tax**

Metro Board Members on June 28<sup>th</sup> approved a proposed ballot measure for the November 2012 L. A. County ballot that would extend the Measure R half-cent sales tax for transportation projects by 30 years. Measure R, which was passed by voters in 2008, currently ends in 2039. If voters pass the proposed measure, the sales tax would be extended to 2069. The other two transportation sales taxes in L. A. County (Propositions A and C) have no sunset date.

If it passes, officials plan to borrow against future revenues to help expedite the transit projects funded by Measure R, including the Purple Line Subway Extension and the Downtown Connector. Accelerating the projects would also need billions of dollars in federal grants and loans to make that happen.

The action was approved by a 10-3 vote with Board Members Mike Antonovich, Don Knabe and Mark Ridley-Thomas voting against the motion. The measure must also be approved by the Board of Supervisors and state Legislature before it can be placed on the November ballot.

### **Construction begins on the Crenshaw/LAX rail line**

Construction crews began relocating water and power lines in parts of South Los Angeles on June 4<sup>th</sup> to clear the way for Metro to begin construction of the 8.5-mile Crenshaw/LAX light rail line. The \$1.72 billion project will run between the Expo Line on Exposition Boulevard and the Green Line near Los Angeles International Airport. The contract for utility work is the MTA's first under a new project labor agreement with the Los Angeles Orange County Building Trades that requires the agency's contractors to hire union workers, with 30 percent coming from ZIP codes with high unemployment rates. Ten percent of workers must be chronically underemployed or have other disadvantages. The \$8.6 million utility work will take place at 10 locations along the Crenshaw corridor and is expected to take one year to complete.

### **New Bike Lanes on Summerland in San Pedro**

The city of Los Angeles Department of Transportation (LADOT) has installed 0.8-mile of new bike lanes on Summerland Avenue. The lanes are located in a neighborhood of San Pedro. They extend from Harbor View Avenue to just west of Cabrillo Avenue. The lanes were approved in 2011 in the city's 2010 Bike Plan.

### **Massive Construction Project Begins at LAX**

Beginning in June, a massive construction project at Los Angeles International Airport will result in various traffic lanes being closed to passenger terminals over the next two years. The lane closures are related to replacement of the airport's central utility plant, which provides air conditioning, heating, ventilation and hot water to passenger terminals and other facilities. Some excavation will be required to extend new water and power lines to the terminals.

The first closures will involve the three inner lanes on the lower arrivals level from Terminal 3 to the Tom Bradley International Terminal. There will also be closures on the upper departures level involving curbside lanes between the west side of Terminal 3 and the north side of the Bradley. Temporary lane restrictions will occur overnight from 1 to 5 a.m. on the lower arrivals level at Terminals 4, 5 and 7. The first round of traffic restrictions is expected to end in July.

The central utility plant is part of a \$4.1-billion modernization program at LAX, which includes expansion of the Bradley terminal and 18 new gates for international passengers.



### **I-405 and Wilshire Boulevard Ramps to be closed / replaced; Carmageddon II delayed**

On Friday, June 22, 2012, demolition began on the first two of eight ramps joining Wilshire Boulevard and the I-405 freeway. This rebuilding began with the demolition of the I-405 N off-ramp to Westbound Wilshire and Westbound Wilshire on-ramp to I-405 N. The contractor anticipates rebuilding these two ramps in 90 days. Reconstruction of all eight Wilshire ramps is expected to take more than one year. These closures and the subsequent reconstruction of the other six Wilshire ramps are expected to create significant temporary impacts to Wilshire Boulevard and adjoining streets, such as Federal Avenue, Sepulveda Boulevard and Veteran Avenue. Building the new ramps will reduce the conflict between Wilshire Boulevard and the I-405. In addition to addressing problems afflicting one of California's busiest interchanges, reconstruction of the Wilshire ramps will upgrade them to the latest seismic standards.

Construction on the \$1.2 billion project to make a continuous northbound car-pool link from the Valley to Orange County started about three years ago. A southbound car-pool lane already exists. Officials initially hoped to shut down a segment of the San Diego (405) Freeway in June 2012 to demolish the northern side of the Mulholland Ave. Bridge, but delays to the project are pushing the second I-405 closure back to August or September 2012. The project is now four to six months behind schedule. Officials have declined to name a specific date for the upcoming closure.

