

South Bay Cities Council of Governments

Steering Committee

AGENDA

Monday, March 10, 2014

11:00 am

SBCCOG Office

20285 Western Avenue, Suite 100

Torrance, Ca. 90501

NOTE EARLIER TIME

I. REPORT OF POSTING OF AGENDA

- ACTION: Receive and file

II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

III. PUBLIC COMMENT

IV. CONSENT CALENDAR – action items noted, remainder are receive & file - 11:05 am

A. Steering Committee – February 10, 2014 meeting minutes attached

- ACTION: Approve

B. Appointments to Outside Agencies

- District #28 and District #40 elections completed for SCAG Regional Council
- Election process to start for Metro South Bay Service Sector Council

C. Grant Opportunity

- SGC grant submitted
- SCAG might have missed the deadline for new PEV grant with SCAG and Luskin Center with funding from CEC which would have been 2 years probably starting in September 2014 - \$32,000 for the SBCCOG. We are trying to find out.

D. Transportation Issues

- South Bay Boundary issue update – waiting for meeting with Pam O'Connor & Westside COG to discuss the issue
- Monthly transportation update from Steve Lantz – attached
- Comments on Metro 1st/Last Mile report by Jacki Bacharach- attached

E. South Bay Environmental Services Center Activities Report – attached

F. Legislative Advocacy

- Legislative Matrix – attached
- April 30 – PUC Day in Los Angeles
- Legislative Breakfast date moved to May 14

G. MWD/WBMWD Rate Setting Process

- This issue was discussed at the last meeting. SBCCOG staff contacted WBMWD for clarification and the attached letter and fact sheet went out to all mayors in the WBMWD service area.

V. ACTION ITEMS

- H. General Assembly - Lessons Learned – **11:15 am**
- Highest attendance – 100 more RSVPs than ever before
 - As of March 3, 3 sponsorships outstanding
 - **ACTION:** Provide feedback on Program, materials, agenda for the day speakers, exhibits, timing/no breaks, start time, attendance, etc.
- I. Increased responsibilities for the Deputy Executive Director – to be sent separately – **11:30 am**
- **ACTION:** Provide direction
- J. Board meeting agenda development - – **11:45 am**
- March – draft agenda attached
 - Presentation of Vision, Mission & Guiding Principles as well as Strategic Implementation Plan
 - Update on ExpressLane Project
 - Presentation on SBCCOG PEV readiness
 - Request from Metro to present their fare restructuring proposal
 - April – Annual Work Program Review
 - May – Annual Budget Review, Nomination of Officers
 - June – Budget adoption, Election of Officers
 - July – Cost of Power Supply in the South Bay, cost and interconnections

BREAK FOR LUNCH & DIALOGUE WITH CITY MANAGERS -

- K. Board Strategic Plan -**12:00 PM**
- Definition of Sustainability – page 4 of attached report
 - Orientation/Overview of the SBCCOG Structure and Work Program
 - Goal D #4 - *Enhance orientation methods for new board members so that they have a clear understanding of their role and can determine how they will most effectively contribute. Include a discussion of the bylaws in the orientation.*
 - By-Laws - attached
 - Major programs
 - SBCCOG organizational structure
 - SBCCOG finances
 - Review quarterly progress reporting tracking
 - **ACTION:** Recommend Strategic Plan to the Board for adoption

RESUME STEERING COMMITTEE MEETING

- L. Dues Recommendation for 2014-2015 – to be sent separately – 1:15 pm
- **ACTION:** Make recommendation to the Board
- M. Approval of Invoices – available at the meeting – 1:25 pm
- **ACTION:** Approve invoices for payment

VI. STRATEGIC POSITIONING ITEMS/ANNOUNCEMENTS AND UPDATES

- N. Sustainable South Bay Strategy Updates – **11:55 am**
 - AQMD is doing a PSA on our BEV program and interviewing one of our drivers. We should be able to use the footage for our own purposes as well.
 - Impressions of HK -- sharing lessons learned

- O. South Bay Environmental Services Center Programs – **1:30 pm**
 - MOU with El Segundo for EEMIS equipment purchase – to be sent separately

- P. Possible Future Special Events – **1:40 pm**
 - Tour of Gas Company facilities near Ballona Wetlands
 - Tour of LAX Airfield including Bradley Terminal
 - Sea Lab
 - Hawthorne Airport
 - Space X
 - Possible dates – Thursday, May 8, 15, 29 or June 12 in the morning
 - **ACTION:** Provide direction on dates and priorities for scheduling

