

South Bay Cities Council of Governments

Steering Committee AGENDA

Monday, September 10, 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 – August 13, 2012 meeting minutes attached

- **ACTION:** Approve

- B. Audit

- Moss, Levy & Hartzheim has started their work meeting with SBCCOG staff on September 6. Final report due November 30, 2012

- C. LCC & SCAG appointments by SBCCOG

- Nominations to open October 1 for SBCCOG appointments

- D. Emergency Response Training

- Maritz has gone out to bid for emergency response training for the building that will probably take place in October.

V. ITEMS FOR REVIEW AND APPROVAL

ADMINISTRATION

- E. Social Media Quarterly Report from Chandler Shields – attached - 12:10 pm

- F. Upgrade of SBCCOG and SBESC Websites – 12:20 pm

- RFP for both sites is circulating – schedule is the following: September 4 – release of RFP; September 24 – proposals due; October 8 – recommendation to Steering Committee; October 25 – recommendation to Board
- Evaluation committee is Jacki, Kim, Catherine, Steve, SCAG IT staff person, Francisco Oaxaca (former PR person @ Metrolink)

- G. Videoconferencing with SCAG – 12:25 pm

- Attached is the draft agreement from SCAG

- **ACTION:** Recommend that the Board of Directors approve this agreement per legal counsel review

- H. General Assembly – February 22, 2013 – 12:35 pm

- Working title - At What Cost? Declining Revenues: Reduced Services, New Local Responsibilities, and Unintended Consequences
- Finances

- 1st sponsorship received – CCSE - \$5000. Letters have gone out. Board member suggestions and assistance would be appreciated.
- Carson has once again waived the fee
- Program
 - Participation of legislators – in a printed brochure but not on the program?
 - Speakers – memo attached
 - **ACTION:** Look for a co-sponsor for the speaking fee for Michael Coleman such as the League of California Cities LA Division to split the speaking fee with us and approve a budget if no more than \$2000 for speakers. And confirm with Michael Coleman and Jane Adams that we would like them to participate

I. Approval of Invoices – available at the meeting – **12:45 pm**

- Dues Payments outstanding as of September 5: Carson
- Status of Assessments not paid: Lawndale & Rolling Hills
- 4th Quarter Financial report – to be available at the meeting
- **ACTION:** Approve invoices for payment

WORK PROGRAM

J. Transportation Issues – **12:50 pm**

- Monthly transportation update from Steve Lantz – attached
- Metro Congestion Pricing Project – received notice to proceed

K. Power Reliability and Safety Issues – **12:55 pm**

- The California Public Utilities Commission is holding meetings in Orange County. There will be a full commission business meeting October 25th at the City Council Chambers of the City of Irvine. This is noticed meeting is open to the public.
- Stakeholder meetings will be held on October 24, also in Irvine. These meetings are less formal, more intense working meetings where policy suggestions or concerns are presented directly to all five Commissioners and their staff.
- Attendees will be split into three groups of 20. Each group will have a chance to meet with every Commissioner and the directors, advisors and staff of various CPUC divisions. Please note all ex parte rules apply and must be observed.
 - Meetings will be grouped around these topics:
 - Energy Efficiency and renewable energy
 - Reliability and the high tech industry
 - Safety of utility infrastructure
- These meetings should reflect the specific needs and concerns of the region, and support focused effective discussion of current and future policy in these very important areas.
- This is an all-day by-invitation-only event. Pre-meetings start at 9:00, Commissioners arrive at 10:00. The meetings will last 90 minutes. The commissioners and their staff will move to the next group, repeating this until each group of commissioners has met with each group of stakeholders. Lunch will be provided.
- **ACTION:** Prepare coordinated South Bay presentation for participation in all 3 groups

L. South Bay Environmental Services Center – **1:05 pm**

- Presentation of Training materials – equipment, tools
- EEMIS – submetering project – update at the meeting
- **ACTION:** Approve the MOUs with participating cities for the Sub-metering Initiative subject to legal counsel review
- WBMWD – annual contract approved by WBMWD Board of Directors
- Memo on SBESC programs to be available at the meeting

M. Only You Can Save Energy – **1:20 pm**

- Filming took place at SBESC on August 17.

- Donations in hand: Energy Upgrade California \$50,000; Contractors \$20,500; LA County Sanitation Districts \$5,000; Water Replenishment District: \$2,500; Energy Mizer/Momentus \$10,000; & City of Gardena \$1,500 – Total of \$89,500.
- Potential commitments: Haulers: \$161,000; LA Port: \$10,000; Local Businesses \$25,000; Water Suppliers: \$15,000; Gas Company \$15,000 – Total of \$236,000. There are still several others being followed up on but no firm numbers on them yet (Verengo Solar, The Forum, etc.). Time Warner Cable declined to support the effort.
- Contractor sponsorships did not bring in more funds since money some was rebated to them to get more to participate and there were costs to film them and prepare their online showcases.
- On Sept 20th, the project will be closed to additional sponsors.
- There will still be a launch party at the Manhattan Beach studio. Date to be determined.
- They are in the final push with less than 3 weeks remaining for more donations so that the mailout can take place. They are focusing on the waste haulers and recyclers, and local businesses, including water firms, auto, insurance and medical, and realtors.
- Sufficient funding may not be received to mail all of the CDs but even if CDs don't go out, the program is mostly an online program. We are putting into place a major social media program to offset any loss of direct mailers.
- Staff will be setting up a meeting to discuss the status of the project after the sponsor deadline passes.

N. Sustainable South Bay Strategy Updates – 1:25 pm

- Mobility
 - LUV Vehicle Project – demobilization underway
 - Chinese firm/Eagle still willing to give us NEVs and possibly electric bicycles. We requested a formal letter describing the extent of the Eagle donation so we can understand and evaluate it. If we decide that the donation has merit for our work, their letter can be used to seek any additional funds that may be necessary to actually use the Eagle vehicles. One option for their use would be to demonstrate these vehicles in a low income community -- consistent with one of the market stimulation initiatives in Task 6 of the PEV Readiness Project (on a subcontract to SCAG)
 - Regional and South Bay PEV Readiness Planning
 - The agreement with SCAG was approved in August. A task order from Siembab Corporation will be presented at the meeting for managing this project
 - **ACTION:** Recommend that Board of Directors approve Task Order #1.3
 - BEV project – update on progress toward implementation at the meeting
 - Task Order #2 to the Master Agreement with Siembab Corporation will be presented at the meeting. This task order will also be added as Exhibit 2 to the Master Agreement.
 - **ACTION:** Recommend that the Board of Directors approve Task Order #2 for project management services for the BEV project with Siembab Corporation
 - Car Share Planning
 - *Car2Go (Daimler)* – SBCCOG staff accompanied Walter Rosenkranz on car2go presentations to HB, Torrance and MB. Additional city presentations are planned for September and for the September SBCCOG Board meeting.
 - Edison International and Enterprise has proposed an initiative that will build on the ERAC car sharing model that provides fleet vehicles to large employers -- the program could be expanded to give van pool members access to the employer's fleet vehicle. They are still developing the concept.

- Land Use

- Compass project – At the end of September to be presented at the October LCWG meeting will be a memorandum on the key conceptual component of the project -- it will describe an optimal distribution of destinations within a 4 square mile area. Additionally, staff is trying to coordinate with Rancho Palos Verdes Western Avenue Vision Project – also funded through Compass.
 - Metro Sustainability Policy – update on comments from SBCCOG
 - Caltrans Community Planning Grant application – we were not successful
 - SCAG
 - Discussion of what kind of briefings our representatives would find useful for the Policy Committees
 - New subcommittees – report at the meeting
 - SBCCOG Presentations
 - Wally Siembab is making a presentation at SCAG's 9/18 Toolbox Tuesdays Workshop: Self-Driving Cars, Neighborhood Electrics, and the Future of Auto-mobility
 - David and Sabrina made presentations at the LARC Sustainability Summit in August.
- O. Economic Development – **1:40 pm**
- The group agreed to pursue South Bay tourism initiative and reached consensus on a Mission Strategy & Goals Statement
 - **ACTION:** Recommend that the Board approve the attached Mission, Strategy & Goals statement
 - International Council of Shopping Center Conference – September 19-21.
 - An Economic Development Promotion Subcommittee (members are from Carson, El Segundo, Torrance & Gardena) has agreed to do a South Bay exhibit at this conference in San Diego. This activity was reported at both the August City Managers' meeting and SBCCOG Board of Directors meeting.
 - Carson has reserved exhibit space, 20x 20, where all of South Bay cities have been invited to display their materials. There are two ways for cities to participate: 1) attend the conference, or 2) get materials to Barry Waite, City of Carson, and the cities that are going will display your city's materials.
 - The Economic Development Promotion Subcommittee also determined that if every participating city contributes \$1000 it would cover the exhibit expenses and other items to promote the South Bay now and in the future. Several of the cities stated that they could make contributions. The SBCCOG has received \$1,000 from the City of Gardena thus far
 - The funds collected will cover the following:
 - Exhibit cost (\$780 already paid by the SBCCOG)
 - A reusable South Bay Banner
 - Two reusable Pop-up Banners
 - The approximate cost for the above banners and tablecloth is \$2,000.
 - These expenditures are not in the SBCCOG budget. It is anticipated that at least the cities of El Segundo (9/18), Inglewood, and Torrance will also be contributing, but no funds have been received at this time. Torrance has provided some in-kind services such as layout graphic work for banners and these in-kind services would be deducted from their contribution.
 - **ACTION:** Due to the time critical necessity of purchasing these items, approve purchasing the reusable Banner and Pop up Banners and tablecloth in the amount not to exceed \$2,000 to be reimbursed by the participating cities.
- P. Legislative Advocacy - **1:50 pm**
- Legislative Matrix attached – receive and file
 - Legislative Breakfast – October 12 – invite legislators?
 - Resolution on Sequestration - attached
 - Ballot propositions - attached

- **ACTION:** Consider which propositions to take positions on and provide recommendations for the Board

SPECIAL EVENTS – 2:10 pm

- Annual Volunteer Reception – November 15 – memo attached
- LAX Airfield tour – on hold – busy with preparations for the Space Shuttle

AGENDA DEVELOPMENT – 2:15 pm

- Q. Board Meeting – September 27, 2012 – draft agenda attached
 - Sabrina to give an update on SBCCOG Climate Action Planning
 - Adjourn in memory of former State Senator & Inglewood Mayor Ed Vincent
- R. Ideas for future board meeting programs –
 - LAX International Terminal Construction
 - Panel of RDA oversight agency representatives: RB - Linda Barnett; Torrance – Susan Rhilinger; John Parsons; RPV – Steve Wolowicz; Lawndale – Barry Waite
 - Billie Greer – President, Southern California Leadership Council
 - November – Wally to give an update on the South Bay Sustainable Strategy

NEXT STEERING COMMITTEE MEETING – Monday, October 8, 2012 @ 12:00 pm

- November 12, 2012 – Veterans' Day – still Steering Committee???

ADJOURN – 2:30 pm

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South Bay Cities Council of Governments

Steering Committee FOLLOW-UP AGENDA August 13, 2012

Attendees: Ralph Franklin (Chair, Inglewood), Jim Goodhart (PVE), Susan Rhilinger (Torrance), Judy Mitchell & Suzy Seamans (Rolling Hills Estates), Pat Aust, Matt Kilroy & Steve Diels (Redondo Beach), Jim Knight (RPV), David Lesser (Manhattan Beach), Jacki Bacharach, Wally Siembab, Kim Fuentes, Catherine Showalter (SBCCOG) – **SPECIAL GUESTS – MIKE BOHLKE AND SARAH JEPSON (METRO)**

I. REPORT OF POSTING OF AGENDA

- **ACTION:** Received and filed

II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

III. PUBLIC COMMENT - NONE

IV. CONSENT CALENDAR - 12:05 pm

- A. Steering Committee – July 9, 2012 meeting minutes attached

- **ACTION:** Approved – WITH KNIGHT AND MITCHELL ABSTAINING

- B. Brown Act Suspension – Direction from SBCCOG legal counsel

- **ACTION:** Continue current practice

- C. Audit

- An RFP is being re-circulated as no bids were received. The deadline is August 17.
- Should no responses be received, staff will be approaching cities to see if the SBCCOG can be added to their audit contract.

- D. Request for New Position for Measure R

- MARCY HIRATZKA PROMOTED TO THIS POSITION

- E. Economic Development

- Next Directors' meeting is August 23 at which time they will review a spreadsheet on the business friendly practices of each city
- A South Bay exhibit is planned for the International Shopping Center Conference in San Diego which will feature any South Bay city that would like to participate

- F. Emergency Response Training

Emergency Response Training will be provided at the Maritz building during the month of September. More information will be sought but it appears that there may not be a need for us to take any additional measures at this time. **WE WILL FIND OUT MORE DETAIL FROM THE FACILITY MANAGER. LET BOARD KNOW THROUGH E-MAIL.**

V. ITEMS FOR REVIEW AND APPROVAL

ADMINISTRATION

- G. Policy for Length of terms for SBCCOG representatives on outside Boards – **12:15 pm**

- SCAG and LCC have no defined term limits so such a policy would apply to these appointments.
- **ACTION:** Recommended that the Board approve a policy that SBCCOG representatives on outside boards that have no established terms be appointed for a two year term by the SBCCOG with the ability to reapply at the end of the term. The terms should commence in January of odd years starting in January, 2013. Nominations will be accepted starting in October, 2012.

- H. Task Orders for Siembab Corporation – **12:25 pm**
- Task Order # 1.1 of the master agreement which is the further definition one of the 3 initial scopes. **ALSO SHIFTS THE CLIENT FACING SERVICES OF THE LUV PROJECT TO SIEMBAB CORPORATION**
 - **ACTION:** Recommended that the Board approve Task Order #1.1 – **MITCHELL/RHILINGER - APPROVED**
- I. Teleconferencing Partnership with SCAG – **12:30 pm**
- Staff met with two SCAG representatives regarding the possibility of having teleconferencing capability at the SBESC.
 - **ACTION:** Direct staff to partner with SCAG to create a video conferencing facility at SBESC with costs of equipment and installation to be paid for by SCAG. Additionally, approve an increase to bandwidth at SBESC to 6M at a monthly charge of \$750 which will be charged to the SBESC overhead. **FIND OUT WHAT THE TERM IS OR IF THERE IS ANY. DEDICATED LINE OR NO NEED TO RUN SPECIAL LINES. HOW MANY LOCATIONS CAN BE TAPED INTO WITH THE 6M BANDWIDTH. HOW DO WE GET THE VIDEO BRIDGE THAT SCAG IS USING. LOOK AT OUR COSTS FOR STAFFING IT. SCAG POLICY COMMITTEE AND RC MEMBERS CAN PARTICIPATE AT SOME MEETINGS. LEG COMM – VIDEO PARTICIPANTS – STILL GET PAID. UNDERSTAND OTHER POSSIBLE USES – HOW COMPATIBLE IS THIS WITH OTHER SITES? IS 6 M ENOUGH? ASK OTHER AGENCIES THAT HAVE SCAG VIDEO CONFERENCING HOW THEY USED IT AND HOW MUCH BANDWIDTH THEY NEED. CHECK TO SEE IF IT IS COORDINATED WITH SKYPE. CAN SCAG OFFSET INCREASED BANDWIDTH COST WHICH SAVES ON VMT, ETC.**
 - **ACTION – DIRECTED STAFF TO WORK WITH SCAG AND GET BACK TO THE STEERING COMMITTEE.**

WORK PROGRAM

- J. Transportation Issues – **12:35 pm**
- Monthly transportation update from Steve Lantz – attached
 - Measure R ballot proposal and Fasana amendment proposal and report on possible ramifications to the South Bay Highway Program and Green Line accelerated extension – **RHILINGER – OUR ACCELERATION OF OUR FUNDS FREES METRO FROM FUNDING OUR PROJECTS.**
 - Scope of work for Metro Congestion Pricing Project assistance attached – sent to Metro and awaiting for their response
 - **ACTION:** Recommended Board approve draft scope of work and contract subject to legal counsel review MITCHELL/AUST APPROVED
 - **AUGUST 2 WAS THE LAST COMMENT TIME FOR CRENSHAW LINE – INGLEWOOD MADE COMMENTS RE: INTERSECTIONS AND GRADE SEPARATIONS AND WHETHER THE STATIONS WILL BE PARK AND RIDE OR JUST STATIONS. INGLEWOOD WANTS PARK AND RIDES. RALPH WILL GET THE LETTER.**
- K. South Bay Environmental Services Center – **12:55 pm**
- Memo on SBESC programs to be available at the meeting
 - GOAL MET – 75 CASH FOR KITCHEN AUDITS

■ EUC UPDATE

City	2/12	5/12	6/12	7/12	8/12	TOTAL TO DATE	
Carson	app	2	4	4	6	16	
El Segundo	0	0	0	0	0		
Gardena	app	1	12	1	3	(June looks like error)17	
Hawthorne	0	2	6	7	7	22	
Hermosa Beach	0	2	2	2	2	8	
Inglewood	0	5	6	6	7	24	
Lawndale	0	2	2	3	4	11	
Lomita	0	0	0	0	0		
Manhattan Beach	app	2	2	2	2	8	
Palos Verdes Estates	0	9	1	1	2	(May looks like error)13	
Rancho Palos Verdes	0	9	10	12	13	44	
Redondo Beach		app	6	6	6	7	25
Rolling Hills	0	0	0	0	0		
Rolling Hills Estates	app	2	2	2	2	8	
Torrance	app	7	8	10	11	36	
					TOTAL	232	

■ EEMIS project - Electrical Sub-Metering Municipal Building Campuses RFP is circulating for qualified contractors to design and install permanent electrical sub-metering for the purpose of measuring interval power consumption for various groups of city buildings. It is the intent of the SBCCOG to engage each of the four cities mentioned below to allow the contractor access to city facilities for the purpose of sub-meter installations. This does not preclude the contractor from meeting any requirements of each city related to this work. Currently, these city campuses are equipped with one utility electric meter, preventing city staff from accurately assessing the electricity consumption of each individual building. One objective of installing sub-meters is to measure true power of each building at the following four locations:

1. Gardena City Hall/ Police Department / Fire Station - 1700 W 162nd St.
2. Rolling Hills Estates City Hall Complex - Palos Verdes Dr. N
3. Rancho Palos Verdes City Hall Complex - 30940 Hawthorne Blvd.
4. Torrance Cultural Center - 3340 Civic Center Dr.