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# CITY OF LAWNDALE

*Office of the Mayor*

HAROLD E. HOFMANN  
*Mayor*

June 6, 2012

**IMAGED**

**JUN 11 2012**

Arthur T. Leahy  
Chief Executive Officer  
Metro  
One Gateway Plaza  
Los Angeles, CA 90012

**RECORDS MANAGEMENT CENTER**

**Re: Proposed South Bay Metro Green Line Extension**

Dear Mr. Leahy:

It is our understanding that the Los Angeles County Metropolitan Transportation Authority ("Metro") anticipates releasing the Draft Environmental Impact Statement/Report ("EIS/EIR") for the proposed South Bay Metro Green Line Extension project in the fall of 2012. The City of Lawndale has a great interest in the Green Line Extension project and has been actively participating in the environmental review process. At this time we would like to remind Metro of our concerns and provide some additional comments on the project.

Of any city in the South Bay to be affected by the proposed South Bay Metro Green Line Extension, the City of Lawndale has the most to lose and the least to gain. The Light Rail Alternative, which appears to be surfacing as the "locally preferred alternative," has the potential of severing the City, seriously disrupting automobile and pedestrian traffic circulation, creating significant noise and vibration impacts for property owners adjacent to the proposed rail lines, and negatively affecting property values along the rail corridor. Furthermore, a recent article in the *Los Angeles Times* ("Safety expert calls for more upgrades on Expo Line," May 28, 2012) reinforces some of the safety concerns of having light rail running through a residential neighborhood.

The Light Rail Alternative proposes elevated crossings at Inglewood Avenue and Manhattan Beach Boulevard, but the Light Rail then descends into an existing rail corridor with at-grade crossings at 160<sup>th</sup> Street, 161<sup>st</sup> Street, 162<sup>nd</sup> Street and 170<sup>th</sup> Street. It is our understanding that 159<sup>th</sup> Street is proposed to be closed as the Light Rail changes elevations at that location. As well, we understand that Metro is inclined to reduce the number of at-grade crossings because of their inherent danger by actually creating new cul-de-sacs at some of these through streets. The at-grade crossings alone would create significant traffic impacts, but the cutting of any of these through streets would effectively sever the neighborhood west of the rail corridor from the City proper since that neighborhood is already hampered by limited east/west through streets. This

Arthur T. Leahy  
June 6, 2012

would be ruinous to those families living west of the rail corridor as they would be cut off from neighborhood schools, parks and other amenities and would increase police and fire response times.

Although the City of Lawndale is opposed to the Light Rail Alternative or the Freight Track Alternative, nonetheless, a thorough environmental analysis of these alternatives should include (1) the Light Rail running underground through Lawndale with no at-grade crossings and (2) the Light Rail elevated throughout the City with no at-grade crossings and a sound barrier running the length of the track.

Given the fact that the City of Lawndale will likely be sacrificed for the desires of its neighbors, we fully expect that the EIS/EIR for the proposed Green Line Extension project will consider all possible environmental impacts and all possible alternatives to the project, and that all necessary mitigation measures will be outlined. Mitigation measures should include, at a minimum, the following:

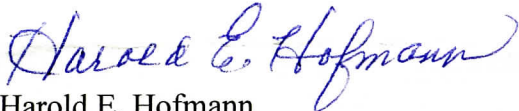
- Westwood Building Materials is a business that is important to the City of Lawndale and which will be negatively impacted by the Green Line Extension. Westwood should be offered all necessary assistance to relocate to another site in Lawndale.
- Sound walls/barriers along the route through Lawndale.
- Sound insulation grants for homeowners along the route in Lawndale.
- An at-grade pedestrian underpass at 159<sup>th</sup> Street.
- Funding for an ongoing public safety campaign to prevent residents from crossing the Green Line tracks at spots other than those delineated for pedestrian crossing.
- Funding for a Lawndale Elementary School District program to help prevent the unsafe crossing of tracks on the way to and from school.
- Replacement of all right-of-way green space lost to the Green Line Extension elsewhere in Lawndale or the provision of additional park amenities.
- Provision of an annual reimbursement to the City of Lawndale for the maintenance of landscaping along the Metro right-of-way.
- Installation of low noise crossings or “quiet zones” with gates and no bells.
- Implementation of a Lawndale local hiring program for Green Line construction.
- Pedestrian/bicycle crossings at 164<sup>th</sup>, 166<sup>th</sup> and 168<sup>th</sup> Streets.
- Metro right-of-way to be fully improved and landscaped.
- Widen Condon Avenue between 162<sup>nd</sup> Street and 170<sup>th</sup> Street to allow for parking on both sides of the street.
- Public art at the Lawndale Green Line Station.
- Fencing installed along the Metro right-of-way to be decorative.
- Funding for a Specific Plan around the Lawndale Green Line Station to be prepared by the City of Lawndale.
- A business assistance plan and assistance for businesses affected by the Green Line Extension.
- Bicycle path from the Marine Avenue Green Line Station to the South Bay Galleria.
- Build a parking structure at the Lawndale Green Line Station to mitigate impacts on neighborhood parking.

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June 6, 2012

- Include a bicycle station at the Lawndale Green Line Station.

The mitigation measures outlined above certainly do not represent an exhaustive list, but are demonstrative of the fact that the impacts from the Green Line Extension are far reaching. The members of the Lawndale City Council would like to make it clear that the City is opposed to the Light Rail and Freight Track Alternatives presented by Metro and we encourage Metro to work with Lawndale and its neighboring cities to arrive at a solution that is a benefit, rather than a burden, to the entire South Bay.

Sincerely,



Harold E. Hofmann  
Mayor

Cc: Congresswoman Maxine Waters, 35<sup>th</sup> District  
Members of the Lawndale City Council  
Antonio R. Villaraigosa, Metro Chairman  
Randy Lamm, Project Manager

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## **Corporate Emergency Response Training**

### Introduction and Overview

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The Community Emergency Response Team (CERT) concept was developed and implemented by the City of Los Angeles Fire Department (LAFD) in 1985. They recognized that citizens would very likely be on their own during the early stages of a catastrophic disaster. Accordingly, LAFD decided that some basic training in disaster survival and rescue skills would improve the ability of the citizens to survive and to safely help others until responders or other assistance could arrive.

Disaster Preparedness and Emergency Response Team Training is a necessary tool in saving lives. In the case of a major disaster, a Corporate Emergency Response Team is the first phase of any business recovery. But in order to be successful and maximize these efforts it is vital for your team to undergo formal training.



# Corporate Emergency Response Training

## Course Agenda

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An Emergency Response Team training program was developed to begin preparing individuals, groups, commercial, institutional, and governmental bodies for the overall demands resulting from a major disaster. The topics covered in the course include the following:

### **Unit I: Disaster Preparedness**

- Overview of the different types of catastrophic disasters
- Hazards and their potential Impact
- Impact on the Infrastructure
- Home and workplace Preparedness

### **Unit II: Fire Safety and Light Search and Rescue Operations**

- Basic fire suppression techniques
- Size-ups
- Fire extinguisher types and usage
- Utility control
- Search techniques
- Evacuation and rescue methods
- Principles of mechanical advantage
- Basic cribbing techniques

### **Unit III: Disaster Medical Operations**

- Recognition and treatment of life threatening emergencies
- Principles of Disaster triage
- Patient Head-to-toe evaluation
- Treatment of non-life threatening injuries
- Disaster Psychology



## Course Agenda cont...

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### **Unit IV: Corporate Emergency Response Team Organization**

- Introduction to the Incident Command System
- Importance of Teamwork, organization and logistical planning
- Use of Chain of Command
- Use of a hand held radio
- Proper documentation

### **Unit V: Course Review and Disaster Simulation**

- Simulated Disaster and Skills lab
  - Use of the Incident Command System
  - Fire Extinguisher skills
  - Search and Rescue skills
  - Lifting with mechanical advantage and cribbing
  - Triage and medical skills
- Exercise Critique and Summary