NEXT STEERING COMMITTEE MEETING – April 14, 2014 @ 12:00 pm

PLEASE CONSULT WEBSITE IF YOU ARE NOT SURE ABOUT THE MEETING SCHEDULES

ADJOURN

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South Bay Cities Council of Governments

Steering Committee FOLLOW-UP AGENDA Monday, February 10, 2014 **11:00 am**

Attendees: Dan Medina (Chair, Gardena), Jim Goodhart (1st Vice Chair) & Ellen Perkins (Palos Verdes Estates), Jim Gazeley (Lomita – LEFT 1:30 PM), Jim Knight (Rancho Palos Verdes), David Lesser (Manhattan Beach), Jacki Bacharach & Kim Fuentes (SBCCOG), Steve Lantz (Transportation Contractor)

I. REPORT OF POSTING OF AGENDA

- **ACTION:** Received and filed

II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

III. PUBLIC COMMENT

IV. CONSENT CALENDAR - 11:05 am GOODHART/LESSER APPROVED

- A. Steering Committee – January 13, 2014 meeting minutes attached
 - **ACTION:** Approve

- B. Correction to Modifications of Employee Benefit Programs
 - Note the recommendations that were approved on the January Board meeting memo attached show the effective date in 2013.
 - This is a typo and should be March 1, 2014 for the cafeteria benefits and February 1, 2014 for the administrative leave.
 - **ACTION:** Approved correction of the Board action so that the effective date is 2014 for these benefits.

- C. Support for Judy Mitchell's Senate confirmation to Calif. Air Resources Board
 - **ACTION:** SenT letter from the Chair to South Bay cities and other regional groups urging them to send letters of support to the Senate Rules Committee – *sent 2/4/14*

- D. Social Media and Video Conferencing Year End reports - attached
 - **MENTIONED LINKED IN & BLOG INCIDENTS THIS PAST QUARTER**
 - **ACTION:** Received and filed

- E. Metro Sector Council resignation of Patricia Hachiya
 - The regular election cycle for the Sector Council will start in March so this vacant seat (term expires 6/15) will be included in that process.
 - **ACTION:** Received and filed

- F. Grant Opportunity
 - EPA Environmental Education Grant with Environmental Charter Schools, which was mentioned at the last meeting, didn't work out since all recipients are required to be 501(c)3 organizations and SBCCOG is not.
 - **ACTION:** Received and filed

- G. Board meeting agenda development
 - March
 - Presentation of Strategic Planning workshop issues and follow-up items – *notified Perkins 2/11/14*

- Update on ExpressLane Project – *invited Wiggins 2/11/14*
- Presentation on SBCCOG PEV readiness – *notified Siembab 2/11/14*
- April – Annual Work Program Review
- May – Annual Budget Review

V. ACTION ITEMS

ADMINISTRATION

Artie Fields arrived

H. General Assembly - **Why Must We Care? The Cost of the Changing Environment to the South Bay – 11:10 am**

- Final program attached
- **REMOVE 12:35 - 12:45 PM AUDIENCE QUESTIONS**
- **AS OF 2/7/14, 220 RSVPs!!**
 - Travel expenses for Peter Larsen – up to \$400
 - Sponsorships as of 2/3/14 - \$59,500 (with \$6,680 in kind)
 - Complaint re: sponsors attached – **TAKING OIL PROFITS TO EDUCATE PEOPLE ABOUT CLIMATE CHANGE. RESPONSE: WE ARE USING THEIR MONEY TO EDUCATE. LET SPEAKERS RESPOND – LET THEM KNOW. – sent to speakers 2/11/14. FOCUS ON THESE BEING QUESTIONS. LIMIT COMMENTS TO 2 MINUTES.**
- Invitation letters sent out from PVE, Lawndale, Hawthorne

I. Board Meeting Seating Arrangement – 11:20 am

- All South Bay elected officials that have attended our board meetings have been seated at the Board table. On the advice of Mike Jenkins, our legal counsel, we have differentiated the voting members from the non-voting members by colored nameplates – blue for the voter and white for the non-voter.
- In further discussion with Mike Jenkins about the fact that we sometimes have the delegate and multiple alternates at the meetings, he opined that he didn't think it was a good idea to have a majority of one city council seated together or even separately at the same table as the Board. Notwithstanding the colored nameplates, it looks like a majority of a city council is participating. He suggested that the practice be modified so that any council member beyond the number required for a quorum sits with the public.
- The relevant exception in the Act is as follows:
 - (4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.
- **ACTION: 3RD MEMBER SIT AT BOARD TABLE BUT LOCATE ELSEWHERE – DON'T SIT TOGETHER. IT IS REALLY UP TO EACH CITY AND THEIR CITY ATTORNEY – e-mailed Jenkins re: this action 2/11/14**