A second objective is to provide building level electricity consumption data to the Enterprise Energy Management Information System (EEMIS) IT network on a short interval basis via the existing IT network installed at each site.

■ Contract approval to be on the Board meeting agenda. **SOLICITATION CLOSES END OF THIS WEEK.**

■ WBMWD scope of work and budget attached. It is going to the WBMWD Board for approval on August 27. **APPROVED BY WBMWD COMMUNICATIONS COMMITTEE ON AUGUST 9**

■ **ACTION:** Recommended Board approval of contract with WBMWD for \$164,810 for the period from September 1, 2012 to August 31, 2013 – **ABOUT \$35,000 HIGHER THAN LAST YEAR – KILROY/MITCHELL APPROVED**

- **COMPOSTING – 2 CLASSES – 1ST ONE SEPTEMBER 20.** The instructor of the SBESC workshops is Curtis Tompson, vendor for the LA County Public Works Department. He is also the expert who was recommended by Rupam Soni of the L.A. County Sanitation District.
- **CAP TIMETABLE FOR OUR WORK WITH CITIES – IN THE PACKET – WASTE REDUCTION IS AN ISSUE OF IMPORTANCE (GOODHART). WE WILL FOLLOW-UP**
- **SCE HAS INCENTIVES FOR SOLAR PANELS FOR CITIES TO GENERATE THEIR OWN ENERGY- FRANKLIN – Inglewood HAS BOND FUNDS FOR THIS.**

- SBCCOG COULD HAVE A WORKSHOP ON AB 32 – FUNDAMENTALS AND STATUS AND CAP AND TRADE
- CAP AND TRADE – NOVEMBER IS THE AUCTION. SAMPLE AUCTION - SEPTEMBER
 - AQMD HAS RECLAIM AND AFFECTS LARGE EMITTERS. TRADING ON THE OPEN MARKET AND HAS WORKED AND PROVIDED REDUCTIONS IN NOX AND SOC EMISSIONS.
 - CAN A CITY BE AN EMITTING ENTITY? – *invite to K. Eberhard to speak at Aug. Board meeting re: AB 32 & cap and trade sent 8/13/12*

L. Only You Can Save Energy – 1:10 pm

- Michael Huls has dropped off packages regarding filming to all the cities but has not heard back from any of them. He is re-contacting them. He has learned from some of the cities that their CALRecycle grants were much smaller this year so there is not much left over in way of financial contributions from the cities. He thinks that mid-August would be a good time to film SBESC. Michael has secured approval of \$2500 from WRD. He will contact South Bay waste haulers to see if they would like to contribute. He is not having much luck with sponsorships. He has stated to me that he will be putting all the money they have raised to date into production and that he will not be making any profit but that they will make the deadline.

M. Sustainable South Bay Strategy Updates – 1:15 pm

- Mobility
 - LUV Vehicle Demobilization Report attached – MITCHELL/KILROY - APPROVED
 - **STILL 200 PEOPLE ON THE WAITING LIST BUT WE HAVE MET OUR CONTRACT OBLIGATIONS.**
 - **ACTION:** Approve recommendations
 - Interest in our project from a Chinese firm continues. They are willing to give us the vehicles (NEVs) and possibly electric bicycles including paying the delivery and customs fees but at this point we don't have funding to support them. Support costs include data collection, placement, insurance, etc if we use the LUV model or we could consider a different use. We are asking the company to submit a formal proposal since these offers have been made through e-mails.
 - Regional and South Bay PEV Readiness Planning
 - Scope of work and budget REVIEWED for our contract with SCAG – **TASK ORDERS FOR SIEMBAB CORPORATION NEXT MONTH**
 - **SUZY – FOLLOW-UP WITH PEOPLE IN THE SOUTH BAY WHO HAVE BOUGHT VOLTS AND OTHER EVS**
 - Plans for special city fleet manager training to be planned under this contract
 - **CHECK TIMELINE – DATES ARE WRONG**
 - **MULTI-FAMILY RESIDENTIAL IS A CHALLENGE. HOTELS NEED TO BE STUDIED TOO.**
 - **CREATE INITIATIVES TO STIMULATE THE MARKET – EQUITY EMPHASIS – LOAN PROGRAMS, ELECTRIC BIKES, PUBLIC EDUCATION, ECON DEV STRATEGY**
 - **ACTION:** Approved scope and budget **WITH CORRECTED TIMELINE – KILROY/MITCHELL APPROVED**
 - BEV contract with **SCAQMD –ROTATIONS EVERY 2 MONTHS. MORE DATA COLLECTION RE: HOUSEHOLD BEHAVIOR. AND CHARGING CHOICES. NEGOTIATING THE PROCESS ISSUES – PAYMENTS AND REPORTING**
 - **ACTION:** Approved scope and budget – **KILROY/RHILINGER - APPROVED**
 - Car Share Planning

- Car2Go (Daimler) will be at Livable Communities Working Group to discuss their program and how it would work in our cities. Model ordinance was proposed that cities would have to adopt. Jenkins **HAS SENT BACK HIS RESPONSE – ZIPCAR MODEL AGREEMENT**
 - Edison International and Enterprise **LOOKING AT EV CARSHARING. PROBABLY AN EMPLOYER BASED APPROACH.**
- Land Use
 - Compass project – baseline evaluation of 3 study areas submitted by consultant. Cities are now commenting. **ABOUT TO DO CONCEPTUAL PIECE RE: FUNCTIONALITY IN A 4 SQUARE MILE AREA AND COMPARE TO 3 STUDY AREAS.**
 - Metro Sustainability Policy – Sarah Jepson, Metro staff, presentED an overview of the policy
 - SCAG new subcommittees – **MEETING WITH HASAN AND GATEWAY COG SET UP. MEMBERSHIP TO BE ANNOUNCED NEXT WEEK AND ONLY OPEN TO RC OR POLICY COMMITTEE MEMBERS. NO ONE ON THE EXECUTIVE COMMITTEE WILL SERVE ON THESE SUBCOMMITTEES.**
- N. Legislation – matrix attached – **1:30 pm**
 - **ACTION:** Provide recommendations for the Board - NONE
- O. Approval of Invoices – available at the meeting – **1:35 pm**
 - **LARGE AMERICAN EXPRESS BILLS NOW AND COMING**
 - **STATUS OF DUES PAYMENTS OUTSTANDING: CARSON, EL SEGUNDO, HERMOSA BEACH, LAWDALE, LOMITA, REDONDO BEACH, LA COUNTY**
 - **ACTION:** Approved invoices for payment – RHILINGER/KILROY

SPECIAL EVENTS – 1:40 pm

- O. LAX Airfield tour – request made for September 11, 12, 18, 19
- P. **WAXMAN LUNCH AND ART TOUR FOLLOW-UP**

AGENDA DEVELOPMENT – 1:45 pm

- Q. Board Meeting – August 23, 2012 – draft agenda attached

NEXT STEERING COMMITTEE MEETING – Monday, September 10, 2012 @ 12:00 pm

PUT GUEST PRESENTATIONS AT THE END

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South Bay Cities Council of Governments

DATE: September 4, 2012
TO: Jacki Bacharach, SBCCOG Executive Director
FROM: Chandler Sheilds, Administrative Assistant
SUBJECT: SBESC Social Media Quarterly Report: June – August 2012

Since taking over the social media reigns back in June, I have set out to make the SBESC more active on Twitter and Facebook and establish an identity on LinkedIn. By directly engaging with our partners via “mentioning” and “retweeting” to sharing and liking posts on Facebook, the SBESC’s social media presence has grown and become more relevant to the greater community concerned with energy efficiency, environmental sustainability and water conservation. Additionally, all of the Center’s e-blasts have links to our social media channels and allow for the recipients to share the e-blasts on their social media networks. Below is a summary of our social media presence, complete with descriptions of each of the social media platforms and tools currently being used at the Center.

Facebook:

In the beginning of June our Facebook page only had 134 likes. As of August 31, 2012, the Center has 161. Currently, we are capable of tapping into an additional audience of 73,718 people, which is the number of friends of those who have liked our page. We have been able to engage particularly well with West Basin Municipal Water District and Energy Upgrade California in LA County through the cross-pollination of each other’s Pages via liking and sharing posts.

Metrics (Averages Compiled Over the Past 90 days):

Daily People Talking About This - The number of people sharing stories about our page. These stories include liking our Page, posting to our Page's Wall, liking, commenting on or sharing one of our Page posts, answering a Question we posted, RSVPing to one of our events, mentioning our Page, phototagging your Page or checking in at your Place: **1**

Daily Reach of Page Posts -The number of people who saw any of our Page posts:
27

Daily Total Consumers - The number of people who clicked on any of our content. Clicks generating stories are included in "Other Clicks." Stories generated without clicks on page content (e.g., liking the page in Timeline) are not included: **2**

Twitter:

In the beginning of June our Twitter account had 46 followers. As of August 31, 2012, the Center has 94. Previously, we had not been followed by some of our biggest partners (i.e. SCE and SCG). I actively pursued both and have since developed great reciprocal (in terms of retweets and mentions) relationships with both. Particularly with SCE and their multiple Twitter

handles (accounts), the SBESC has opened up a great channel of communication with Kanakara Navasartian, who manages their @SCE_Business handle as well as the overarching @SCE handle. Between the SCE and SCG accounts, an audience of just under 9,000 followers is capable of viewing promotions for workshops and events that are attended or hosted by us.

Metrics (Since the Past 90 Days):

Retweets: **17**
Mentions: **24**
Followers: **93**
Following: **184**

Linkedin:

Prior to my arrival, the SBESC had an account as a company on LinkedIn with no description of services and only 2 listed employees. Since then, I have updated the profile with a full description, links to Energy Upgrade California and recognition of the following employees (via their own LinkedIn accounts): Sabrina Bornstein, Chandler Sheilds, Marilyn Lyon, David Magarian. I have also been able to leverage promotion of SBESC workshops and obtain valuable outreach insight/aid by joining groups that harbor networking and discussion pertaining to the South Bay region as well as to topics such as energy efficiency and water conservation.

Klout:

Klout is a social media tool that ranks one's sphere of influence in social media and internet presence based on a number of variables.

“Klout measures influence based on your ability to drive action on social networks, and has begun to incorporate real-world influence. Klout makes the Web better by providing a standard measurement for content creators to help drive more engaging and relevant content for everyone. The Klout Score is a number from 1-100 that represents the aggregation of multiple pieces of data about your social network activity. We compute the Klout Score by applying our score model to these signals.” - <http://klout.com/corp/kscore>

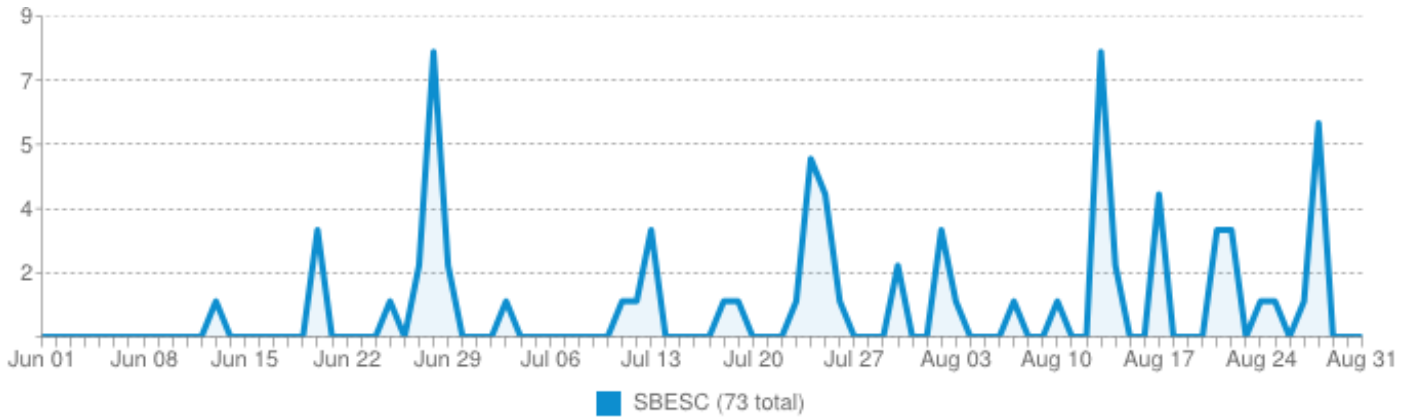
The SBESC's current Klout score is 34, which has grown from the mid-20s since June.

Hootsuite:

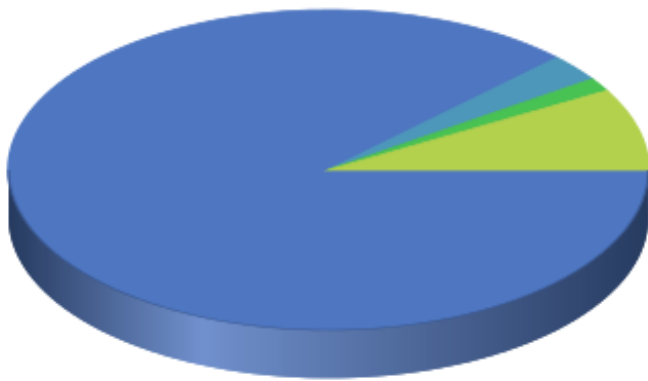
Hootsuite is a social media tool that functions as a “one-stop shop” for all of one's social media platforms. One can monitor and post to each social media platform in Hootsuite. Such a tool makes it possible to keep track of one's collective social media activity and post content to multiple platforms simultaneously (in our case, to Facebook and Twitter). One nice feature of Hootsuite is its “click-through” summary report, which summarizes one's content engagement with its audience (see accompanying PDF for details).

Social Media Report: June - August 2012 Jun 01, 2012 - Aug 31, 2012

Ow.ly : Summary Stats

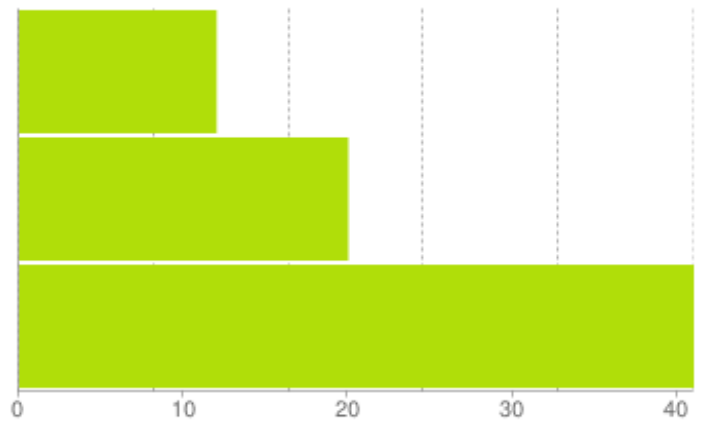


Ow.ly : Clicks by Region



Region	Clicks
United States	87.7% (64)
European Union	2.7% (2)
Denmark	1.4% (1)
Others	8.2% (6)

Ow.ly : Top Referrers



Referrer	Referrals
Direct Click	41
facebook.com	20
hootsuite.com	12

Ow.ly : Most Popular Links

Rank	Date	Post	Clicks
1	Jul 24, 2012	http://ow.ly/ct3ai http://www.sbesc.com/calendar Visit us: #ManhattanBeach Farmers Market today @ 13th St between Valley and Morningside Drives @mb...	8 clicks
2	Aug 21, 2012	http://ow.ly/d8676 http://www.sbesc.com/calendar @SCE #Solar Fair tomorrow in @TorranceCA ! Details here: http://ow.ly/d8676	6 clicks
3	Aug 2, 2012	http://ow.ly/cHpvg https://www.facebook.com/media/set/?set=a.10151... Marching from #business to business - photos from @SCE Direct Install #Energy Walk in #Carson! @SCE...	5 clicks
4	Aug 17, 2012	http://ow.ly/d3ho1 http://www.sce.com/solarleadership/gosolar/cali... Learn about #CA #Solar Initiative & rebates! @SCE Solar Fair at the DoubleTree Hotel in @TorranceCA on...	5 clicks
5	Aug 10, 2012	http://ow.ly/cTt5T http://library.constantcontact.com/download/get... Beach Cities Transit Announces 3 Upcoming Service Changes on August 25: http://ow.ly/cTt5T http://ow.ly/...	3 clicks
6		http://ow.ly/bSeqa http://www.sbesc.com/files/residential-programs... Message not found	3 clicks
7	Jun 25, 2012	http://ow.ly/bOneW http://www.linkedin.com/company/south-bay-envir... @SBESC has updated its LinkedIn Profile, check it out: http://ow.ly/bOneW #socialmedia #linkedin	3 clicks
8	Aug 28, 2012	http://ow.ly/dix3A http://www.sbesc.com/files/retro-commissioning-... #Businesses: Energy Efficient Lighting Workshop 9/6 from 8-11am! Learn about @SCE energy efficiency in...	3 clicks
9	Jul 23, 2012	http://ow.ly/craAn http://www.sbesc.com/calendar/events/article/-t... Green Tip: Have your ducts inspected - households lose 20 percent of their air through the duct system to...	3 clicks
10	Jun 28, 2012	http://ow.ly/bTy8Z http://www.sbesc.com/files/residential-programs... Cash Rebate Available to Residents Who Install New Pool Pump via @socaledison! Learn how to take adva...	3 clicks

Facility Usage Agreement

This Facility Usage Agreement (“Agreement”) is entered into on the Effective Date by and between _____, hereinafter referred to as “_____” or “Lessor” and the Southern California Association of Governments, hereinafter referred to as “SCAG” or “Lessee,” collectively referred to herein as the “Parties.”