## Additional Information

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- The complete training is 24 hours.
- All units can be tailored to meet your needs and schedule.
- We will customize each unit to the needs of the staff members receiving the training.
  - For example, when teaching companies who work in high-rise buildings, there will be an emphasis on alarm and standpipe systems, stairwell access, and evacuation techniques.
- Additionally, training can include CPR, AED, First Aid, and Blood Borne Pathogens certification
- Training cannot be a one-time job. Awareness, commitment, and skills must be repeatedly practiced to maintain the greatest level of response. A refresher drill is highly recommended every 6 months.
- Training costs are directly related to size and location of group including the intensity of training desired. Modules and information are constantly reviewed and updated for the latest teachings in these techniques



## South Bay Cities Council of Governments

July 9, 2012

TO: Steering Committee

FROM: Jacki Bacharach, Executive Director

RE: Bills to monitor and for possible action

### **Additions – AB 904 and AJR 25**

#### ENVIRONMENTAL

AB 904 (Skinner)	Local government: parking spaces: minimum requirements. Commencing on January 1, 2014, would prohibit a city or county from requiring a minimum number of off-street parking spaces in transit-intensive areas, as defined, greater than 2 parking spaces per 1,000 square feet in nonresidential projects of 20,000 square feet or less on a single property, one parking space per unit in non-income-restricted residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified. The bill would also make a statement of legislative findings regarding the application of its provisions to charter cities	RECOMMEND OPPOSE	Senate Government and Finance Committee Hearing Date: 7/3/12
AB 1532 (Perez)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account. Designates the State Air Resources Board as the state agency required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out	MONITOR	Senate Environmental Quality Committee Hearing Date: 7/2/12

	<p>the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism to be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, to be used for specified purposes. The bill would require administering agencies, including the state board and any other state agency identified by the Legislature, to allocate those moneys to measures and programs that meet specified criteria. The bill would require the state board to develop , as specified, three investment plans that identify the anticipated expenditures of moneys appropriated from the account , to submit each plan to the budget committees of each house of the Legislature, as specified , and to adopt each investment plan, as specified. The bill would require the Governor to submit a budget to the Legislature that includes specified appropriations consistent with each investment plan and would require the Legislature to consider these appropriations when adopting the Budget Act . The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan.</p>		
<p>AJR 25 (Feuer)</p>	<p>Los Angeles Residential Helicopter Noise Relief Act of 2011. Expresses that the California Legislature supports the separate federal bills, S. 2019 and H.R. 2677 which direct the Administrator of the Federal Aviation Administration (FAA) to prescribe regulations for helicopter operations in Los Angeles County, California, that include requirements for helicopter flight paths and altitudes to reduce helicopter noise pollution in residential areas, increase safety, and minimize commercial aircraft delays. Requires the Administrator to exempt from such requirements helicopter operations related to emergency, law enforcement, or military activities. Directs the Administrator to make reasonable efforts to consult with local communities and local helicopter operators to develop regulations that meet the needs of local communities, helicopter operators, and the FAA.</p>	<p>Monitor</p>	<p>7/2/12 Senate Third Reading</p>

SB 1066 (Lieu)	Coastal resources: climate change. SB 1066 corrects an ambiguity in law to ensure that the California Coastal Conservancy, as part of its mission to use innovative entrepreneurial techniques to protect, restore, and enhance coastal resources and urban waterfronts, can engage in projects that address climate change impacts in these areas. Specifically, this bill would: · Clarify that the Conservancy may fund and undertake projects to address climate change and may award grants to public agencies and nonprofit organizations for these purposes; · Require that the Conservancy prioritize projects that maximize public benefits.	SUPPORT (5/28/12) (Ltr to Asm Nat Resources Comm 6/13/12)	6/27/12 Assembly Appropriations Committee
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TRANSPORTATION

AB 1446 (Feuer)	Los Angeles County Metropolitan Transportation Authority: transactions and use tax. Would allow L.A. County voters to vote on an extension to the Measure R transit tax which is slated to expire in 27 years. This extension would enable Metro to bond against future Measure R revenues and build those transit projects much earlier than originally contemplated, without relying on federal or state funding. A two-thirds support vote in L. A. County would be needed to pass the tax extension. The amendment was to clarify that there is no limit to the duration of the proposed tax.	SUPPORT (5/8/12) (Ltr to author 5/21/12)	Senate Government and Finance Committee Hearing Date: 7/3/12
AB 2405 (Blumenfeld)	Vehicles: high-occupancy toll lanes. Allows alternative fuel vehicles on the express lanes on the I-110 and others without a toll unless contrary to federal law. Choose Clean Cars Act of 2012.	MONITOR	7/2/12 Senate 3 <sup>rd</sup> Reading