J. Mid-Year Budget Review – to be sent separately – 11:30 am

- **DELETE 3RD COLUMN, TITLE IT MID-YEAR BUDGET AND FOOTNOTE FOR ANYTHING OVER 50%. 1ST COLUMN – FISCAL YEAR 2013-2014 TO DATE**
- **ACTION:** Received & Filed & Refer to March Board Consent Calendar

K. Legislative Advocacy – 11:45 am

- January 29 – re-cap – any comments? **NO**

- Legislative Matrix – attached – **RE: MESSAGE PARLORS. LCC TAKING THE LEAD. SBCCOG SENDING LETTER ON LEGISLATION. THERE WILL BE OP-ED ARTICLE, WHICH WILL BE KEY TO REQUEST A MEETING WITH MAYORS AND TED LIEU. JEFF WILL ORGANIZE IT. MURATSUCHI WILL GET INVOLVED TOO. LOMITA HAS 26.**
- April 30 – PUC Day in Los Angeles – Save it – **MOVE LEG BREAKFAST TO APRIL 23**

WEST BASIN SENT 7 LINKS TO ISADORE HALL PRESS CONFERENCE – WILL POST ON OUR SITES. – 2/11/14 verified links on our website & Facebook

VI. STRATEGIC POSITIONING ITEMS/ANNOUNCEMENTS AND UPDATES WORK PROGRAM

- L. Sustainable South Bay Strategy Updates – **1:05 pm**
 - Invitation to join policy leaders and advisors, stakeholders, practitioners, and researchers at the 7th annual *UCLA Downtown Los Angeles Forum on March 20 Transportation, Land Use, and the Environment*. The focus of this year's event is *Digital Cities, Smarter Transportation*. More information at the meeting – **SEND TO BOARD MEMBERS AND CITY MANAGERS – sent 2/11/14**
 - **AQMD is doing a PSA on our BEV program and interviewing one of our drivers – GET LINK**

BREAK FOR LUNCH & DIALOGUE WITH JAN PERKINS & CITY MANAGERS -
Artie Fields, Michael Rock (LEFT 1:10), Dan Bartelson (LEFT 1:15), Tony Dahlerbruch, Greg Carpenter, Bea Dieringer (12:25), Ray Cruz (12:35), Jim Dear (12:40, LEFT 12:53))

- M. Board Strategic Plan -**12:00 PM**
 - Mission, Vision & Guiding Principles – attached
 - **KNIGHT - NEED TO DEFINE SUSTAINABILITY IN THIS DOCUMENT**
 - **CARPENTER – ADD 'WITH A FOCUS ON IMPROVING' TO MISSION. TONY OBJECTED**
 - **ACTION: Recommend to the Board for adoption – GAZELEY/GOODHART ADOPTED VISION, MISSION AND GUIDING PRINCIPLES TO SEND TO THE BOARD**
 - **STRATEGIC PLAN**
 - **PROGRESS REPORTING PROCESS TO DETERMINE COMPLIANCE WITH MEASURES OF SUCCESS. Ex. HOW MANY CITIES PARTICIPATING, WHY NOT, ETC.**
 - **GOAL B: - CHANGE 'WHICH' TO 'THAT'**
 - **BARTELSON – LAWDALE WAITS FOR OTHERS. SHOULD THERE BE A TIME PERIOD? MEDINA – BUT NOT ALL ISSUES FOR ALL CITIES. MEASURES OF SUCCESS HAVE TO DO WITH THOSE CITIES THAT PARTICIPATE AND THOSE CITIES THAT DON'T.**
 - **DIERINGER – HER CITY IS CONSERVATIVE AND NEEDS TO REPORT BACK IN A YEAR RE: ITS VALUE. –GOODHART - WATER QUALITY IS IMPORTANT**
 - **PERKINS – ISSUE OF PUBLIC SAFETY DIDN'T COME UP ANYWHERE IN THE FOCUS GROUPS, SURVEYS, ETC**
 - **ROCK – WE DON'T KNOW WHAT THE COG WILL BE DOING NEXT YEAR. COMES UP IN THE ANNUAL WORK PROGRAM. THIS DOCUMENT CAN BE REVIEWED EVERY YEAR – IT'S A WORK IN PROGRESS. THIS DOCUMENT DOESN'T HAVE TO BE PERFECT.**
 - **GOAL C: PAGE 10, 5TH BULLET OF MEASURE OF SUCCESS – ADD REPORT TO CITY MANAGERS AND AT THEIR COUNCIL MEETINGS**