RECITALS

WHEREAS, SCAG’s Strategic Plan calls for the development, maintenance and promotion of state of the art models, information systems and communication technologies;

WHEREAS, to further SCAG’s commitment to active engagement with its member agencies in bottom up planning processes, SCAG is expanding video conference capabilities within the region by partnering with _____ and other local stakeholders;

WHEREAS, _____ will provide a site at its offices for SCAG-sponsored meetings and videoconferencing capabilities between SCAG and _____; and,

WHEREAS, SCAG will procure and manage the vendor(s) (“Vendor”) selected to install and maintain the videoconference equipment at _____’s offices.

NOW, THEREFORE, the Parties enter into this Agreement with respect to the matters set forth herein:

Section I. Term

The term of this Agreement shall commence on _____ (“Effective Date”) and continue until (3-year term), and may be terminated as provided under this Agreement.

Section II. _____ Responsibilities

1. Lessor occupies the premises located at _____, hereinafter referred to as the “Premises.”
2. Lessor authorizes Lessee to use the meeting room known as the _____ Conference Room or other location mutually agreed upon by (date), hereinafter referred to as the “Meeting Room,” located within the Premises, and to install in such Meeting Room video conference equipment, hereinafter referred to as “Equipment,” as described in Exhibit “A” attached hereto and incorporated herein by this reference.
3. Lessor will collaborate with SCAG staff and its Vendor to successfully establish fully functional video-conferencing capabilities, including pre-installation activities. Lessor shall conduct a site assessment, to provide space, layout and other site information, to assist SCAG in determining the final Equipment list and installation specifications.
4. Lessor shall identify a minimum of three staff members who will be trained by the Vendor to operate the Equipment.

5. Lessor shall trouble-shoot any problems with the Equipment functionality through the Vendor, and keep a detailed log of any problems concerning the Equipment, promptly notifying SCAG of such problems.
6. Lessor shall host SCAG meetings, hearings, and other SCAG-sponsored events including but not limited to the Plans and Programs Technical Advisory Committee and Subregional Coordinators' meetings.
7. Lessor is authorized by SCAG to utilize the Equipment for video-conferences not sponsored by SCAG, however Lessor agrees to assume full responsibility for any and all costs and liabilities associated with such use.
8. Lessor shall properly secure and insure videoconference equipment from loss or damage at full replacement value. Lessor shall procure and maintain, at its own expense, during the term of this Agreement liability insurance from a licensed insurance company. Lessor shall provide Lessee with a Certificate of Insurance evidencing insurance that includes the following: Comprehensive Liability Insurance with a minimum limit of one million dollars per occurrence combined single limit to include property, personal injury and operations. The Certificate of Insurance shall be submitted no later than ten (10) calendar days prior to the next event date and shall list SCAG as an additional insured party.
9. Lessor shall indemnify and hold harmless the Lessee from all loss, costs and expense arising out of any liability, or claim of liability, for injury or damages to persons or property sustained or claimed to have been sustained by anyone whomsoever, by reason of use of Equipment, whether such use is authorized or not, or by any act or omission of Lessor or any of its agents, employees, guests, patrons, or invitees. Lessor shall pay for any and all damage to the Equipment, or the loss or theft of Equipment or other personal property of Lessee, done or caused by such persons.

Section III. SCAG Responsibilities

1. Lessee shall collaborate with _____ staff to effectively establish roles and responsibilities for video-conferencing of SCAG meetings, including pre-installation activities; host responsibilities; distribution of materials; and refreshments as applicable.
2. Lessee shall coordinate with _____ staff to schedule and secure Meeting Room space with minimal staffing during meetings.
3. SCAG shall procure and manage the Vendor selected by SCAG to install and maintain the Equipment in the Meeting Room, and intends to secure a vendor maintenance agreement that will provide for unlimited remote troubleshooting services weekdays from 8 a.m to 5 p.m, and defective part replacement warranties. SCAG will finalize the list of Equipment and installation specifications, based on information provided by _____ during its site assessment as described above in Section II, paragraph 3.

4. Lessee will provide _____ with a “SCAG Videoconference User Guide,” and will ensure that technical support is provided to _____ staff in connection with SCAG videoconference events, including utilization of SCAG’s Los Angeles videoconference bridge.
5. Lessee shall not be responsible for the following costs and services related to the Equipment:
 - a. Internet data service to transport network signals.
 - b. All other connections and bridges to non-SCAG videoconferences.
 - c. Webcasting and/or recording of meetings.
 - d. Onsite and after-hours Vendor support. Note that such support which results in additional charges shall be paid by _____.
6. Lessee shall indemnify and hold harmless the Lessor from all loss, costs and expense arising out of any liability, or claim of liability, for injury or damages to persons or property sustained or claimed to have been sustained by anyone whomsoever, by reason of use or occupation of the Meeting Rooms or Premises, whether such use is authorized or not, or by any act or omission of Lessee or any of its agents, employees, guests, patrons, or invitees. Lessee shall pay for any and all damage to the Meeting Rooms or Premises, or the loss or theft of personal property of Lessor, done or caused by such persons.

Section III. Termination

Each party shall have the right to terminate this Agreement for cause or convenience within thirty (30) days written notice to the other party. In such event, Lessor shall promptly return the Equipment to SCAG.

Section IV. Notices

For purposes of this Agreement, the following individuals shall serve as the principal contacts for Lessor and Lessee.

For Lessor: (Name), (Title)
Organization Name
Street Address
City, State ZIP
Phone: _____

For Lessee: Catherine Chavez, Chief Information Officer
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, California 90017
(213) 236-1973
chavez@scag.ca.gov

Section V. General Provisions

1. The interpretation and enforcement of this Agreement shall be governed by the laws of the State of California.
2. This Agreement cannot be orally amended or modified. Any modification or amendment hereof must be in writing and signed by the Parties.
3. This Agreement contains the entire understanding between the Parties relating to the transaction contemplated by this Agreement. All prior or contemporaneous agreements, understanding, representations and statements, oral or written, are merged in this Agreement, and shall be of not further force and effect.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by its duly authorized officers on the respective dates set forth below.

Southern California Association of Governments (“Lessee”)

(Name of Organization)
 (“Lessor”)

By: _____
Hasan Ikhata, Executive Director

By: _____
Name, Title

Date: _____

Date: _____

Approved as to form:

Joanna Africa, Chief Counsel

EXHIBIT A

EQUIPMENT

Part Description	Part Number	Required Qty
Life Size Team XXX (w/phone)		1
XX" LCD		2
XX" LCD Wall/Cart Mount		1
Codec Wall/Cart Mount		1
Three (3) year advanced replacement service and support for all LifeSize units and LCDs - Team XXX (qty 1) - XX" LCD (qty 2)		Per item

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South Bay Cities Council of Governments

September 10, 2012

TO: Steering Committee
FROM: Jacki Bacharach, Executive Director
RE: Speakers for the General Assembly

At the last City Managers' meeting, I asked for ideas of topics that they would like the General Assembly speakers to cover under our focus of *"At What Cost? Declining Revenues: Reduced Services, New Local Responsibilities, and Unintended Consequences"*. They came up with the following topic areas:

- Recruitment & Succession Planning – will people want to work for cities?
- Necessity for fee based programs for everything
- Deferred maintenance issues
- Quality of life impacts – loss of special events, etc.
- Realignment impacts
- Cutbacks to parks and libraries

I received several speaker suggestions as well and from them, I have sent 3 invitations. They were to:

- Michael Coleman who would set the stage as the kickoff speaker – an expert on California local government revenues, spending and financing who is the creator of CaliforniaCityFinance.com California Local Government Finance Almanac, an online resource of data, analyses and articles on California municipal finance and budgeting. He is the principal fiscal policy advisor both to the California Society of Municipal Finance Officers (CSMFO) and, for over fifteen years, to the League of California Cities. He was recommended by Jeff Kiernan & Mike Jenkins.
- Bobbi Peckham is one of the West Coast's leading local government recruiters and has 28 years of experience in local government and executive recruitment. She was recommended by Tony Dahlerbruch to talk about succession planning and recruitment – a very important subject for the city managers.
- Jane Adams is Executive Director of the California Park & Recreation Society (CPRS) in Sacramento, California. As one of the largest park and recreation professional organizations in the country with over 4200 members, CPRS provides the leadership to advance the positive impact and value of the profession on society. Jane was a member of the CPRS VIP Steering Committee that developed the profession's first strategic plan, *Creating Community in the 21st Century*, and is now instrumental in the statewide implementation of the plan. She serves as the CPRS spokesperson to national, state, and local government officials; nonprofit organizations; and federal and state agencies. She was recommended by Mark Mariscal from Los Angeles City Parks and Recreation and the current Vice President of CPRS.

These invitations just went out but I have heard back that Michael Coleman is available and will come but has a speaking fee of \$1200 that includes expenses. We normally don't pay for speakers – only expenses - but we have done so in the past. Jane Adams also responded that she can attend but she will need her expenses paid (airfare from Sacramento, parking, transportation) which should be no more than \$300.

RECOMMENDATION

- Look for a co-sponsor for the speaking fee for Michael Coleman (League of California Cities LA Division?) to split the speaking fee with us and approve a budget if no more than \$2000 for speakers.
- Confirm with Michael Coleman and Jane Adams that we would like them to participate

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September 1, 2012

TO: Jacki Bacharach, SBCCOG Executive Director

FROM: Steve Lantz, SBCCOG Transportation Consultant

RE: SBCCOG Transportation Update – August 2012

Federal Update:

White House Offers \$470M in Prior Earmarks to States For Transportation Projects

Transportation Secretary Ray LaHood announced on August 16th that more than \$470 million in former Federal Transportation Earmark funding will be made immediately available to states for transportation projects. The money initially was allocated for special projects known as earmarks from 2003 to 2006. The House of Representatives has since banned earmarks.

LaHood said the money awarded by previous Congresses should be spent to improve the nation's highways, transit systems and ports. Instead of letting the money sit idle, the Obama Administration is giving it back to the states. Under the USDOT plan, states will be notified about how much money they have left over from earlier projects that were not completed or cost less than expected. California could receive \$43 million. The states then can apply to use the money for new projects or to complete older projects. States must identify how the funds will be used by Oct. 1 and must obligate the funds by the end of the year or lose them.

Caltrans is encouraging local agencies with prior earmarks to submit invoices before the end of September to avoid losing the funding to the new program.

MAP - 21 Local Perspectives and State Legislative Recommendations

Pete Ruane, president & chief executive officer of the Washington-based American Road & Transportation Builders Association, prepared a detailed analysis of the impact of MAP-21 on local agencies for the August 15th edition of American City and County. Key points are extracted, as follows:

“On July 6, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) bill into a law, which stabilizes federal surface transportation investment through FY 2014 and makes a number of policy reforms that will affect all parts of the transportation community. MAP-21's reduced level of federal funding for highway improvements in FY 2013 and FY 2014 will affect local governments.

Federal funding for highways peaked at \$41.1 billion in FY 2010 and FY 2011. In FY 2012, Congress reduced funding to \$39.1 billion. MAP-21 increases that slightly to \$39.7 billion in FY 2013 and \$40.3 billion in FY 2014, reflecting projected inflation.

In California where a share of federal funds is sub-allocated to local governments by formula, cities and counties automatically will receive less in 2013 and 2014 unless the state fills the gap with its own funds. Programmatic changes in MAP-21 also could significantly affect local governments.

Specific SAFETEA-LU programs affecting local governments are now largely gone, including the High Risk Rural Road Program, the Safe Routes to Schools Program, the Recreational Trails and Scenic Byways Programs, and the Transportation Enhancements Program. MAP-21 transforms those into eligible activities within the existing Highway Safety Improvement Program and a new Transportation Alternatives category. While MAP-21 requires states to spend at least 2 percent of their federal highway funds on Transportation Alternatives, the total is about \$300 million less per year than the total for those programs under SAFETEA-LU.

A new provision in MAP-21 makes improvements to minor collector roads eligible for federal funding if the improvement will enhance the level of service on a related National Highway System (NHS) route and is more cost-effective than an improvement to the NHS route. Otherwise, they and local roads remain ineligible for federal funds.

As part of new “National Freight Policy” provisions, MAP-21 encourages states to invest in highway improvements that improve the flow of freight by increasing the federal share of project costs to 90 percent or more. The important element for local governments is that each state has to define a freight network that, in addition to Interstate highways and NHS highways that are critical to freight movement, may also include local rural roads with significant truck traffic.

MAP-21 includes a number of new opportunities for state and local governments to reduce delay in project delivery. One of the most significant changes to existing law is an expansion of the use of categorical exclusions (CEs) during the environmental review process. A CE is used when projects create minimal impacts on the environment. The difference between a CE and the more extensive environmental assessments (EA) or environmental impact statements (EIS) is multiple years added on to the amount of time it takes to complete a project review.

MAP-21 now automatically classifies many routine projects as Categorical Exemptions (CEs). Those include rehabilitation and repair projects, projects within an existing right-of-way, projects with minimal federal resources and projects undertaken as a result of an emergency situation. Expanding the use of CEs to these additional areas gives local governments more certainty as to when a CE can be used and also allows them to undertake routine projects without unnecessary levels of review.”

Metro also has recommended that the following MAP – 21 related changes be clarified in new state legislation:

- Ensure that Surface Transportation Program (STP) funds continue to flow to local agencies on the current formula basis (62.5% local / 37.5% state) rather than on the MAP-21 formula (50% local / 50% state)
- Ensure that CMAQ funds are allocated from the state to the regions using the current formula (MAP-21 eliminated the regional subvention formula)
- Direct former Transportation Enhancement Funding that has been rolled up into the new MAP- 21 Transportation Alternatives Program to retain the prior regional subvention formula.
- MAP-21 expands the NEPA delegation authority that was granted to local agencies in SAFETEA-LU to now include transit projects. Clarify with state legislation whether the State or local agencies responsible for implementing transit projects are delegated NEPA approval authority.

Sacramento Update:

Legislature sends “Give Me 3” Bicycle Bill and Bikeway CEQA Exemption Bill to Governor

The California Bicycle Coalition and the City of Los Angeles cosponsored Senate Bill 1464 (A. Lowenthal), which would require drivers to give bicyclists at least 3 feet of clearance when passing them from behind. SB 1464 also legalizes the existing practice by safe drivers to cross a double yellow centerline, when safe to do so, to pass a bicyclist. It also sets a base fine of \$220 for injuring a bicyclist in violation of this statute.

The bill was approved on August 27th and sent to Governor Brown. Brown vetoed a similar bill in 2011 that would have required drivers to slow to at least 15 mph if they could not provide three feet of passing room; however, an amendment removed the 15 mph provision.

Existing law simply tells drivers to pass at a "safe distance" but doesn't say what passing distance is actually safe. Nineteen other states and the District of Columbia have enacted laws similar to SB 1464.

In addition, lawmakers approved AB 2245(Smyth) that would, until January 1, 2018, exempt from CEQA the restriping of streets and highways for bicycle lanes in urbanized areas of Los Angeles County that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. It was endorsed by the Los Angeles County Metropolitan Transportation Agency and is expected to accelerate approval of some bike lane projects.

State Legislature Establishes Statewide Red-light Camera Rules

The California legislature approved a bill to establish statewide standards for the installation and operation of traffic enforcement cameras and make it easier to challenge unjustified tickets. Senate Bill 1303 (Simitian), was approved 34-0 on Monday, August 27th and sent to the governor. The governor vetoed a version of the legislation last year, writing in his veto message that local officials should be the ones to oversee traffic enforcement cameras.