FEDERAL

HR 1002 (Lofgren) & S.543	WIRELESS TAX FAIRNESS ACT - would impose a five year moratorium on all new state and local taxes on wireless service and the providers of such services, and in doing so jeopardize a critical source of future revenue for	MONITOR (9/29/11)	HR 1002 – passed House 11/2/11 Received in the Senate and referred to the Committee on
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<p>(Wyden)</p>	<p>California cities. Specifically this bill would eliminate the ability of California cities to modify their existing or create new Utility User Tax (UUT) ordinances in response to changes in telecommunications technology utilizing public rights of way.</p> <p>House bill exempts a local tax that has been adopted by the voters in accordance with state law, a League-sponsored amendment. The amendment ensures that local governments maintain the flexibility needed modify tax structures to adapt to changes in telecommunications technology delivery systems.</p> <p>The League continues to oppose the Senate version of the Wireless Tax Fairness Act, S. 543, which does not include the League-sponsored amendment that in HR 1002.</p>	<p>8/25/11 – LCC no longer opposed to HR 1002 – still opposed to S 543</p> <p>OPPOSE S.543</p>	<p>Finance</p> <p>S 543 3/10/11 Referred to House Committee on Finance</p>
<p>HR 1123 (Richardson)</p>	<p>Transportation Infrastructure Finance and Innovation Act (TIFIA) Expansion Act of 2011 amends Title 23, United States Code, to revise certain infrastructure finance provisions. Enhances the existing program and creates a new bond infrastructure program in keeping with the Metro America Fast Forward Initiative. Increases current authorization of funds made available for the TIFIA program from the current level of \$122 million annually to \$375 million for each of the fiscal years 2011 through 2015 and increases the maximum TIFIA share of project financing from the current rate of 33% to 49%. Mandates use of clean construction equipment. Would constitute an important element in Metro's drive to accelerate the construction of Measure R funded transit and highway projects.</p>	<p>SUPPORT (6/23/11) (Ltr sent 9/1/11 to House Transportation &amp; Infrastructure Comm)</p>	<p>3/17/11 Referred to House Subcommittee on Highways and Transit</p>

# South Bay Cities Council of Governments

## **Breakfast with Legislative District Staff**

Thursday, July 12, 2012

8:00 am – 9:30 am

South Bay Environmental Services Center

SBESC Theatre

20285 Western Avenue

Torrance, California 90501

8:00 am      Networking and Breakfast

8:15 am      Call to Order & Self Introductions

8:20 am      SBCCOG Work Program Update

8:35 am      Legislator Updates

- Where we've been and where we're going! – possible discussion topics:
  - State:
    - Key bills that your office is carrying
    - Priorities for the State
    - Budget issues & how to fund transportation projects
    - RDA Clean-Up
    - PERS reform
    - Any Cap and Trade follow-up and discussions
    - Ballot Measures
    - Energy efficiency issues
  - Federal:
    - Key bills that your office is carrying
    - Priorities
    - Budget issues & how to fund transportation projects
    - Defense spending possible cuts and any new round of base closures

9:25 am      Public Comment

9:20 am      Recap

Next meeting – October 11, 2012 @ 8 am.