- DEAR – MESSAGE OF 1ST MEASURE OF SUCCESS MEANS THAT BOTH THE BOARD MEMBERS AND CITY MANAGERS ARE PART OF THE SBCCOG
- JACKI – IT CAN BE UNDERSTOOD. MEANS MORE THAN MEETING ATTENDANCE.
- GOODHART – CITY MANAGERS AND BOARD MEMBERS IMPORTANT.
- ADD ‘ACTIVE IN THE SUPPORT OF THE COG’S GOALS AND RESOLUTIONS’ - APPROVED
- GOAL D – AS IS – GAZELEY/VALENTINE – APPROVED
- KNIGHT – PERIODIC PROGRESS REPORTS, SHOULD BE QUARTERLY, NOT ANNUAL – CHANGE ANNUAL TO QUARTERLY – KNIGHT/VALENTINE PAGE 15
- FIELDS – EXPENSES AND REVENUES ON ONE PAGE
- PAGE 22 #7 – ADD BUDGET WORKSHOP BY JULY 2014
- TIMELINE ON STEERING COMMITTEE AGENDAS
- PAGE 16 - FIX #3 TO BE ONGOING
- FIELDS – DON’T ADOPT UNTIL PEOPLE ARE COMFORTABLE WITH THIS. DOCUMENT WILL EVOLVE.
- Role Clarification memo – attached
 - **ACTION:** Discussion and provide direction FOR FURTHER DISCUSSION AND ACTION @ MARCH STEERING COMMITTEE MEETING

RESUME STEERING COMMITTEE MEETING

- N. Approval of Invoices – available at the meeting – **GOODHART/GAZELEY**
- **ACTION:** Approved invoices for payment
- O. Transportation Issues – **1:10 pm**
- Monthly transportation update from Steve Lantz – attached
 - Is this a good report? Lesser – yes but not for discussion. – **PUT ON CONSENT CALENDAR AT BOTH BOARD AND STEERING COMMITTEE UNLESS IT’S BREAKING NEWS AND THEN STEVE WILL PULL IT.**
 - South Bay Boundary issue update – **METRO IS STILL TRYING TO FIGURE IT OUT. WE OR PAM O’CONNOR WILL CALL A MEETING WITH THE WESTSIDE COG TO TRY TO RESOLVE THIS. ALSO, METRO IS CONSIDERING THE LAX PROJECT AS A REGIONAL IMPACT PROJECT WITH A REGIONAL IMPACT FUND.**
 - **KNIGHT RE: RIDLEY-THOMAS STUDY WHICH DOESN’T EXIST RE: LAX RIDERSHIP ON CRENSHAW LINE**
- P. South Bay Environmental Services Center Programs – **1:20 pm**
- New staff member, Lena Luna, Environmental Programs Specialist II (municipal energy efficiency & electric vehicle programs) started February 3.
 - **CASH FOR KITCHENS MAP DISTRIBUTED**
 - **VOLUNTEER PROGRAM HAS BEEN WORKING WITH GLOBAL CAREER SERVICES WITH VOLUNTEERS FOR A FEW WEEKS AT A TIME FROM JAPAN AND CHINA**
 - **INGLEWOOD IS GOLD IN THE ELP PROGRAM**
 - Memo on SBESC programs – attached – **MOVE TO CONSENT CALENDAR AT BOTH BOARD AND STEERING**
 - Solicitation of firms to sponsor holiday light exchange – suggestions requested
 - **COSTCO, Walmart, Lowes, Home Depot, Sam’s Club, Chevron, Stat’s**

- PUC Important Dates re: our partnership funds – DATES POSTPONED BY PUC
- MEDINA – MWD WILL NOT BE RAISING WATER RATES FOR THE NEXT YEAR. BUT WBMWD, GOLDEN STATE AND CALIFORNIA WATER WILL RAISE BY 21%. DEMS PRO WATER MEASURE, REPUBLICANS NOT.
- DIERINGER – SAN DIEGO IS ASKING FOR SUPPORT AGAINST RAISING RATES WHEN THERE IS LOTS OF MONEY THAT THEY HAVE ALREADY.
- MEDINA – WBMWD HASN'T RAISED PRICES IN 7 YEARS AND NOW NEED TO PAY CATCH-UP. OUR RESERVES SHOULD LAST 2 YEARS. 2015, MWD IS CONTEMPLATING WATER RATIONING.
- DIERINGER CONCERNED THAT WE SHOULDN'T BE PAYING FOR DESALINATION. COULD USE THE FUNDS FOR SOMETHING ELSE INSTEAD.
- MEDINA – IT'S A PILOT PROJECT.