The bill would specifically protect drivers' rights by requiring that camera locations be selected solely on safety considerations, prohibiting the use of the devices to raise revenue, forcing cities and counties to follow standards in the placement and operation of cameras, and mandating signage to alert drivers when the devices are in use. The legislation is also intended to prevent so-called "snitch tickets" and establish a less cumbersome process for a person to overturn a wrongful citation. Evidence collected by traffic enforcement cameras would be admissible in court and no longer regarded as hearsay.

Brown has until Sept. 30 to act on all bills.

Southern California Update:

Metro Board, L. A. County Supervisors, State Legislature approve Measure J for November ballot

L. A. County Supervisors on August 7th approved Measure J to be included on the November 2012 ballot. If approved by more than a 2/3 affirmative vote, Measure J would extend the Measure R half-cent sales tax for transportation projects by 30 years to 2069. Measure R, which was passed by L. A. County voters in 2008, currently ends in 2039. Measure J also includes a provision that would eliminate the present restrictions on fund transfers between the Measure R Transit and Highway Capital Sub-funds. The existing Measure R allows transfers once every 10 years with the first opportunity being 2019. The amendment would allow transfers at any time by a two-thirds Metro Board vote as long as the funds remain in the same subregion. These transfers can only be made at the subregion's request.

Because the fund transfer provision was not included in the initial language that was the subject of a public hearing, the motion required a separate public hearing which was held on August 6th. Immediately following the public hearing, the Metro Board approved adding the provision to measure.

Required state legislation to enable the election, AB1446 (Feuer), was passed by the Assembly and Senate and sent to Governor Brown on August 29.

Northbound I-405 / Wilshire Ramps Re-open Early

Just in time for Labor Day, Metro announces an early end to the first leg of "Ramp Jam." The westbound Wilshire Boulevard onramp to the northbound I-405 Freeway and the northbound I-405 off-ramp to westbound Wilshire Boulevard re-opened Friday, August 31st three weeks earlier than planned. The ramps were originally scheduled to reopen Sept. 22. The ramps were closed June 22 in the first phase of a yearlong effort to demolish and rebuild all eight ramps at the interchange. The six other Wilshire ramps will be closed consecutively, some two at a time, between 14 and 90 days over the next year. The next ramp closures will be announced at a later date but are not expected to start until November.

Carmageddon II Set For September 28 – October 1

Starting around 7 p.m. on Friday, September 28, ramps to the 405 Freeway will begin closing in advance of a weekend-long shutdown of the entire freeway through the Sepulveda Pass. The full, 10-mile stretch of the 405 running from the 10 Freeway to the 101 will be closed all of Saturday, September 29, and Sunday, September 30. It is set to reopen at 5 a.m. on Monday, October 1.

The planned 53-hour closure of the freeway is needed to dismantle the north side of the Mulholland Bridge over the 405. The south side of the bridge was demolished last summer, but it has taken longer than expected to rebuild, leading to delays in scheduling Carmageddon II.

Space Shuttle Endeavor to take Inglewood Streets To California Science Center (CSC)

Endeavour will fly across the country on the back of a specially modified Boeing 747 Shuttle Carrier Aircraft, arriving at LAX (weather permitting) at midday on September 20, 2012. Upon arrival, Endeavour will spend a few weeks at a United Airlines hangar undergoing preparations for transport and display.

Endeavour will leave LAX to begin its road trip to CSC on the morning of October 12. It will be transported with a series of pre-positioning moves and stops that will occur as Endeavour goes under raised transmission lines and across the 405 Freeway to arrive at Inglewood City Hall for an official launch ceremony early on October 13. The Orbiter is expected to arrive at the California Science Center in Exposition Park that evening. This will be the only time a space shuttle will travel through urban, public city streets.

The CSC is building Endeavour's permanent home, a new addition to the Science Center called the Samuel Oschin Air and Space Center, where Endeavour will be on display opening October 30, 2012. Along with the orbiter, the pavilion will feature video experiences and significant artifacts such as the Spacelab flown in Endeavour's payload bay on shuttle mission STS-118 and companion exhibits featuring images and artifacts that relate the shuttle program to California, where the orbiters were built.

LAWA Holds Public Hearings on Draft SPAS EIR

Los Angeles World Airports (LAWA) released its long-awaited Draft Environmental Impact Report for the LAX Specific Plan Amendment Study (SPAS) and held open house / public meetings on August 25th, August 28th and August 29th. The meetings featured information stations covering the major elements of the SPAS: the study history and process, objectives and alternative improvement options, aviation safety, aircraft noise, air quality, and traffic. The public comment deadline is 5 p.m. on October 10, 2012. The document can be reviewed online at www.LAXspas.org.

The study includes analysis of 7 alternatives for the northern runway ranging from runway extensions and reconfiguration of taxiways to moving the north runway as much as 350 feet north or 100 feet south of the current location. The runway options also result in 6 terminal improvement alternatives involving reconfiguring, demolition and/or relocation of terminals 1,2 and 3 and a potential new Terminal 0.

In addition, two ground access improvement alternatives include a new intermodal transportation facility adjacent to Lot C and a new consolidated rental car facility (CONRAC) on Manchester Square east of Aviation at Century.

The study also evaluates busway and automated people mover options to transport air passengers from CONRAC and the Aviation/Century Crenshaw-LAX light rail station through the central terminal area (CTA). The busway option would use the current upper roadway through the terminals and the people mover would require construction of an aerial guideway through the terminals. Both alternatives would use an aerial guideway on 96th Street behind the Century Boulevard hotels.

The EIR covers a range of airport improvement alternatives that were “Yellow Lighted” when the City of Los Angeles approved the LAX Master Plan in 2004. The Master Plan provides for modernization of the runway and taxi system, redevelopment of the terminals, access improvements and passenger safety, security and convenience enhancements needed to modernize LAX to serve a maximum of 78.9 million annual passengers.

According to LAWA, implementation of any of the studied alternatives, including implementation of the existing Master Plan, would result in significant and unavoidable impacts, including: on- and off-airport transportation, air quality, greenhouse gases, human health risk,

land use, aircraft noise, construction equipment noise, solid waste, and related cumulative impacts. Impacts to biological, coastal and cultural resources, hydrology/water quality, transit noise and vibration, and law enforcement services would be less than significant with mitigation. Impacts to aesthetics, safety, hazardous materials, road traffic noise, fire protection services, energy, wastewater generation and water supply would be less than significant.

It is unclear how the Metro LAX Connector alternatives and the SPAS busway / people mover alternatives will be integrated. However, FTA and FAA are delaying initiation of a federal EIS on the Metro LAX Connector until after the SPAS EIR is certified (perhaps in early 2013).

Metro EZ Transit Passes To Become Stickers on TAP cards

The Metro EZ transit pass, which gives riders monthly access to 25 different public transportation systems throughout the county, is about to go electronic -- as the paper passes are poised to be loaded onto the blue, smart-chip electronic TAP card. For a limited time as this new program rolls out, riders will get a free TAP card when they buy an \$84 EZ pass, which costs \$35 for seniors, disabled individuals or people with Medicare.

Because the EZ passes require a sticker on the TAP card that indicates the month, year and zone of the rider, the passes cannot be purchased at a ticket machine. They can be bought at a Metro Customer Center or one of the hundreds of other participating vendors including Nix Check Cashing and select Ralph's markets. The EZ pass can also be purchased from Metro online and the sticker will be mailed to the purchaser.

Metro Silver Line expands weekend bus service

In response to a 50 percent jump in late-night rail ridership, the Metro Silver Line expanded its weekend bus service, beginning August 17th. The Silver Line busway now operates until about 2 a.m. on Friday and Saturday, with the last bus leaving the Harbor Gateway (Artesia) Transit Center at 1:56 a.m. and the El Monte Bus Station at 2 a.m.

FTA Approves Westside Subway Environmental Studies; Issues Record Of Decision

The Federal Transit Administration has issued its "record of decision" for the Wilshire Subway which means that environmental studies for the subway project have met all federal requirements. The FTA's environmental approval clears the way for the LA Metropolitan Transportation Authority to pursue funding under the federal New Starts program.

The Westside Subway Extension will include seven new stations along its 9-mile route, running from the current end point of the Purple Line at Wilshire and Western to the VA Hospital in Westwood. Construction on the first part of the line, to Wilshire and La Cienega, is expected to begin in 2014 and conclude by 2020, with the entire project finishing up by 2036 under the current timetable. However, Metro is hoping to accelerate construction of the \$5.6 billion project under the America Fast Forward initiative and Measure J ballot measure, to finish the entire route by 2022.

L. A. City Removes 645 Parking Meters in San Pedro and Wilmington

On August 13th, L. A. City workers began to remove 645 parking meters on streets near the Port of Los Angeles — 540 in San Pedro and 105 in Wilmington. City Councilman Joe Buscaino and an array of business groups have argued that such a move will attract more shoppers and diners to places such as downtown San Pedro.

Parking meters will be removed from several blocks of Fifth, Sixth, Eighth and Ninth streets, along with portions of Pacific Avenue in San Pedro. Wilmington residents will see meters disappear along Avalon Boulevard between Denni and Opp streets, on Marine Avenue between I and G streets, on I Street between Avalon and Broad, and on Anaheim Street between Fries Avenue and Avalon and between Broad and Lakme avenues.

While the parking meter heads will be removed, the poles will remain in place. In some cases, the poles will be covered with black bicycle racks. The council has also signed off on plans to reduce meter rates and increase time limits to two hours in parts of Buscaino's district. An additional 152 meters will be replaced with ones that accept credit cards. Additionally, two city-owned parking lots will offer free parking.

Torrance City Council Approves Design For New Transit Center

Torrance has finalized the design of its new \$21 million regional transit center on Crenshaw Boulevard. The City Council approved the design of the 16,500-square-foot structure on August 7th. The center features a "signature" white canopy over a pedestrian walkway that will be lighted from underneath, reminiscent of the white roofs at Carson's Home Depot Center.

Officially dubbed the Torrance Transit Park and Ride Regional Terminal, the 15-acre site will have room for 300 cars in a surface parking lot and serve as a transit hub for the South Bay. A proposed retail building was eliminated from the final design and a parking structure - or two - will be built at a later date. City officials received grants totaling \$18.1 million last year to build the transit center and related developments on an 18-acre former industrial site at 465 Crenshaw Blvd. Much of the money came from Measure R, the half-cent sales tax increase county voters approved in 2008 that's dedicated to transportation projects. The transit center will occupy 5 acres of the site and the city has already received interest from developers, including companies interested in building retail space, for the remainder of the site. City officials hope to break ground early next year and have targeted a summer 2014 opening for the transit center.

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South Bay Cities Council of Governments

September 10, 2012

TO: Steering Committee
FROM: Jacki Bacharach, SBCCOG Executive Director
SUBJECT: South Bay Environmental Services Center Report

Specific programs have been organized into four groups of similar subject matter.

- I. Overarching SBESC Updates
- II. Marketing, Outreach & Implementation
- III. Technology, Planning & Research
- IV. Administration & Finance - Human Resources

As appropriate, funding sources have been indicated following each program update.

I. OVERARCHING SBESC UPDATES

Program Implementation Plan (PIP) Status for 2013-2014

The California Public Utilities Commission continues to evaluate PIP submittals from Southern California Edison and the Gas Company for the 2013-2014 Transition Period. A meeting will be held on September 10 with SCE to review the proposed SBESC budget in order to begin program planning. The LA County Regional Energy Network (REN) PIP proposal continues to be under review by the CPUC.

California Center for Sustainable Energy (CCSE)

The California Public Utilities Commission selected CCSE as the implementer of a two-year, \$58 million statewide marketing, education and outreach program to promote energy efficiency, demand response and general energy education to residential and small business consumers beginning summer 2012. Efforts are underway to determine how the SBCCOG can collaborate and perhaps subcontract with the CCSE on marketing efforts in the South Bay.

Following an informative San Diego site visit by Jacki Bacharach in June, a meeting took place on August 24, 2012 with CCSE representatives Siobhan Foley, Director of Education & Outreach and Lauri Walker, Outreach Specialist. Catherine Showalter and Suzanne Charles represented the SBCCOG. At this time, the exhibits currently housed at the CCSE are being relocated to the San Diego Gas & Electric Energy Innovation Center and CCSE is losing classroom space – all which may lead to moving the CCSE to a smaller location. While this downsizing activity takes place in San Diego, CCSE is hiring additional staff to work at locations strategically placed throughout California, including Sacramento and Los Angeles.

During the Local Government Energy Networking Strategic Planning Retreat and the Quarterly Meeting on August 30 – 31, 2012, Catherine met Sachu Constantine, the new CCSE Policy Director (who had worked at the CPUC for two years in a prior position) and Charlie Buck,

CCSE Government Affairs Manager and discussed the current status and future plans of the CCSE. Closer to home, SBESC staff is coordinating with Lauri Walker on marketing El Segundo energy efficiency/sustainability programs and SBESC will convene an upcoming Composting Workshop in El Segundo. Efforts continue to build a strong relationship with CCSE for long term benefit of the SBCCOG.

Trainings and Workshops

Commercial, manufacturing and non-profit sectors

September 6 Energy Efficient Lighting

October 4 HVAC Optimization

TBD Water Pump Efficiency

January 10 Solar Thermal

*Funding source: Partnership with SCE/Gas Company

City Staff and Commissioners

September 27 Basic Energy Efficiency Skills training

*Funding source: SCE Strategic Plan Support Funds

Residential - Energy Upgrade California

September 6 El Segundo

September 19 Torrance

October 1 Manhattan Beach, as part of South Bay Adult School

October 17 Torrance

November 14 Torrance

*Funding source: Los Angeles County

Residential - General

September 20 Composting Torrance

TBD Composting El Segundo

*Funding source: Los Angeles County Sanitation Districts

Volunteer Program

August 2012 Volunteer hours worked: 375.58 Grand total as of Aug 31, 2012 = 7,821.08

Volunteers worked: 26

Active volunteers 30

A field trip to the SCE Energy Education Center in Irwindale will take place for volunteers and staff on October 10, 2012. The annual Volunteer Recognition Reception is being planned for November 15, 2012 just prior to the SBCCOG Board Meeting.

II. MARKETING, OUTREACH AND IMPLEMENTATION

Marketing

SBESC has obtained access to a powerful search tool from the Palos Verdes Peninsula Library that will help target contact information with e-mails, addresses and telephone numbers of

commercial businesses in all our South Bay Cities. In addition, one of the current volunteer projects is to obtain the business license list from each city in the South Bay for future contacts.

Discussions are underway with SCE regarding the Holiday Light Exchange this year. Although popular, it is no longer viewed as an effective energy efficiency strategy for any sizeable energy savings. Staff is still exploring whether SCE marketing dollars may be used for purchase of holiday LED lights and have offered a compelling argument as to why this year is particularly timely for SBESC since we are trying to raise awareness about our new location in Torrance.

SBESC logo items have been purchased for special events:

- Thermo insulated full sized tote bags
- Mini Tape Measures
- LED light key chains
- Shirts for staff and volunteers

During the month of August, ads were placed in the *Daily Breeze*, *Easy Reader*, *Beach Magazine* and *Herald Publications* in Inglewood, Hawthorne, Lawndale and El Segundo. The ad in the *Home Improvement Guide* will run for the months of August, September and October, 2012.

Outreach

List of upcoming community events will be provided at the meeting.

SBESC continues to promote Gas Company programs for residents and businesses in the 15th Council District. Staff will be promoting Gas Company programs at the three day annual Lobster Festival at Ports O' Call Village September 14, 15 and 16.

Implementation

The Energy Audit Inventory of all of the energy audits performed to date for the different South Bay Cities is near completion.

An "At a Glance" information piece is being created that will give city managers a quick look at where they stand with their projects, including the kWh and therms saved, and Green House Gas emissions reduced.

In addition, a template for an "unplanned" procurement policy for cities is under development. The draft policy may be useful to avoid missing opportunities when electric and gas equipment fail and an emergency purchase is necessary. The policy template will include guidance to city staff in procuring the most energy efficient model and one that will yield the city rebates or incentives. Also included in this material is a draft policy for cities to notify the SBESC engineer, staff and utility representative early in the process when projects in the cities take place or are planned. The reason for the proposed policy is that cities have lost financial incentives this year by not letting anyone know until after the fact that projects have taken place.

SCE/SCG City Energy Leader Updates

New city community criteria are now being offered by SCE which allow cities to choose from an outreach menu versus a kWh criteria for achieving the next tier level in the Energy Leader Program. This menu of options is the result of discussions that took place during Peer to Peer Meetings with Partnership representatives over the last six months. By understanding and sharing the concerns of the South Bay cities in trying to move up the Energy Leader levels and taking the issue up with our Partners, SBCCOG had a strong voice at the table and the results are truly beneficial. All South Bay cities have been notified of the new “community” criteria and SBESC has offered to meet with city staff if they have questions or concerns.