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# South Bay Cities Council of Governments

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## **SBCCOG Board of Directors' Meeting** **Thursday, July 26, 2012 @ 6:00 pm**

**South Bay Environmental Services Center**  
**20285 Western Avenue**  
**Torrance, California 90501**

To assure a quorum, if you or your alternate representative *cannot* attend the meeting, please contact  
SBCCOG Executive Director Jacki Bacharach @ 310-377-8987.  
PLEASE NOTE: YOU CAN ALSO FIND SBCCOG AGENDAS ON OUR WEB SITE - [www.southbaycities.org](http://www.southbaycities.org)

The Board of Directors, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Written materials distributed to the Board within 72 hours of the Board meeting are available for public inspection immediately upon distribution in the SBCCOG/SBESC office at 20285 Western Avenue, Torrance, CA90501, during normal business hours.  
Unless otherwise noted in the Agenda, the Public can only comment on SBCCOG related business that is within the jurisdiction of cities and/or items listed on the Agenda during the Public Comment portion of the meeting (Item #V). The time limit for comments is three (3) minutes per person. Before speaking to the Board, please come to the podium and state: Your name and residence and the organization you represent, if appropriate.

### **DRAFT AGENDA**

- I. **CALL TO ORDER - Introductions (6:00 PM)**  
Ralph Franklin, Chair
- II. **SALUTE TO THE FLAG**
- III. **CONFIRM POSTING OF THE AGENDA BY TORRANCE CITY CLERK**
- IV. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA**
- V. **COMMENTS FROM THE PUBLIC**
- VI. **CONSENT CALENDAR (6:05 PM)**  
Matters listed under Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and considered separately.
  - A. **June Board Meeting Minutes (attachment) – Approve**
  - B. **Task Orders 1.1 and 1.2 – Siembab Corporation Master Agreement (attachment) - Approve**
- VII. **PRESENTATION**
  - A. **Air Quality Management Plan Update**
    - 1. Presentation by Dr. Phil Fine, Planning and Rules Manager South Coast Air Quality Management
- VIII. **ACTION ITEMS**
  - A. **Policy for SBCCOG representatives on outside Boards**
  - B. **Legislation of Interest: (attachment) (6:45 pm)**

- IX. **TRANSPORTATION REPORTS**
  - A. Metro Report by Board member Pam O'Connor (6:55 pm)
  - B. Service Council report by Ralph Franklin, Chair (7:00 pm)
  - C. Measure R Oversight Committee Report (Jim Goodhart) (7:05 pm)
  - D. SBCCOG report by Steve Lantz, Transportation Consultant (7:10 pm)
  
- X. **SOUTH BAY ENVIRONMENTAL SERVICES CENTER UPDATES** (7:15 pm)
  - A. Quarterly Report from SBESC Engineer **Greg Stevens** on City Projects (*attachment*)
  - B. Update on programs and activities
  
- XI. **SBCCOG UPDATE AND COMMITTEE REPORTS –** (7:25 pm)
  - A. South Bay Sustainable Strategy
    - 1. LUV, BEV and other EV issues
    - 2. Economic Development activities
  
- XII. **BOARD MEMBER ANNOUNCEMENTS** (7:35 pm)
  
- XIII. **AGENCY REPORTS** (7:40 pm)
  - A. League of California Cities (Jim Goodhart & Jeffrey Kiernan)
  - B. South Coast Air Quality Management District (Judy Mitchell & Stan Myles)
    - 1. Local Government and Business Advisory Group (Sergio Carrillo)
  - C. SCAG & Committees (Matt Horton)
    - 1. Energy and Environment (Judy Mitchell, Jeff Duclos)
    - 2. Transportation (Steve Diels, Dan Medina)
    - 3. Community, Economic, & Human Development (James Gazeley & James Butts)
    - 4. Regional Council (Judy Mitchell, Dan Medina, James Gazeley)
  - D. Los Angeles Regional Water Quality Control Board Report (*attachment*) (Mary Ann Lutz)
  - E. Santa Monica Bay Restoration Commission (Mike Gin/Jeff Duclos/Ellen Perkins)
  - F. South Bay Cities City Managers' Association (Carolyn Lehr)
  - G. South Bay Association of Chambers of Commerce (Susan Rhilinger)
  - H. South Bay Workforce Investment Board (John Parsons)
  
- XIV. **UPCOMING EVENTS & ANNOUNCEMENTS** (7:55 pm)

August 8 Metro Art Tour
  
- XV. **AUGUST SBCCOG COMMITTEE MEETINGS & WORKING GROUPS**

Consult web site for specific times and places – [www.southbaycities.org](http://www.southbaycities.org)
  
- XVI. **ADJOURNMENT to August 23, 2012**