GARDENA IS USING RECYLED FUNDS AT THE END OF THE MONTH. WILL BE A RIBBON CUTTING.

WATER RATES - POSSIBLE SBCCOG ISSUE? *Contacted WBMWD 2/11/14 and they were going to put together a fact sheet and send it out*

NEXT STEERING COMMITTEE MEETING – March 10, 2014 @ 11:00 Am

PLEASE CONSULT WEBSITE IF YOU ARE NOT SURE ABOUT THE MEETING SCHEDULES

ADJOURN

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March 1, 2014

TO: Jacki Bacharach, SBCCOG Executive Director

FROM: Steve Lantz, SBCCOG Transportation Consultant

RE: SBCCOG Transportation Update – February 2014

Adherence to Guiding Principles:

Identify challenges and opportunities that transcend jurisdictional boundaries.

Federal Update

Need For Federal Transportation Fund Reauthorization Fuels New Revenue Debates

US Department of Transportation reported at the end of January that the Federal Highway Trust Fund, which uses the 18.4 cent federal gas tax to pay for roads and bridges, will run out of cash for day-to-day operations in the third week of August, a little more than a month before the MAP-21 Highway Trust Fund Authorization expires on September 30th.

The Congressional Budget Office (CBO) estimates that, if the gas tax had been indexed for inflation in 1993, it would have risen from 18.4 cents a gallon then to 29 cents a gallon today. But, because the gas tax rate has not been increased since 1993 and improvements in vehicle fuel efficiency have reduced consumption, federal general fund revenues have been transferred to the Highway Trust Fund for the past several years to fully fund the federal surface transportation program. MAP-21, a two-year transportation bill enacted in 2012, maintained the 1993 gas tax rate status quo but included only enough supplemental general fund revenue to cover two years of road and transit projects.

The federal gas tax brings in about \$35 billion year, well below the current annual MAP-21 transportation funding level of \$54 billion. To fund a five -year authorization bill at the same spending levels as MAP-21, the Congressional Budget Office (CBO) estimates the trust fund needs an additional \$100 billion in tax receipts or transfers from the general fund for the fiscal period from 2015 to 2020. To fund a two-year bill similar to MAP-21 would require an additional \$35 billion more than the trust fund currently brings in. Even passing a stop-gap one-year Map-21 continuing resolution has been projected by the Office of Management and Budget (OMB) to require \$19 billion in general fund revenues

With a need to pass a new transportation funding authorization bill, divergent proposals are being floated to bail out the transportation trust fund and pass a 5-6 year reauthorization bill. Approaches range from increasing the fuel taxes, eliminating the ban on tolling on federal Interstate routes, and converting the transportation funding mechanism from a per gallon fuel tax to a vehicle-miles-traveled (VMT) charge.

The U. S. Chamber of Commerce and AFL-CIO teamed up during a February 12th hearing of the Senate Environment and Public Works Committee to support a gradual increase in the federal

gas tax. They claimed that no viable alternative has arisen since the passage of MAP-21 two years ago. Although the Senate Environment and Public Works Committee members seemed receptive to the message that was coming from the business and labor leaders, to date an increase in the gas tax is opposed by President Obama and a majority in Congress. In the Senate, decisions about the source for the money to pay for the reauthorization of transportation funding will be decided by the Senate's Finance Committee rather than the Environment and Public Works Committee.

President Obama proposed on February 24th a \$302 billion, four-year transportation plan that would plug the \$63 billion hole over the next four years in the highway account. He also recommended that half the \$302 billion for the new Authorization he's proposing come from an overhaul of corporate taxes, but he says he's open to other ideas.

Congress banned tolls on interstate highways when it created the Interstate road network under President Dwight Eisenhower in 1956 except for then existing toll lanes and tolling on new highways or lanes that add capacity to existing Interstate routes. The original idea behind limiting tolls on interstates was to make sure drivers were not taxed twice for the same road — once through federal gas taxes and again at the toll booth. Some states hope Congress will change that law in the next Transportation Reauthorization bill to allow States to decide on a tolling policy.

Tolling advocates argue tolling existing interstates makes sense because many of the original highways have surpassed their useful life and need to be completely rebuilt. But truckers, delivery companies and businesses located along existing interstates are vehemently opposed. They have successfully beaten back other recent attempts in Congress to permit tolls on existing interstate highways.