*Funding source: Southern California Edison and Gas Company

Cash for Kitchens

Contract goals: 75 kitchen audits completed throughout the South Bay by August 31, 2012
 10 follow-up visits at 10 previously audited sites
Status of goals: 76 audits completed as of July 25, 2012
 10 follow-up visits completed as of July 26, 2012

*Funding source: West Basin Municipal Water District

Energy Upgrade California (EUC) in LA County

During the month of August, the Energy Upgrade California call center at SBESC fielded 216 calls, compared with 168 calls in July; 19 of them were solved via email. The average number of calls received per day is 9, a slight increase from prior months. Many of the calls were due to Flex Path and the Application Status. A total of 6 complaints were received - all were contractor related. An important issue that keeps coming up from callers is the pricing of Participating Contractors (those formally approved by EUC) vs. Non-Participating contractors. The claim is that when comparing quotes for the same work, Participating Contractors charge at least 20% more for the services and they deplete the rebate incentive that the homeowner would have otherwise benefited from. Staff continues to raise this issue with the EUC management team.

An overview presentation of EUC will be given at the Rancho Palos Verdes Council of Homeowners Association on September 19, 2012.

New marketing efforts are moving forward for Commercial PACE. The EUC-LA County call center number will be the first main contact for anyone interested in this program. SBESC staff handles those calls (in addition to the residential EUC program calls), referring them to the appropriate contacts as necessary. A Commercial PACE workshop for interested contractors was held at SBESC on August 29, 2012.

*Funding source: Los Angeles County

Vanpool Program

The contract with ACIRE has come to its conclusion and SBCCOG staff has been reviewing the final report for follow-up with companies that are poised and potentially ready to form vanpools. In September, staff will be contacting Karl Storz in El Segundo, the City of El Segundo as well

as the following companies located in Torrance: American Honda Finance Corporation, Harbor-UCLA Medical Center, Little Company of Mary Hospital, Torrance Memorial Medical Center, and Toyota Motor Sales. These organizations have all received a letter from the mayor of their respective cities informing them of the vanpool opportunity for their employees.

*Funding source: Los Angeles Metropolitan Transportation Authority (Metro)

Water Reliability 2020

Contract goal: Up to 40 presentations to be completed by August 31, 2012

Status: A total of 24 given; 2011 – 2012 contract ended.

While the number fell short of the goal of 40 presentations, it was found that pairing the WR 2020 message with the Energy Upgrade California message worked very well. A work plan is being developed to meet the 40 presentations goal in the 2012 – 2013 timeframe.

*Funding source: West Basin Municipal Water District

Water Reliability 2020 Business Leader Table Top Meetings

In August, SBESC staff connected West Basin MWD staff to officials at Terreneva Resort, business leaders and military leaders and arranged for WBMWD staff to present at the August El Segundo Chamber Government and Military Affairs Committee meeting.

*Funding source: West Basin Municipal Water District

West Basin Business Recognition

Thirty four follow-up packages were sent to past participants of the West Basin Business Recognition program from eight different cities. This is an outreach effort to assist West Basin in obtaining support letters and possibly opportunities to schedule Water Reliability 2020 presentations. Thus far, one response has been received from Northrup Grumman, who will be forwarding the support letter request to upper management. The Manhattan Beach Business Recognition is tentatively scheduled for September 18, 2012.

*Funding source: West Basin Municipal Water District

III. TECHNOLOGY, PLANNING & RESEARCH

Energy Action Plan (EAP) Updates

Southern California Gas and Southern California Edison approved the Hermosa Beach EAP in early August. The Rolling Hills Estates and Manhattan Beach EAPs are currently undergoing review by the respective cities. All of the remaining EAPs have been drafted and are undergoing SBESC review before being sent to the cities in September.

Climate Action Plan (CAP) Updates

A workbook of potential strategies to reduce greenhouse gas emissions is being compiled by staff. This workbook will include strategies for buildings and energy use, transportation and land use, waste reduction and water conservation. Once completed, staff will work with each city to identify measures already implemented and areas of interest for potential new strategies. A meeting with Rancho Palos Verdes took place on August 22, 2012 to discuss their CAP process.

Work is underway with many of the South Bay cities to approve greenhouse gas emissions reduction targets which will help guide the Climate Action Plans. Presentations were given on the target-setting process to the Carson Environmental Commission on September 5, 2012 and the Torrance Environmental Quality & Energy Conservation Commission on September 6, 2012. Outreach will continue with South Bay cities to identify the timeline/process for setting targets.

*Funding sources: South Bay Cities via SBCCOG and partnership with SCE/Gas Company

EEMIS (Enterprise Energy Management Information System)

The EEMIS web portal is preparing for a launch by the end of 2012. All release forms have been collected from participating cities and the IT infrastructure LA County will use to accept data from SCE has been fully built for SBCCOG cities. LA County is expecting to receive test data starting in September and will be testing the system in preparation for full launch by the beginning of 2013. In addition to the data transfer to the EEMIS system from SCE, an update on the sub-metering initiative about providing a greater level of data detail to the EEMIS system from eligible city facilities will be provided at the meeting.

*Funding source: SCE Strategic Plan Strategies

Southern California Regional Energy Center (SCREC)

Discussion continues to take place regarding the process for local governments to purchase their street lights from SCE to save on energy costs and how the SBCCOG can assist cities in this effort. The City of Huntington Beach released an RFP on August 15, 2012 to solicit expertise in this area and as the project unfolds, Greg Stevens, the SBCCOG energy efficiency engineer, will watch it closely and report the progress. The results may have implications on what South Bay cities decide to do about their LS-1 street lights. In the meantime, there may be options for SBCCOG to inventory street lights in the South Bay using GIS tools as a first step in gathering data to inform decision makers.

*Funding source: Los Angeles County

IV. ADMINISTRATION & FINANCE: HUMAN RESOURCES

Staff

Performance reviews are being given to six SBCCOG employees by Catherine Showalter. Four evaluations have been written and discussed with staff; two are in development.

Recruitment for a new Environmental Services Analyst, Transportation Programs is underway and the closing date is Friday, September 14, 2012. To date, eight applications have been received from interested candidates. The job functions of this position include marketing and outreach of the vanpool program as well as the 110 ExpressLanes.

Prepared by Catherine Showalter with input from Jenn Alderete, Sabrina Bornstein, Grace Farwell-Granger, Kim Fuentes, Marilyn Lyon, David Magarian, Joline Muñoz, Martha Segovia and Greg Stevens

South Bay Cities Council of Governments

Exhibit A of Master Agreement - Task Order 2

Contractor: Siembab Corporation

Contract Title: BEV Demonstration Project

Task Order Start Date: September 15, 2012

Task Order Completion Date: June 1, 2015 (32 ½ months)

Task Order Amount Not to Exceed: \$ 190,000

Team members and hourly billing rates:

Walter Siembab	\$85/hr
Mohja Rhoads	\$30/hr
Aaron Baum	\$30/hr

Work Statement for Battery Electric Vehicle Demonstration Project

The purpose of this Task Order is to complete the BEV Demonstration Project using funds provided to the SBCCOG by the AQMD under a contract number not yet established. Siembab Corporation and its sub-contractors will manage the completion of Subtasks 1-12; collect, process, and analyze the GPS and survey data; conduct the vehicle rotations; interface with the vehicle drivers; direct preparation of the Status Reports; coordinate the work of SBESC personnel assigned to the project; and lead the preparation of the Deployment Plan, Interim Report, Draft Final Report and Final Report.

Subtasks:

- 1 Acquire Fleet
- 2 Develop Deployment Plan
- 3 Prepare Vehicles and Charging Infrastructure
- 4 Deploy all Vehicles & Rotation Report 1
- 5 Status Report 1
- 6 Status Report 2
- 7 Status Report 3
8. Interim Report (12 months of operations)

- 9 Status Report 4
- 10 Status Report 5
- 11 Draft Final Report
- 12 Submit Final Report & Project Close Out

For SBCCOG

For Siembab Corporation

Signature

Name

Ralph L. Franklin

Walter Siembab

Title

Chair

President

Date

September 27, 2012

September 27, 2012



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

5033 Rockvalley Road
Rancho Palos Verdes, CA 90275
(310) 377-8987
sbccog@southbaycities.org
www.southbaycities.org

September 10, 2012

To: Metro Sustainability Planning Staff

Thank you for the opportunity to comment on the Countywide Sustainability Planning Policy. It is a thoughtful conceptual framework that reflects hard work and critical thinking by Metro leadership, staff, and consultants.

However, from the perspective of the South Bay Cities Council of Governments (SBCCOG), it does not yet fulfill its promise of fostering collaboration and coordination across modes, disciplines and agencies in the process of defining sustainability outcomes.

Following a period of intensive research on the transportation behavior in different development patterns, the South Bay Cities Council of Governments adopted a transportation-land use strategy in October, 2010 (the Sustainable South Bay Strategy – SSBS). Metro’s Sustainability Planning Policy is not consistent with the SSBS. A bridge between the two will need to be built in order to foster the collaboration and cooperation that Metro is seeking.

The goals are similar – both Metro and the SBCCOG want to partner in policies and programs that will lead to sustainable communities. The vision of sustainability appears to differ.

In the SSBS, sustainable communities are neighborhoods with robust but compact commercial centers within a half mile of most residents that attract a high percentage of trips taken by residents. Because of the proximity, walking is the dominant travel mode. The four mile square grid of neighborhoods and centers includes enough destinations to satisfy 80% of the trips taken by 80% of the households. Over time that target should increase to 90% of trips taken by 90% of the households. Median trip length should be well under 4 miles. The process is referred to as neighborhood oriented development (NOD).

Mobility within this grid of neighborhoods will be by personal ZEV (including active modes) and circulator transit in small buses running with short headways. Designated multi-mobility hubs will provide access to rapid connections to the regional transit backbone network.

Metro’s role in this vision includes the following:

- Provide or fund municipal operators to deliver the transit needed – circulator services, high speed connections to the regional backbone and in general “development oriented transit” to existing employment centers, regional shopping malls, medical complexes, colleges and universities, and other large scale destinations.
- Fund planning studies of neighborhood oriented developments, multi-modal centers, and right of way management plans that would lead to complete streets.

LOCAL GOVERNMENTS IN ACTION

Carson	El Segundo	Gardena	Hawthorne	Hermosa Beach	Inglewood	Lawndale	Lomita
Los Angeles	Manhattan Beach	Palos Verdes Estates	Rancho Palos Verdes	Redondo Beach	Rolling Hills		
	Rolling Hills Estates	Torrance	Los Angeles District #15	Los Angeles County			

- Fund planning and deployment of charge port infrastructure (CPI) to support a growing fleet of PEVs.
- Work with the SBCCOG to develop and measure metrics to help evaluate progress toward realizing our vision.
- Include projects related to the SSBS in the LRTP.

South Bay Cities' role in this vision includes the following:

- Facilitate NOD through rezoning, specific plans, development agreements or other tools necessary to accommodate specific types of infill development.
- Manage their ROW consistent with the mobility needs of the SSBS, including, for example, striping combination class 2 lanes for slow speed vehicles and bicycles.

SBCCOG's role in this vision includes the following:

- Continue to test and extend the SSBS in demonstration projects, planning studies, and project evaluations.
- Collaborate with Metro, SCAG and the AQMD to implement all aspects of the SSBS.
- Provide leadership by working with private entities to implement key initiatives in the SSBS such as attracting a car sharing program or reducing the floor plates of large retailers in order to fit into neighborhood centers.
- Educate the public, city management, and regional institutions about the SSBS and its implementation progress.

The SBCCOG recognizes the countywide application of the SSP and the efforts Metro has taken to build in flexibility and avoid a "one size fits all" approach. Funding will follow, policies will develop and a collaborative relationship will be built on the basis of the SSP. For all those reasons, it is important for the SSP to accommodate strategies that have been developed and tested sub-regionally.

While there are many examples including the definition of the clusters, the following are a few specific areas that illustrate some of the inconsistencies between the SSBS and Metro's Sustainability Planning Policy (SSP).

1. Vehicle Miles Travelled (VMT)

VMT reduction has been a traditional concern of transportation planners, and it will remain so because of congestion concerns. However, shifting policy priorities toward reducing fossil fuel consumption along with changes in automotive technology are making VMT less of a key outcome metric concerning sustainability.

This transition in the strategic importance of VMT is even present in Metro's SSP. VMT reduction is the key outcome used as the basis for defining accessibility clusters and place types which together form the foundation of the policy framework. Yet the Green Modes Section (page 7) states that "all vehicles should increasingly be zero or near zero emissions." VMT in ZEVs have little impact on the environmental and economic (i.e., through oil imports) dimensions of sustainability.

But more compelling is the inconsistency with the 2012 RTP. One of the financing innovations included in the 2012 RTP was to recommend a VMT tax to replace the current gasoline tax. This recommendation is necessitated by the changes in automotive technology toward more efficient internal combustion engines and ZEVs which are eroding the financial basis for funding transportation infrastructure improvements. It is awkward for Metro's Sustainability Planning Policy to target the reduction of this new basis for taxation. The impact will be to compromise potential future revenues even before the innovative proposal has been accepted.

This conflict internal to Metro's SSP also occurs externally in relation to the SBCCOG's SSBS. The mobility component of the SSBS relies on fleet conversion as the primary method of reducing gasoline consumption and becoming more sustainable. Other elements are involved from car sharing to public transit, but the primary initiative is aimed at converting the 600,000 vehicle ICE fleet to some form of PEV, beginning with the secondary vehicles in each household. Strategically, VMT reduction is a factor but not the key outcome.

2. Accessibility clusters

Accessibility clusters are the basis for the "place-based policies" in the SSP; a substantial number of proposed Metro and city policies are proposed in response to the characteristics of each cluster (pages 15-21).

The cluster definitions are inconsistent with the SSBS in a number of ways. "The clusters are defined by land use conditions that were identifiedto have the greatest impact on travel behavior, as defined by VMT" (page 9). As mentioned above, the SBCCOG's research found that VMT reduction was important but not the most relevant characteristic for evaluating land use conditions in the South Bay.

The SSP analysis is based on correlations at the Census tract level between VMT reduction and residential density and job centrality. The SBCCOG's statistically significant "original local analysis" on 8 comparably defined neighborhoods found that the presence of a nearby cluster of destinations was more important than residential density to our concept of sustainability.

The key variable in the SSBS is trip distance with shorter distances made possible by destination clusters located nearby. Shorter distances increase the mode options. Distances of one half mile or less facilitate the walking mode; distances of up to 3 or 4 miles facilitate cycling and a variety of slow speed vehicles; distances up to 25 miles are compatible with the new battery electric vehicles (BEVs) such as the Leaf now entering the market.

In other words, "understanding the 'accessibility' of a place in terms of residential density and job centrality" – as proposed by the SSP – will not help define appropriate sustainability strategies in the South Bay.

Finally, the SSP's accessibility clusters lack a standard spatial definition. They may be as large as the eastern San Fernando Valley or as compact as Old town Pasadena. There may be many within one city or along a single corridor. Even Hermosa Beach, a one square mile South Bay city, may incorporate several accessibility clusters. This makes the tool difficult to apply in practice.

The SSBS bases its strategies on neighborhoods defined for now as the half mile radius around the intersections of major arterials. The land use challenge involves migrating strip commercial into compact centers in each and every neighborhood. (This strategy known as “livable boulevards” is similar.) The spatial unit is standard and every city and every corridor can be analyzed in terms of neighborhoods.

Where judgment, data, and creativity will be needed to craft solutions and to customize strategies appropriate to the local community, the SSBS is based on data specific to the South Bay and its application is clear cut across all South Bay communities.

3. Performance Metrics

Table 4.1 on page 26 lists 15 preliminary program and performance metrics. They are of varying value to South Bay cities or to Metro when measuring South Bay conditions.

The following are a few data categories or performance metrics that would be more consistent with the South Bay’s concept of sustainability. The neighborhood is the spatial unit equivalent to the SSP’s “access clusters.”

- Neighborhoods characterized in terms of the distribution of destinations expressed as NAICs codes and number of jobs within one half mile and within 4 miles (equivalent to the concept of access clusters).
- Neighborhoods characterized in terms of the average distance required to reach a standard package of destinations such as grocery store, pharmacy, school, medical center, movie theatre, etc.
- Average and median trip length
- Miles of combination class 2 lanes for bicycles and a range of slow speed vehicles |
- Fleet composition.

Attached to this letter is a table that begins to address the core issue of changing automotive technology by combining traditional mode share with energy source. Data could be developed for a sequence of tables defined by trip length – less than half-mile, 1 to 5 miles, over 5 miles. The table can be used for target setting for a future year and for measuring progress toward that target. Refinements can be added that incorporate fuel efficiency where internal combustion engines are being used.

Based on these initial responses, we hope to start a dialogue with Metro about incorporating the SBCCOG’s sustainability strategy into the Countywide Sustainable Planning Policy.

We look forward to working with you.