Some believe the VMT charge is a more equitable way to ensure that all drivers—including those of hybrid or electric cars that pay less or no fuel tax—still share the cost of maintaining all the roads they use. Emerging connected car technology enables on-board components to record mileage and charge drivers for using all roads, not just tolled highways. The new technology enables VMT charges to vary by location and time of day, making it possible to reduce congestion and earn revenue roughly proportional to how much drivers value each particular highway.

Supporters of the VMT tax believe using connected car technology to replace fuel taxes with VMT charges will enhance transportation efficiency in several ways. Market-clearing prices may reduce or eliminate highway congestion. Incentives may prompt drivers to better manage the time when they travel, take fewer trips, car pool or switch to public transit. Prices based on demand also provide better information and incentives about where to build highways. If drivers and public transportation riders paid market prices for each trip, the choice of how to travel would better reflect preferences and resource scarcity, which ultimately leads to greater mobility. They also believe that the new technology would eliminate the incremental operating and maintenance costs related to highway toll lanes.

Sacramento Update

Steinberg Seeks Carbon Tax On Motor Vehicle Fuels Instead Of “Cap and Trade”

Darrell Steinberg, President Pro Tempore of the California State Senate, on February 20th proposed that the Statewide Cap and Trade program be replaced with a 15-cent “carbon tax” on gasoline, diesel and other fossil fuels beginning in 2015. The current gas price is expected to increase 12-cents when fuels and their emissions are added to the Cap and Trade Program on July 1st and the fuel producers begin to buy pollution credits and pass on their costs to consumers at the pump. Steinberg’s proposal would instead add 15-cents to the 71.9-cent State gas tax which would rise to an estimated 24 cents per gallon in 2020. Steinberg claims the straightforward gas tax increase would keep total gas prices lower than they would become under cap-and-trade projections for future years.

Steinberg also proposed to use an estimated \$3.6 billion of the new revenues in the first year to help low- and moderate-income families that suffer disproportionately from environment-related health problems. The assistance would be in the form of an earned income tax credit similar to a federal program to assist the poor. The rest of the increased revenues would pay for transit and related environmental projects designed to give people an alternative to consuming oil, natural gas, propane and other hydrocarbons.

Conservative Republicans and moderate Democrats in the Senate could make it difficult to get the two-thirds super-majority vote required to pass a tax increase. Changing the regulations drafted by the California Air Resources Board since the 2006 passage of the state's landmark global warming law, AB 32, won't be easy. In addition, Governor Jerry Brown has said he's not interested in signing any tax hikes this year. To make matters more complex, the state Chamber of Commerce announced that it would ask an appellate court to void the constitutionality of the cap-and-trade fees, contending that they are taxes that would have to be enacted by the Legislature, not the California Air Resources Board. And some state legislators are pushing another controversial bill to impose an extraction tax on California oil companies, which also could have the effect of raising gas prices for the state’s motorists.

Ride Share Providers Raise New Insurance Issues for California PUC

In the emerging world of the sharing economy, companies such as Uber, Lyft and Sidecar have convinced State regulators that they are not taxi companies; instead, they claim to be similar to limousine services or, in their words, “Transportation Network Companies (TNCs)”. The TNCs provide prearranged, software application-based pickup services in which ride providers act as independent contractors, share revenues with the TNC, and are classified as part-time limo drivers in California regulations.

A recent fatal accident involving a driver who used Uber highlights gaps in the insurance coverage. On New Year’s Eve, a driver who freelanced for Uber struck three pedestrians, killing a 6-year-old girl. Her family sued the driver and Uber, which argued that it bears no liability because the driver hadn't been retained by an Uber customer at the time of the collision. But the driver insists that he was working for the company at the time because he was running the Uber application, waiting for a request for a ride.

The State Department of Insurance recently issued a bulletin to drivers and potential customers that the policies held by many drivers won't cover accidents that happen when they're providing rides for pay regardless of whether there is a customer in the vehicle at the time of the accident. It's not clear where insurers will draw the line between commercial and noncommercial activity—the moment when a private automobile becomes a commercial vehicle has yet to be defined clearly. In addition, the insurance coverage mandated by the PUC doesn't require ride-sharing companies to insure against collision damage to the driver's vehicle, injuries to the driver or losses caused when the car is hit by an underinsured motorist. Lyft announced on February 5th that it was adding coverage for underinsured motorists and for collisions but not for injuries to drivers — that will have to come from drivers' health insurance, if they carry it. Uber also offers coverage for underinsured motorists. But the companies can buy or drop the coverage at any point.

The PUC was encouraged in a February 6th Los Angeles Times editorial to require ride-sharing companies to clearly disclose to drivers and riders the risks they will be assuming and to be prepared to expand the insurance requirement if the coverage gaps persist.