Sincerely,

Wally Siembab, SBCCOG Research Director

Mode Share by Fuel Type		Fossil Fuels			Hybrid	Alternate Fuels		Human Power	Mode Share
		Gasoline	Diesel	Natural Gas	Hybrid	Electric	Hydrogen	All Energy Types	
	Neighborhood Vehicles								
Private Vehicles	Commuter Vehicles								
	Long Range Vehicles								
	Bus								
	Rail								
Public/Commercial Transport	DASH								
	DART								
	Taxi								
	Walking								
Other Modes	Biking								

Energy Share							

LEGEND

Mode Share Present
Mode Share 2020
Mode Share 2035

9/10/12

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SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

5033 Rockvalley Road
Rancho Palos Verdes, CA 90275
(310) 377-8987
sbccog@southbaycities.org
www.southbaycities.org

September 10, 2012

Glen Becerra, President
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear President Becerra,

The South Bay Cities Council of Governments (SBCCOG) would like to express our concern for the process that is being instituted for developing policies for the implementation of the Regional Transportation Plan (RTP/SCS). The six subcommittees that have been established have very limited membership and their charge appears to be extremely significant.

While this was an opportunity to bring in all points of view for a richer regional dialogue, solicitation for these positions occurred over the summer and also to a very select group – just the elected officials already on SCAG committees. No explanation of how to become an ex officio member was distributed and while the charter document said that there would be one private sector ex officio member for each committee, now we see that there are also ex officio alternates and some are from the public and non-profit sectors. Therefore, it appears that the directions that appeared in the solicitation were not followed.

In this time of reduced resources, it is also extremely difficult for any organization to attend and participate in these thirty meetings over the next six months. At a minimum therefore, we request streaming video of all of these meetings be made available on your website so that they can be reviewed as time and resources permit. We also request that you send all of the agendas and meeting announcements to our Executive Director, Jacki Bacharach for her to distribute.

We have been told that not being on the subcommittee means that we can give a 3 minute statement on any item from the audience and that all of the issues will eventually come to the regular policy committees. However, with such weighty discussions taking place at these subcommittee meetings, we further suggest that you need to find other, well defined opportunities for regional input before any recommendations are brought to the policy committees.

Sincerely,

Ralph Franklin, SBCCOG Chair
Councilman, City of Inglewood

re: Hasan Ikhata, SCAG Executive Director

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

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DATE: September 6, 2012

TO: Regional Council (RC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, (213) 236-1800, ikhata@scag.ca.gov

SUBJECT: Draft Subcommittee Work Plans

RECOMMENDED ACTION:

For Information Only; No Action Required.

EXECUTIVE SUMMARY:

Six (6) new Subcommittees were created by the Regional Council as part of the implementation strategy of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Their Charters were approved at the July 5, 2012 meeting. One of the key deliverables for the Subcommittees is the development of a Work Plan, which will include action steps for implementation of the 2012-2035 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide practical solutions for moving new ideas forward.

BACKGROUND:

At the April 5, 2012 meeting, the RC unanimously approved a motion to form various Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. These Subcommittees are: 1) Active Transportation; 2) Goods Movement; 3) High-Speed Rail and Transit; 4) Public Health; 5) Sustainability; and 6) Transportation Finance.

These Subcommittees will facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS. Purview of the Subcommittees will not be restricted as they may consider other related tasks.

The RC approved the charters of the subcommittees at its meeting on July 5, 2012. SCAG President Glen Becerra plans to announce the appointments for the subcommittees at today's meeting. Staff has prepared draft Work Plans consistent with their approved Charters for review by the Subcommittees. Key deliverables for the Subcommittees have been proposed for their review and discussion. The attached Work Plans are subject to revisions once the Subcommittees convene.

FISCAL IMPACT:

Funds are included in the FY2012-2013 budget.

ATTACHMENTS:

1. Draft Active Transportation Subcommittee Work Plan
2. Draft Goods Movement Subcommittee Work Plan
3. Draft High-Speed Rail & Transit Subcommittee Work Plan
4. Draft Public Health Subcommittee Work Plan
5. Draft Sustainability Subcommittee Work Plan
6. Draft Transportation Finance Subcommittee Work Plan



ACTIVE TRANSPORTATION SUBCOMMITTEE

Deliverables:

1. Action plan for moving forward implementation of key Active Transportation strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
 - Policy Recommendations
 - Updated Methods, processes and performance measures
 - Technical Studies and projects
 - Funding Strategies
 - Stated roles for local government agencies and stakeholders.

Meeting #1

Overview of Goals/Objectives

Objective: Introduce The Goals and Objectives of committee. There will also be an overview of existing active transportation infrastructure, planned infrastructure, and what other cities/countries are doing.

- ◆ Overview of existing and planned system
- ◆ Changes in federal /State laws and Regulations
- ◆ Overview of success stories in other metro areas/cities

Action: *Develop Initial suite of policy recommendations for 2016 RTP/SCS development*
Potential Presenters: Hasan Ikhmeta, Allen Crawford (Long Beach), Greg Nord (OCTA), SCAG

Meeting #2—Joint Meeting

The 2012-2035 RTP/SCS (Joint Meeting with Public Health and Sustainability Subcommittees)

Objective: Review 2012 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG Staff, Compass Blueprint Grantees

Meeting #3

Safety, Active Transportation and the Built Environment

Objective: Identify practices to increase safety and increase active transportation usage

- ◆ The Four Types of Bicyclists
- ◆ Review of California Strategic Highway Safety Plan strategies for Active Transportation
- ◆ Review of Safe Routes to School programs and childhood obesity
- ◆ Review of First Mile/Last Mile Transit options such as “Bike Share”

Action: *Establish performance measures linking Active Transportation to Environmental Justice*
Potential Presenters: Brian Alconcel (Caltrans), Rye Baerg (SRTS), Derek Fretheim (BikeNation),

Meeting #4—Joint Meeting

Sustainability and Equity (Joint meeting with Public Health and Sustainability Subcommittees)

Objective: Identify the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cycloviva); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
 - Is there a correlation between transit-oriented development and gentrification?
 - Post redevelopment, is there an effective model of affordable housing provision?
 - What are the connections between jobs housing balance and housing affordability?

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5—Joint Meeting

Financing and Implementation (Joint Meeting with Transportation Finance Subcommittee)

Objective: Understand options for leveraging transportation funding for Active Transportation; other innovative financing options; and strategies for biking/walking

- ◆ MAP-21 provisions for Active Transportation and implications for regional initiatives
- Other revenue sources to support Active Transportation opportunities for project delivery and system preservation

Action: *Establish recommendations for Active Transportation Implementation funding*
Potential Presenters: SCAG Staff

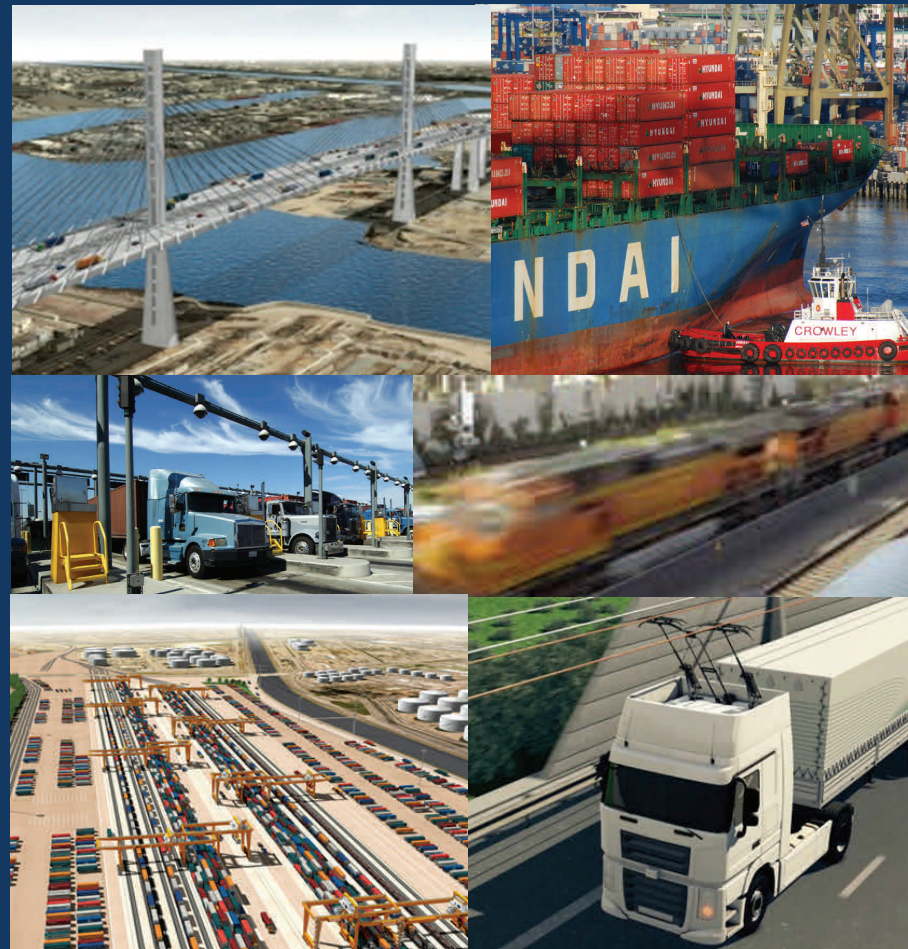
Meeting #6

2012-2035 RTP/SCS Implementa- tion Action Plan and 2016 RTP/SCS Development

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review policies and recommendations developed during previous meetings make final recommendations to SCAG Policy Committees

Action: *Develop Report delineating recommendations to Policy Committees*
Potential Presenters: SCAG



GOODS MOVEMENT SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012-2035 RTP/SCS (e.g., next steps for East West Freight Corridor)
2. Framework for the development of the goods movement plan for the upcoming 2016 RTP/SCS
 - Emphasis on funding/financing opportunities for critical regional goods movement initiatives

Meeting #1

Overview of Goods Movement Plan, Emerging Issues, and Work Plan

Objective: Introduce critical components of the goods movement plan and establish subcommittee work plan

- ◆ Review Comprehensive Regional Goods Movement Plan and Implementation Strategy
- ◆ Review of Border Crossing Study
- ◆ Present work plan for subcommittee and steps to achieve deliverables
- ◆ Review 2016 RTP/SCS development schedule

Action: Approve Goods Movement Subcommittee Work Plan

Potential Presenters: SCAG, Cambridge Systematics, ICTC, HDR

Meeting #2

Key Functions and Markets, and Economic Impacts of Goods Movement

Objective: Understand key functions and markets, and economic impacts of goods movement

- ◆ Identify opportunities to improve competitiveness of Southern California goods movement
 - Understand supply chain strategies to improve key nodes of the transportation system
 - Understand local jurisdiction policies impacting goods movement
 - Identify warehousing/manufacturing location and workforce development strategies
- ◆ Evaluate economic benefits of goods movement

Potential Presenters: SCAG, POLA/POLB, CSULB, John Husing, John Isbell, Gill Hicks, Majestic Realty, BCOs, terminal operators, CTA, railroads, labor representatives, manufacturing, NAIOP

Meeting #3

Goods Movement Environmental Action Plan and Emerging Technologies

Objective: Identify next steps to implement Goods Movement Environmental Action Plan

- ◆ Overview of Goods Movement Environmental Action Plan
- ◆ Update on Zero-Emission Demonstration Project and Regional Zero-Emission Collaborative
- ◆ Review of partner agency initiatives (CARB, AQMD, POLA/POLB Technology Advancement Program)

Potential Presenters: SCAG, Metro, AQMD, CARB, POLB/POLA, Siemens, other OEMs

Meeting #4—Joint Meeting

Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

Objective: Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- ◆ MAP-21 provisions for TIFIA and implications for regional initiatives
- ◆ Viable revenue sources to support PPP opportunities for project delivery and system preservation
 - Goods movement funding and financing options

Potential Presenters: Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

Meeting #5

Regional Freight Corridor Planning and Next Steps

Objective: Review regional freight corridor planning efforts and identify next steps

- ◆ Overview of regional freight corridor network planning efforts
 - I-710 South EIR/EIS and East-West Freight Corridor
- ◆ Identify emerging issues and considerations for a regional freight corridor network through the Inland Empire

Potential Presenters: SCAG, SANBAG, SGVCOG, Metro, City of Industry, City of Diamond Bar, City of Ontario, CTA

Meeting #6

2012-2035 RTP Implementation Action Plan and 2016 RTP Goods Movement Framework

Objective: Identify action plan for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

- ◆ Review Action Plan for moving forward implementation of key strategies
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

Action Item: Recommend action plan steps for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

Potential Presenters: County Transportation Commissions, POLA/POLB, BNSF/UP Railroads, private and community stakeholders, AQMD, CARB, EPA, SCAG



HIGH-SPEED RAIL AND TRANSIT (HSRT) SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key strategies identified in the 2012-2035 RTP/SCS
2. Reports on transit/rail best practices and broad policy framework related to HSRT for the 2016 RTP/SCS
3. Road Map for the development of the passenger rail and transit element of the 2016 RTP/SCS

Meeting #1

Overview of Work Plan and Update on Rail/Transit Issues

Objective: Review current rail planning efforts, discuss recent and upcoming legislation and implications, and establish subcommittee work plan

- ◆ 2016 RTP/SCS development schedule; work plan for subcommittee and steps to achieve deliverables
- ◆ Regional rail update, including review of RTP blended approach to CA HSR
- ◆ Updates on MAP-21 and Measure R Extension

Action: Approve High-Speed Rail and Transit Subcommittee Work Plan

Potential Presenters: CA HSRA, LOSSAN, Metrolink, Metro, FTA, SCAG

Meeting #2

Southern California High-Speed Rail MOU

Objective: Initiate development of a coordinated regional vision for passenger rail service

- ◆ Southern California High-Speed Rail MOU
 - Presentation of projects and improvements, costs and benefits
 - MOU Working Group: Next Steps
- ◆ SCAG regional rail planning, coordination, and vision

Potential Presenters: county transportation commissions, Metrolink, SCAG

Meeting #3

Public Transit Best Practices and Issue Areas for 2016 RTP/SCS

Objective: Review best practices for public transit and identify key issues and policy areas for further evaluation as part of the development of the 2016 RTP/SCS

- ◆ Regional public transit update and future service plans
- ◆ Increasing transit ridership and attracting new riders
 - Presentation of nation-wide best practices (e.g. first-mile/last-mile, smart cards & e-tickets, inter-modal and inter-agency coordination)
 - Draft strategies and recommendations for further evaluation

Potential Presenters: SCAG, county transportation commissions, transit operators

Meeting #4

Transit-Oriented Development

Objective: Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment

- ◆ TOD / land use nexus
- ◆ Economic development and job creation
- ◆ Rail and transit planning at the city level in the post CRA environment

Potential Presenters: Roger Moliere/Metro and other county transportation commissions, cities, Center for Transit-Oriented Development, Cecilia Estolano/ELP

Meeting #5—Joint Meeting

Revenue Strategies—Joint Subcommittee Meeting

Objective: Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

Wrap Up and 2016 RTP/SCS HSRT Framework

Objective: Identify key issues and policy areas for integration into the passenger rail and transit elements of the 2016 RTP/SCS

- ◆ Presentation of draft subcommittee deliverables
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

Action: Approve framework for development of passenger rail and transit elements of the 2016 RTP/SCS

Potential Presenters: SCAG



PUBLIC HEALTH SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
 - Policy recommendations
 - Updated methods, processes, and performance measures
 - Technical Studies and projects
 - Funding strategies
 - Stated roles for local government agencies and stakeholders

Meeting #1

Why Public Health Matters

Objective: Introduce current public health issues and its importance in regional and local planning

- ◆ Overview of the common mission and perspectives of planning and public health, which include improving the quality of life, assessing existing and future needs, and relying on a variety of stakeholders to develop supportive policies and programs

Action: Approve Sustainability Subcommittee Work Plan

Potential Presenters: Dr. Robert K. Ross (The California Endowment), Amy Buch (Orange County Health Care Agency), Manal Aboealta (Prevention Institute), Julia Caplan (Public Health Institute), Linda Rudolph (California Department of Public Health)

Meeting #2–Joint Meeting

The 2012–2035 RTP/SCS (Joint Meeting with Active Transportation and Sustainability)

Objective: Review 2012–2035 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG Staff, Compass Blueprint Grantees

Meeting #3

Public Health and the Built Environment

Objective: Understand the intersections between public health and the built environment

- ◆ Links between health risks and particular aspects of the built environment, including transportation infrastructure, infill development, sustainable design, open space, etc.
- ◆ Review how transportation decision-making can better support public health objectives, including reduced crashes and pollution emissions and increased physical activity

Potential Presenters: Dr. Richard Jackson (UCLA School of Public Health), Jonathan Fielding (LA County Department of Health), Tina Zenzola (Safe and Healthy Communities Consulting), Representative from STAR Community Index

Meeting #4–Joint Meeting

Sustainability and Equity (Joint Meeting with Active Transportation and Sustainability)

Objective: Identify the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cycloviva); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
 - Is there a correlation between transit-oriented development and gentrification?
 - Post redevelopment, is there an effective model of affordable housing provision?
 - What are the connections between jobs housing balance and housing affordability?