California approves lowering excise tax rate on gasoline by 3.5 cents

The California Board of Equalization (BOE) on February 25th approved lowering the statewide excise tax rate on gasoline by 3.5 cent, from 39.5 cents to 36 cents effective July 1, 2014 through June 30, 2015. BOE annually adjusts the state gas excise tax rate by March 1.

When gas prices change, consumers also pay a corresponding amount in sales tax. Gasoline sales tax revenue funds local government programs; the state excise tax on gasoline funds highway and mass transit projects throughout California. The changes do not usually result in changes in gas prices at the pump.

Southern California Update

Jamzilla Down, One More Major I-405 Closure To Go!

Jamzilla was the final extended closure of the northbound lanes on the I-405 freeway through the Sepulveda Pass. Only one more two-day shutdown is needed on the southbound lanes on a date that has yet to be determined.

When the \$1.14 billion project is finally finished this summer, LA drivers will have 10 new miles of northbound carpool lane on the I-405. Metro expects motorists using the new I-405 northbound carpool lane will trim about 10 minutes off their daily commutes. The southbound lanes have had a carpool lane for more than a decade.

A more subtle improvement will be straightening the freeway lanes that now vary between 11 and 12 feet wide and widening shoulders for increased safety. New sound walls should reduce freeway noise at adjacent homes. The on and off ramps will be able to store more vehicles to reduce street lane blockages. Three new bridges span the freeways -- at Sunset, Skirball and Mulholland -- and meet higher seismic safety standards. The Skirball Bridge will also include a separate dirt path to enable wildlife to safely cross from one side of the freeway to the other.

Regional Connector Project Gets a \$670 Mil. Federal Grant + a \$160 Mil. Federal Loan

Metro and the Federal Transit Administration signed a Full Funding Agreement on February 21st that will provide a \$670 million federal grant and a \$160 million low-interest Federal loan for the \$1.4 billion LA Downtown Regional Connector. The combined federal grants and loans will cover more than 60% of the estimated project cost. The remaining outlays will come from state funds and \$217 million from Measure R.

The 1.9 mile underground light rail line will link the light rail Blue Line to Long Beach and the Exposition light rail line to Santa Monica directly to the light rail Gold Line to Pasadena and points east. It will eliminate the frustrating transfers required between the light rail lines and the Metro Red Line at 7th/Metro station and Union Station to get through downtown. Metro estimates the Regional Connector may shave as much as 20 minutes off trips, attract 17,000 new riders, and free up Red Line capacity that will be needed as the Metro Rail subway is extended west from Western Ave. to Westwood.

LADOT Announces 20 Miles of New Sharrows for 2014

The L. A. City Department of Transportation has announced that it will be adding approximately 20 miles of new sharrows during 2014. Sharrows are street markings that designate lanes that are shared by streets and cars to remind drivers that bicyclists will be on the street and tell bicyclists where to ride to stay out of the “door zone.” Many of the new sharrows streets will be designated in the San Pedro community of Los Angeles city.

Crenshaw LAX Project Management Office Opens in Westchester; Open House On 3/14

Metro and Walsh-Shea Corridor Constructors have opened an integrated Project Management Office for the Crenshaw LAX project. An open house is being held on Saturday, March 13th, from 1-4 p.m. The new office is located at 9323 Bellanca Ave., Westchester, CA 90043. Free parking is available in adjacent lots. The event will include light refreshments and local entertainment. RSVP to: crenshawcorridor@metro.net or via phone at 213.922.2736 no later than March 7th.

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South Bay Cities Council of Governments

March 1, 2014

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Comments on Metro's First Last Mile – submitted February 10, 2014

Adherence to Guiding Principles:

Represent the interests of the South Bay with other governing bodies and organizations.

Comments:

Overall, it is very good that Metro is addressing the issue of access to the transit system so this report is an important guidebook for putting a spotlight on the ways that people get to the transit system and how difficult it can be. My comments are meant to be instructive and hopefully to add to the comprehensiveness of this effort.

While this guidebook seeks to address the physical challenges to accessing transit, it makes no mention of the different cognitive needs of seniors and the need to address the physical capabilities of the disabled. This is a significant omission and should be rectified.