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5

Healthy Places, Healthy Regions

Objective: Understand other aspects of healthy communities beyond the built environment

- ◆ Current innovative policies and programs policymakers are developing in order to increase access to a variety of healthier options in their communities
- ◆ Address current issues related to encouraging physical activity, Safe Routes to Schools, open space and recreation, and other ways to promote public health beyond the built environment

Potential Presenters: Lark Galloway-Gilliam (Community Health Councils), Alexa Delwiche (L.A. Food Policy Council), Dr. Goetz Wolff (UCLA), Representative from American Lung Association; Representative from Robert Wood Johnson Foundation, Representative from Safe Routes to Schools

Meeting #6

Recommendations

Objective: Review and recommend steps for implementation of 2012–2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review list of initial proposals and finalize recommendations to policy committees

Action: Recommend steps for moving forward key strategies from 2012–2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: SCAG Staff



SUSTAINABILITY SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key land-use & local development strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
 - Policy recommendations
 - Updated methods, processes, and performance measures
 - Technical Studies and projects
 - Model Ordinances

Meeting #1

Defining and Measuring Sustainability

Objective: Introduce the tools, and data needs for modeling regional sustainable scenario development.

- ◆ Overview of the data needs and current challenges regarding modeling sustainable scenario systems
- ◆ Update on demographic changes in transportation choices and settlement patterns
- ◆ Work plan for subcommittee and steps to achieve deliverables

Action: Approve Sustainability Subcommittee Work Plan

Potential Presenters: Peter Calthorpe (CA), Marlon Boarnet (USC), Randall Crane (UCLA), Steven Finnegan (Automobile Club of Southern California)

Meeting #2—Joint Meeting

The 2012-2035 RTP/SCS (Joint Meeting with Active Transportation, and Public Health)

Objective: Review 2012–2035 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

Potential Presenters: SCAG staff, Compass Blueprint Grantees

Meeting #3

The Future of the Real Estate and Building Industries

Objective: Understand new trends in real estate development and sustainable building practices

- ◆ Review the challenges and opportunities facing both greenfield and infill development
- ◆ Discuss the factors that influence locational choices for firms and households
- ◆ Strategies for subregions to address workforce housing issues

Potential Presenters: Lucy Dunn (OCBC), Mott Smith (Infill Builders Association), Devon Hartman (Every Watt Matters), Walker Wells (Green Alliance), Representative from (US Green Building Council), Representative from (Building Industry Association), Representatives from (CBRE)

Meeting #4—Joint Meeting

Sustainability and Equity (Joint Meeting with Active Transportation, and Public Health)

Objective: Understand the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovia); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and under-served communities
 - Is there a correlation between transit-oriented development and gentrification?
 - Post redevelopment, is there an effective model of affordable housing provision?
 - What are the connections between jobs housing balance and housing affordability?

Potential Presenters: Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

Meeting #5

Sustainability and the Regional Economy

Objective: Discuss the relationship between regional sustainable development strategies, and economic development strategies

- ◆ Discuss the relative benefits and costs of regional sustainability
- ◆ Discuss performance monitoring of economic growth and sustainable development
- ◆ Understand the relationship between livability, quality of life and economic desirability

Potential Presenters: Wally Baker (GLUE Council), Steve Levy (Center for the Continuing Study of the CA Economy), Chris Thornberg (Beacon Economics), April Economides (Green Octopus Consulting), Bob Bunyan (Orange County Workforce Investment Board)

Meeting #6

Recommendations

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

Action: Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: SCAG,



TRANSPORTATION FINANCE SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Identify economic benefits for expediting RTP/SCS projects delivery
3. Framework for the development of the financial plan for the upcoming 2016 RTP/SCS

Meeting #1

Overview of Financial Plan, Emerging Issues, and Work Plan

Objective: Introduce critical components impacting ability to achieve fiscal constraint and establish subcommittee work plan

- ◆ Overview of the financial plan and discussion of key emerging issues (costs and revenues)
- ◆ Update on statewide needs assessment and associated revenue options
- ◆ Review 2016 RTP/SCS development schedule
- ◆ Work plan for subcommittee and steps to achieve deliverables

Action: Approve Transportation Finance Subcommittee Work Plan

Potential Presenters: Marty Wachs/Brian Taylor, Lucy Dunn, California Transportation Commission staff, USDOT Office of Transportation Policy, CBO/LAO, SCAG

Meeting #2

Managing System Costs and Expediting Project Delivery

Objective: Understand components of system costs and identify strategies to better manage costs

- ◆ Review of system cost components—trends, risks, and economic implications
 - Incorporating full life-cycle costs in planning, programming, and financing
- ◆ Strategies to better manage costs and expedite project delivery

Potential Presenters: Dr. Wallace Walrod (SCAG economic consultants), Caltrans economic division, ENR, OCTA, SANBAG, SCAG

Meeting #3

System Preservation Needs

Objective: Understand the cost of system preservation and identify adequate, reliable revenue sources to achieve a state of good repair

- ◆ Investment in system preservation as a cost containment strategy
 - Assessment of highways, local streets and roads, transit, and other modal system preservation needs
- ◆ Funding options for system preservation

Potential Presenters: Caltrans SHOPP, AASHTO, City of Ontario, Pat DeChellis (Deputy Director LACDPW), OCTA, Metrolink, SCAG

Meeting #4—Joint Meeting

Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

Objective: Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- ◆ MAP-21 provisions for TIFIA and implications for regional initiatives
- ◆ Viable revenue sources to support PPP opportunities for project delivery and system preservation
 - Goods movement funding and financing options

Potential Presenters: Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

Meeting #5—Joint Meeting

Revenue Strategies—Joint Subcommittee Meeting

Objective: Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

2012-2035 RTP/SCS Implementa- tion Action Plan and 2016 RTP/SCS Financial Plan Framework

Objective: Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS


- ◆ Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

Action: Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

Potential Presenters: County transportation commissions, Metrolink, Caltrans, FHWA/FTA, SCAG

DATE: July 5, 2012

TO: Executive/Administration Committee (EAC); Regional Council (RC); Community, Economic, and Human Development (CEHD) Committee; Energy and Environment Committee (EEC); and Transportation Committee (TC)

FROM: Hon. Glen Becerra, SCAG President 

SUBJECT: New SCAG Subcommittees

RECOMMENDED ACTION BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC) AND JOINT POLICY COMMITTEES:

Discuss and forward recommendations to the Regional Council for approval.

RECOMMENDED ACTION BY THE REGIONAL COUNCIL:

Approve the SCAG Subcommittee Charters as recommended by the Executive/Administration Committee (EAC) and Joint Policy Committees.

BACKGROUND:

At the April 5, 2012 Regional Council meeting, the Regional Council unanimously approved a motion to form various subcommittees as part of the implementation strategy for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These subcommittees are:

1. Active Transportation
2. Goods Movement
3. High-Speed Rail and Transit
4. Public Health
5. Transportation Finance
6. Sustainability Subcommittee

The six (6) subcommittees will facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS. Purview of the Subcommittees will not be restricted as they may consider other related tasks.

The Policy Committee Chairs and Vice-Chairs met on June 27, 2012 to discuss the following common principles:

The Active Transportation; Goods Movement; High-Speed Rail and Transit; and Transportation Finance Subcommittees will report to the Transportation Committee (TC). The Public Health Subcommittee will report to the Energy and Environment Committee (EEC). The Sustainability Subcommittee will report to the Community, Economic and Human Development (CEHD) Committee.

- The Subcommittees will comply with the Brown Act.
- Participation by Teleconferencing and Videoconferencing will be allowed.

REPORT

- Members can consist of Regional Council and Policy Committee members.
- Each Subcommittee will regularly report to the appropriate Policy Committee for the purposes of providing any related policy recommendations.
- The Subcommittees will sunset at the end of six (6) months from the date of commencement which is defined as when the Subcommittee holds its first meeting in September 2012.
- In order to facilitate communication to fellow officials, the Subcommittees will, at a minimum, hold quarterly Joint Policy Committee meetings. In addition, each Subcommittee Chair will provide a written or verbal report to other Policy Committees, as necessary, and the Minutes of the Subcommittee Meetings shall be the official record of the proceedings.
- Private Sector participation shall be encouraged and there will be one (1) ex-officio member appointed by the President for each Subcommittee.
- A member can serve on more than one (1) Subcommittee.
- An application process from members will be used and the application form will be distributed to the members on July 5, 2012. Appointments will be made by the President.

For your review, attached are the Charters for each Subcommittee which denotes the background, purpose, structure, meetings, membership, duration of the Subcommittee, and deliverables for each Subcommittee.

FISCAL IMPACT:

Funding is included in the FY 2012/13 General Fund budget: 800-0120.01

ATTACHMENT:

Charters for each Proposed Subcommittee

Active Transportation Subcommittee Charter

Background

The Active Transportation Subcommittee (Subcommittee) is being formed at the direction of the Regional Council in order to facilitate information exchange and policy development around active transportation. Active transportation became an emphasis area for regional transportation planning as a function of the 2012-2035 RTP/SCS process. The anticipated outcomes of the Active Transportation Subcommittee deliberations and associated work efforts are an expanded base of information for making policy and programming decisions for the 2016 RTP/SCS.

Purpose

1. To provide leadership and strategic policy formulation for active transportation the SCAG region.
2. To identify regional priorities for active transportation infrastructure deployment.
3. To identify new sources of funding for active transportation.
4. To catalyze information sharing and the identification of best practices related to active transportation safety, planning and programming at the local level.
5. To provide staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure

The Active Transportation Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee Chair will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President, based upon the recommendations from the TC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly basis if feasible or as needed at SCAG's office in Los Angeles. The Subcommittee members may participate in meetings via teleconference or video-conference, provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement which is defined as when the Subcommittee holds its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Policy framework on the active transportation-related planning activities including safety;
2. Definition of SCAG's role in supporting local implementation on active transportation;
3. A Work Plan including action steps for RTP/SCS implementation; and
4. Planning and policy elements for the 2016 RTP/SCS.

The Deliverables of the Subcommittee will be presented to the TC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Alan Thompson, Senior Regional Planner, will serve as the lead staff of the Subcommittee.

Goods Movement Subcommittee Charter

Background

The Goods Movement Subcommittee (Subcommittee) is being formed at the direction of the Regional Council. Improving Southern California's global competitiveness is critical to a vibrant economy. Reliable freight transportation infrastructure provides the goods needed to sustain regional industries and consumers on a daily basis while promoting local and regional job creation. Projected growth in consumer demand will drive the movement of significantly greater volumes of goods through our regional transportation system and require considerable improvements to regional infrastructure to accommodate projected increases. At the same time, environmental consequences of robust goods movement activities in the SCAG region have been a serious concern for the region's air quality and public health. Mitigating environmental impacts of goods movement operations is imperative to meeting federal clean air standards and ensuring the quality of life of our communities.

To effectively meet the goods movement goals on economic vitality, attainment of air quality standards, and quality of life, the adopted 2012 RTP/SCS included the following goods movement strategies:

- Highway strategies identifying the truck-only regional clean freight corridor system as a long-term strategy to address mobility, safety, and air quality attainment, and a bottleneck relief strategy to improve operational efficiency in the short to midterm.
- Rail strategies including main line rail improvements and capacity expansions, railyard improvements, implementation of highway-rail grade separation projects, and rail operation safety improvements.
- Environmental strategies concerning research, development, and deployment of zero- and/or near-zero emission technologies for highway and rail application.

Purpose

1. As a follow up to the adoption of the 2012 RTP/SCS, the Goods Movement Subcommittee would provide the necessary leadership and policy forum to move key strategies identified in the 2012 RTP/SCS towards implementation, including but not limited to identification of immediate steps for conducting research, development, and demonstration (RD&D), as may be applicable.
2. Additionally, the success of the strategies identified in the 2012 RTP/SCS depend upon SCAG's ability to facilitate a coordinated campaign with local, state, and federal policymakers as well as business leadership. The Goods Movement Subcommittee would serve as a forum for continued dialogue for the advancement of key strategies.

3. Further, it is anticipated that the Goods Movement Subcommittee would provide SCAG staff with the necessary guidance for development of the upcoming 2016 RTP/SCS as appropriate.

Structure

The Goods Movement Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee Chair will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the TC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly basis if feasible or as needed at SCAG's office in Los Angeles. The Subcommittee members may participate in meetings via teleconference or video-conference, provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement which is defined as when the Subcommittee hold its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Establishment of a broad roadmap for the completion of the Goods Movement Chapter of the 2016 RTP/SCS; and

2. Identification of strategies to support the implementation of policies and objectives by regional partners set forth in the 2012 RTP/SCS (e.g., East-West Freight Corridor).

The Deliverable of the Subcommittee will be presented to the Transportation Committee and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its Annual Meeting scheduled to occur in May 2013.

Staffing

Annie Nam, Manager of Transportation Finance and Goods Movement, will serve as the lead staff of the Subcommittee.

High-Speed Rail and Transit (HSRT) Subcommittee Charter

Background

The High-Speed Rail and Transit (HSRT) Subcommittee is being formed at the direction of the Regional Council. The adoption of the 2012 RTP/SCS illustrated the complex planning, rapid developments, and need for comprehensive policy formulation and consensus for high-speed rail, commuter rail and transit projects and initiatives in our region. Further, rail and transit's role in meeting SB 375 GHG reduction goals in an environment of fiscal constraint requires a regular and on-going policy formulation process for the development of the 2016 RTP/SCS.

Purpose

1. To provide leadership and strategic policy formulation for high-speed rail, commuter rail, and transit in the SCAG region.
2. To seek and develop regional consensus on high-speed rail, commuter rail, and transit improvements in the SCAG region.
3. To identify new sources of funding for commuter rail and transit in the SCAG region.
4. To provide staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure

The HSRT Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the TC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly basis if feasible or as needed at SCAG's office in Los Angeles. The Subcommittee members may participate in meetings via teleconference or video-conference, provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement which is defined as when the Subcommittee holds its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Road map for the development of the Passenger rail and Transit Element of the 2016 RTP;
2. Report on how to increase transit/rail trips and attract new riders;
3. Report on transit/rail best practices (in terms of ITS, service delivery, intermodal and interagency coordination, etc.); and
4. Report on broad policy framework related to HSRT for the 2016 RTP.

The Deliverables of the Subcommittee will be presented to the TC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Stephen Fox, Senior Regional Planner, will serve as the lead staff of the Subcommittee.

Public Health Subcommittee Charter

Background

The Public Health Subcommittee is being formed pursuant to direction from the Regional Council in order to provide a forum for public health issues affecting regional planning, and to provide strategic and policy direction for SCAG on public health issues. Public health is a newly emerging focus issue for SCAG as a result of the 2012-2035 RTP/SCS process, during which new public health performance measures were first proposed for the region, and which saw an unprecedented level of stakeholder and public interest in the health outcomes of regional planning. Policy and strategy in the RTP principally impacts public health through both air quality and through allowing opportunities for physical activity. Anticipated outcomes for this effort include identification of potential performance measures for public health, along with partnership and information sharing on including public health as a consideration in the planning process.

Purpose

1. To provide leadership and strategic policy formulation for transportation and land use-related public health in the SCAG region.
2. To develop and recommend appropriate Regional Transportation Plan performance measures for public health.
3. To identify new sources of funding for public health planning.
4. To serve as a forum for information sharing and identify best practices employed at the local level.
5. To provide staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure

The Public Health Subcommittee will regularly report to the Energy and Environment Committee (EEC) for purposes of providing any related policy recommendations. The Subcommittee Chair will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the EEC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly or as needed basis at SCAG's Los Angeles office. Subcommittee members may participate in meetings via teleconference or videoconference provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there

is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement, which is defined as when the Subcommittee hold its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Policy framework on transportation and land use public health planning activities;
2. SCAG's role in supporting local implementation on public health;
3. A Work Plan including action steps for RTP/SCS implementation; and
4. Planning and policy elements for the 2016 RTP/SCS.

The Deliverables of the Subcommittee will be presented to the EEC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Arlene Granadosin, Associate Regional Planner, will serve as the lead staff of the Subcommittee.

Transportation Finance Subcommittee Charter

Background

The Transportation Finance Subcommittee (Subcommittee) is being formed at the direction of the Regional Council. The SCAG region's transportation needs are rapidly expanding while resources to support these needs continue to diminish as fuel efficiency improves and gas tax rates remain unadjusted. At the same time, the cost of bringing our assets back into a state of good repair is projected to grow exponentially as the region continues to underinvest in system preservation and defer critical maintenance. Environmental constraints and lengthy project development processes also contribute to cost escalation and continue to impede the region's ability to deliver critical projects.

To effectively compete in the global economy, the region must strategically invest in transportation infrastructure while ensuring maximum return on investment. As such, the adopted 2012-2035 RTP/SCS incorporated some key financial strategies as follows:

- A mileage-based user fee system, with deployment by 2025 as a viable long-term strategy—assumes \$0.05 (in 2011 dollars) per mile to replace existing gas taxes.
- Short-term actions including modest increases of gas taxes—additional \$0.15 per gallon imposed by the state and federal government from 2017 through 2024.
- Targeted application of congestion pricing strategies including a regional express lane network (that would allow single occupancy vehicles to use High Occupancy Vehicle lanes for a fee) to facilitate inter-county travel.
- Establishment of a national freight program to fund key projects of regional and national significance.
- Supplementing these new sources, the use of innovative financing mechanisms to facilitate partnerships with the private sector.

Purpose

- As a follow up to the adoption of the 2012-2035 RTP/SCS, the Transportation Finance Subcommittee would provide the necessary leadership and policy forum for development of a coordinated Action Plan for moving towards implementation of key strategies identified in the 2012 RTP/SCS, including but not limited to identification of immediate steps for conducting research, development and demonstration (RD&D), as may be applicable.
- Additionally, the success of the strategies identified in the 2012-2035 RTP/SCS will depend upon SCAG's ability to facilitate a coordinated campaign with local, state, and federal policymakers as well as business leadership. The

Transportation Finance Subcommittee would serve as a forum for continued dialogue for the advancement of key strategies.

- Further, it is anticipated that the Subcommittee would provide SCAG staff the necessary guidance for development of the upcoming 2016 RTP/SCS as appropriate.

Structure

The Transportation Finance Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee Chair will also provide a report (written or verbal) to other Policy Committees periodically, as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the TC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly basis if feasible or as needed at SCAG's office in Los Angeles. The Subcommittee members may participate in meetings via teleconference or video-conference, provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity,.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement, which is defined as when the Subcommittee holds its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Action Plan for moving forward implementation of key strategies identified in the 2012-2035 RTP/SCS;
2. Identify economic benefits for expediting RTP/SCS projects delivery; and
3. Framework for the development of the financial plan for the upcoming 2016 RTP/SCS

The Deliverables of the Subcommittee will be presented to the TC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Annie Nam, Manager, Transportation Finance and Goods Movement, will serve as the lead staff of the Subcommittee.

Sustainability Subcommittee Charter

Background

The Sustainability Subcommittee (Subcommittee) is being formed pursuant to direction from the Regional Council in order to provide a forum for sustainability issues related to community development and land use planning. Sustainability is an on-going priority area for SCAG as recognized in the Compass Blueprint Principles first established in 2004. Policy and strategy development for this subcommittee will revolve around concepts to link transportation and land use and to foster efficiency in the built environment such that resources are effectively conserved and air emissions are reduced.

Purpose

1. To provide leadership and strategic policy formulation for sustainability for the SCAG region.
2. To identify new sources of funding for sustainable planning and implementation activities.
3. To serve as a forum for information sharing and identify best practices employed at the local level.
4. To provide staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure

The Sustainability Subcommittee will regularly report to the Community, Economic and Human Development Committee (CEHD) for purposes of providing any related policy recommendations. The Subcommittee Chair will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the CEHD's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly or as needed basis at SCAG's Los Angeles office. Subcommittee members may participate in meetings via teleconference or video-conference provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement, which is defined as when the Subcommittee holds its first meeting. Meetings of the Subcommittee shall begin in September 2012.

Deliverables

1. Policy framework sustainability planning activities;
2. SCAG's role in supporting local implementation on sustainability and related planning activities;
3. A Work Plan including action steps for RTP/SCS implementation; and
4. Planning and policy elements for the 2016 RTP/SCS

The Deliverables of the Subcommittee will be presented to the TC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Marco Anderson, Associate Regional Planner, will serve as the lead staff of the Subcommittee.

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South Bay Cities Council of Governments

September 10, 2012

TO: Steering Committee
FROM: Jacki Bacharach, Executive Director
RE: South Bay Economic Development Directors' Roundtable

The South Bay Economic Development Directors have met twice in the last few months to discuss how they can work together to promote jobs and the economy of the South Bay. They have agreed on the following statement of their Mission, Goals and Strategy and request the approval of the Board of Directors to establish this group for the purposes stated.

Mission

- Collaborate regionally to compete globally to attract, retain and grow businesses and jobs in the South Bay region of Los Angeles County.

Goals

- Promote policies and practices which encourage business to locate and thrive in the South Bay
- Showcase the South Bay region of Los Angeles County to the business community

Strategy

- Learn together and from each other best practices and other information for assisting businesses in the areas of attraction, retention and growth
- Identify topics and conduct training sessions with area experts on various South Bay industry clusters – international trade, tourism, technology, aerospace – to understand what businesses are looking for
- Find ways to publicize the business opportunities of the region and highlight our successes at events such as trade shows and conference
- Recommend positions on legislation (federal or state) to the SBCCOG Board of Directors and the South Bay cities on policies and practices that are business friendly but don't infringe on local control

RECOMMENDATION

That the Board of Directors formally approve the formation of the South Bay Economic Development Directors' Roundtable and their mission, goals and strategy as stated above.

South Bay Cities Council of Governments

September 10, 2012

TO: Steering Committee

FROM: Jacki Bacharach, Executive Director

RE: Final status of bills of interest

ENVIRONMENTAL

<p>AB 298 (Brownley)</p>	<p>Solid waste: single-use carryout bags. Would generally prohibit retail stores from providing single-use plastic bags to customers. The bill requires retailers to make reusable grocery bags, as defined, available for purchase by customers. The bill creates standards for reusable grocery bags. There are costs of enforcement.</p>	<p>MONITOR</p>	<p>Did not pass</p>
<p>AB 1532 (Perez)</p>	<p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account. AMENDED: 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 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</p>	<p>MONITOR</p>	<p>To Governor</p>

	<p>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>8/10/12 Chaptered</p>

<p>SB 1066 (Lieu)</p>	<p>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:</p> <ul style="list-style-type: none"> · 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. 	<p>SUPPORT (5/28/12) (Ltr to Asm Nat Resources Comm 6/13/12)</p>	<p>8/29/12 Enrolled and sent to Governor</p>
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TRANSPORTATION

<p>AB 1446 (Feuer)</p>	<p>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.</p>	<p>SUPPORT (5/8/12) (Ltr to author 5/21/12)</p>	<p>8/30/12 Enrolled and sent to Governor</p>
<p>AB 2405 (Blumenfeld)</p>	<p>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.</p>	<p>MONITOR</p>	<p>8/28/12 Enrolled and sent to Governor</p>



Draft Resolution

“A RESOLUTION OF THE COUNCIL/BOARD OF THE CITY/COUNTY OF _____, URGING MEMBERS OF CONGRESS TO PASS AND THE WHITE HOUSE TO SIGN LEGISLATION TO AVERT ACROSS-THE-BOARD FISCAL YEAR 2013 SEQUESTRATION CUTS AND TO COME TOGETHER TO DEVELOP A LONG-TERM BUDGET COMPROMISE.”

WHEREAS, the impacts of the \$1.2 trillion in across-the-board, forced federal cuts proposed under sequestration will have serious and deleterious effects on our local, regional, state and national economies—putting at-risk hundreds of thousands of high-wage, high-skill aerospace and other defense-related jobs as well as tens of thousands of non-defense jobs and countless critical social services programs in education, housing, healthcare and other human services areas; and

WHEREAS, the George Mason University report titled “The Economic Impact of the Budget Control Act of 2011 on DOD & non-DOD Agencies” dated July 17, 2012 (GMU Report), states that the nation’s economy will lose \$215 billion in gross domestic product, shed 2.14 million jobs and swell the unemployment rate by as much as 1.5 percentage points due to sequestration cuts in the first two fiscal years alone; and

WHEREAS, the GMU Report states that California will be most directly and severely affected by these cuts, losing a total of 225,464 jobs (with 135,209 coming from defense-related cuts and 90,255 from non-defense related cuts) and \$22 billion in gross state product; and

WHEREAS, the current uncertainty surrounding the implementation of sequestration has already led many companies to issue layoff notices and reduce outlays in preparation of these looming cuts; and

WHEREAS, Southern California represents the heart of the nation’s aerospace industry, with total direct, indirect and induced impacts of 276,000 jobs, \$20.6 billion in wages, more than \$66 billion in economic impact and returning almost \$2.4 billion to state and local governments in tax revenue; and

WHEREAS, the County of Los Angeles has a long history with aerospace and other defense-related industries and currently has close to 60,000 direct jobs in aerospace and other defense-related industries with a significant wage premium, out-earning those in the manufacturing sector as a whole by 73%, on average; and

WHEREAS, local efforts are currently underway and being led by the L.A. Jobs Defense Council – a coalition comprised of business, government and labor leaders – to, first and foremost, avert sequestration but to also prepare the region for the impacts of sequestration should these forced cuts occur; and

NOW, THEREFORE, BE IT RESOLVED, by the council/board of the city/county of _____, that the council/board urge members of Congress to pass and the White House to sign legislation to avert across-the-board fiscal year 2013 sequestration cuts and to come together to develop a long-term budget compromise.”

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South Bay Cities Council of Governments

September 10, 2012

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: **November 2012 Ballot Measures for consideration**

State Propositions

League only looking at 30, 31, 34, 35, 36

Proposition 30 - Schools & Local Public Safety Protection Act: sponsored by Gov. Jerry Brown
Increases personal income tax on annual earnings over \$250,000 for 7 years; increases sales and use tax by ¼ cent for 5 years with revenues going towards education and public safety.

Proposition 31 - Government Performance & Accountability Act:
Brings series of reforms to state's governance and budget process including two-year state budget cycle and allowing governor to make unilateral cuts during fiscal emergencies.

Proposition 36 - Three Strikes Reform Act:
Revises three strikes law to impose life sentence only when the new felony conviction is serious or violent.

Proposition 38 - Local Schools/Early Education Investment & Bond Debt Reduction Act:
Increases personal income tax rates for annual earnings over \$7,316 using sliding scale from .4% for lowest individual earners to 2.2% for individuals earning over \$2.5 million, ending after twelve years with revenues dedicated directly to education.

Proposition 39 - CA Clean Energy Jobs Act:
Repeals 2009 provision that lets multistate companies choose the cheaper of two formulas for calculating their California tax liability: one that considers sales, property and payroll, or a "single-sales" formula based on product sales in California. A portion of the additional \$1 billion raised would go for clean-energy projects.

County Proposition

Measure J - L.A. County sales tax extension for transportation:
Extends a half-cent sales tax (Measure R) for regional transportation projects through 2039. Also removes prohibition on transferring funds between transit and highways no sooner than once every 10 years.

Local Propositions

Measure E - El Camino College Improvement/Job Training Measure:

A \$350 million facilities bond for El Camino College district with no funds for administrative costs or salaries.

Recommend No Position (not SBCCOG issue)

Proposition 32 - Stop Special Interest Money Now Act: Prohibits the government from deducting union dues from government employee paychecks that will be used for political purposes; bans contributions to candidate-controlled committees by corporations and labor unions.

Proposition 33 - Automobile Insurance Prices Based on History of Insurance Coverage Act: Allows insurers to offer “persistence” discounts to new customers who can prove they were continuously covered by any licensed auto insurance company over the previous five years.

Proposition 34 - CA End the Death Penalty Initiative: Repeals the state’s death penalty and changes sentences of 725 death row inmates to life in prison.

Proposition 35 - Californians Against Sexual Exploitation Act: Increases criminal penalties for human trafficking, including prison sentences up to 15-years-to-life and fines up to \$1,500,000 for victim services and law enforcement.

Proposition 37 - CA Right to Know Genetically Engineered Food Act: Requires labeling of foods with genetically engineered ingredients with private right of action clause for enforcement.

Proposition 40 - State Senate Redistricting Referendum: Seeks to undo State Senate boundaries drawn in 2011 by CA Citizens Redistricting Commission and have court appointed officials draw interim boundaries for next election. *(Voting NO supports overturning the boundaries; voting YES supports no changes to the districts).

LA County Measure B - L.A. County Safer Sex in Adult Film Industry measure: Requires adult film producers in L.A. County to obtain a public health permit from the County Department of Public Health as a condition of doing business in the county if the scenes include intercourse.

South Bay Cities Council of Governments

September 10, 2012

TO: Steering Committee
FROM: Jacki Bacharach, SBCCOG Executive Director
SUBJECT: Fifth Annual SBESC Volunteer Recognition Reception

BACKGROUND

For the past four years, a special reception and dinner has taken place in the fall to recognize the individuals who serve as volunteers for the South Bay Environmental Services Center. This year, the event will occur on Thursday, November 15, 2012 from 4:30 pm – 5:45 pm, just prior to the SBCCOG Board Meeting in the same room.

The volunteers support our operations by helping at community events throughout the South Bay as well as assisting in the Center by working on inventory control, labeling, database entry, and research efforts for various programs and projects. For certain, we could not provide the services we do without the support of our volunteers.

EFFORTS TO SHOW APPRECIATION

Traditionally, appreciation is expressed in the following ways during the Recognition Reception:

1. All volunteers

No matter the length of service, all volunteers receive the same gift, as a token of appreciation. For example, last year's gift was a trash-less lunch bag with an embroidered "thank you" linen napkin.

2. Milestone Achievers for Active Volunteers

Over 100 hours	\$10 American Express gift card
Over 250 hours	\$25 American Express gift card
Over 500 hours	\$50 American Express gift card
Over 1000 hours	\$75 American Express gift card

Each volunteer who has contributed over 100 hours will be presented with a certificate of appreciation from the SBCCOG with all of the South Bay city logos. We also ask the South Bay city that they live in to send a letter of appreciation to them and to publicly recognize them at a council meeting.

NOTE: We receive the American Express gift cards by exchanging rewards points so there is no cost to us.

3. SBCCOG Certificates of Appreciation

All volunteers receive a signed certificate with the logos of the South Bay cities imprinted on it.

4. Legislative Certificates

Legislative offices may individually present certificates to individuals.

PLANNING STATUS

Planning for the Volunteer Recognition event has begun with an eye to making it more special than ever. Staff is seeking donations of gifts from retailers and any other willing contributors in the South Bay. Because of the strained economy, gift cards from grocery stores, restaurants, hotels, oil companies (gasoline), department stores, movie theatres, etc. are all being explored. Of course, seeking gifts with an environmental benefit is a preferred approach.

Several ideas have been suggested that include the following as examples:

1. Rather than a certificate, the volunteers would appreciate a personal letter from the SBCCOG indicating the type of work performed as a volunteer in addition to the length of time or total numbers of hours served. Those seeking employment have stated that such a letter to include with their employment applications would be most welcome.
2. A raffle drawing – lunch with SBCCOG chair or a South Bay elected official – the Mayor of their city? Coffee or tea with a celebrity (if we know of one).

REQUEST FOR IDEAS

As we plan for how best to show our appreciation, we are seeking ideas, gifts, and contacts to follow-up with and are coming to you for any help you can offer in that regard. Thank you in advance for conveying gratitude in your own way for the SBESC volunteers this year.

Prepared by Catherine Showalter with input from Martha Segovia, Nirja Patwa (Volunteer), and Grace Farwell-Granger.

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, September 27, 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

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.

AGENDA

- I. **CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)**
Ralph Franklin, Chair
- II. **INTRODUCTIONS**
- 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. **August Board Meeting Minutes (attachment) – Approve**
 - B. **Resolution re: Consequences of Sequestration (attachment) - Approve**
 - C. **4th Quarter Financial Report (attachments) – Receive and file**
 - D. **Legislation of Interest (attachment) – Receive and file**
- VII. **PRESENTATION**
 - A. **Car2go in the South Bay – Walter Rosenkranz (6:10 pm)**
 - B. **Climate Action Planning in the South Bay – Sabrina Bornstein, SBCCOG (6:30 pm)**

C. **Review of Ballot Measures** (*attachment*) – **APPROVE** (6:45 pm)

IX. TRANSPORTATION REPORTS

- A. Metro Report by Board member Pam O'Connor (7:00 pm)
- B. Service Council report by Ralph Franklin, Chair (7:05 pm)
- C. Measure R Oversight Committee Report (Jim Goodhart) (7:10 pm)
 - 1. Policy on Matching SBHP Funds for Metro Call for Projects (*attachment*) - **APPROVE**
 - 2. Policy on Delegation of Authority (*attachment*) - **APPROVE**
- D. SBCCOG report by Steve Lantz, Transportation Consultant (7:20 pm)

X. SOUTH BAY ENVIRONMENTAL SERVICES CENTER UPDATES (7:25 pm)

- A. Update on programs and activities – Catherine Showalter

XI. SBCCOG UPDATE AND COMMITTEE REPORTS – Jacki Bacharach (7:35 pm)

- A. South Bay Sustainable Strategy
 - 1. LUV, BEV and other EV issues
 - 2. Economic Development activities
 - a. Mission, Goals & Strategy - **APPROVE**
- B. Other items of interest

XII. BOARD MEMBER ANNOUNCEMENTS (7:45 pm)

XIII. AGENCY REPORTS (7:50 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 (Jacob Haik & 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 (Mary Ann Lutz)
- E. Santa Monica Bay Restoration Commission (Mike Gin/Jeff Duclos/Ellen Perkins)
- F. South Bay Cities City Managers' Association (David Biggs)
- G. South Bay Association of Chambers of Commerce (Susan Rhilinger)
- H. South Bay Workforce Investment Board (John Parsons)

XIV. UPCOMING EVENTS & ANNOUNCEMENTS (8:00 pm)

November 15 Annual Volunteer Thank You Reception

XV. OCTOBER SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

Consult web site for specific times and places – www.southbaycities.org

XVI. ADJOURNMENT in memory of Edward Vincent - former State Senator and Mayor of Inglewood

Next Board meeting - Thursday, October 25, 2012