1. Additionally, there are other barriers beyond just physical that should be acknowledged and addressed in the report such as:
 - a. In some places, transit can be overcrowded and in others, the headways can be large. It was not clear to me when the term high quality transit is used whether that only refers to the rail system and fixed route BRT or is it the entire transit network? This needs to be clarified.
 - b. Another barrier that should be acknowledged is riders not knowing the schedules or how long they will have to wait at a station. (Page 9)
 - c. Also, the plan indicates that very few people access the system by car but there has been no parking analysis done so It is not clear whether there is sufficient parking on the system which would also attract more riders who want to use the system to 'intercept' their longer trip. (Page 8) Page 9 states that the parking facilities are 'highly visible' but those from outside the area may not agree.
 - d. Additionally, wayfinding signage is addressed but for vehicle access, it should extend to freeway off ramps and other locations that may be farther than the radius in this plan.
2. Another barrier that isn't addressed in the report at all is what happens to the personal mobility devices when you get to transit. Buses can't take unlimited numbers of bikes

and Segways are very heavy to lift onto a bus. Storage facilities should be mentioned for those mobility devices that need to be prepared to stay at the station or buses and rail systems need to be able to accommodate not just more people, but also more equipment.

3. If a jurisdiction were to improve the First/Last Mile, is there any possible guarantee that they could get that there would be sufficient service to cover the increased ridership? OR, what is the capacity on the system? What is success and what would overload the transit system?
4. Page 3 – states that the rail system will have stations within 3 miles or less from homes of 7.8 million people in the County. I think you should add by when. Is this the current system under construction or some complete system which is defined how?
5. Page 7 – what is the definition of high quality transit? (and you shouldn't use the acronym on the right-hand chart without defining it.)
6. Page 12 – According to sources on the internet – *“On average, women walk at 3 miles per hour and men walk a little quicker at 3.5 miles per hour.”* I don't think it is appropriate to use 4 miles/hour as the speed that people will be walking to the stations.
7. Page 14 – There are boxes for different types of mobility devices shown on this page. I think that you should replace the 2nd from the bottom on the left (bike with big and small wheel) with a senior type tricycle.
8. Page 21 – On this analysis, there is no mention of other modes besides pedestrian or bike. This is the case throughout the report. It would be helpful if in each chapter, you addressed the different speeds of the access devices as you have done on Page 23 so that you are expressing how this guidebook applies in each case to Slow, Medium and Fast user speeds.
9. Page 23 – For Fast moving vehicles – this report can address using the street, not just the Path. There should be something in the guidelines that addresses their use of the street system.
10. Page 42 – Reduced Lane Width on streets should include NEV use.
11. Page 44 – If they are using information technology in Copenhagen to incorporate speed detecting signs that direct users to shift lanes in their 'Conversation Lanes', then this would be an ideal strategy for a Rolling Lane with multiple and various personal mobility devices.
12. Page 47 – Guidelines for car share say that an agency can contract with a private company to begin a car share program. This is not necessary. Car sharing should be non-exclusive and

the agency or Metro should create car share spaces that any car share company should be able to use.

13. Page 50 – Can these counters somehow be used to inform bicyclists if there is room on the transit system for their bike?

14. Page 52 – I am not sure that I understand why Micro Park and Ride lots are an improvement. While they allow for more development around a station, they would require additional wayfinding signage and another transfer to get to the transit trip. Is this done anywhere and if so, is it successful?

I must admit that I didn't read every component in detail but where I did read, I found the following spelling errors:

Page 9 – 1st paragraph – 'transit' and 2nd column, last line 'transfer'

Page 11 - #5 at the bottom 'currently'

Page 15 – 3rd line under Path Users – 'residents'

Page 20 – Points of Interest – 'defines'

Page 27 – 2nd column, 2nd bullet – 'transit'

Page 47 – last line 'areas'

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South Bay Cities Council of Governments

March 10, 2014

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director
Kim Fuentes, Deputy Executive Director

SUBJECT: Environmental Activities Report

Adherence to Guiding Principles:

Act collaboratively on programs or activities that can be better accomplished collectively than by any one jurisdiction.

I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH

Climate Action Planning

Energy Efficiency Climate Action Plans (EECAP)

The kick-off meeting for city staff was conducted by Atkins in February. Cities were presented with an overview of the project as well as given an idea of what information and level of support may be required by city staff. City attendees decided that they would be a working group for the project that will meet every other month. Atkins and SBCCOG staff began setting up individual city meetings which will take place the first part of March. The purpose of these meetings is to tailor the climate action planning work for each city.

Strategic Growth Council

After much hard work, the Strategic Growth Council Sustainable Communities Planning Grant application was submitted. This third and final opportunity makes \$16 million available statewide for grants ranging from \$20,000 up to \$1 million. The SBCCOG, with Metro as a co-applicant and partners LARC (Los Angeles Regional Collaborative of Climate Action and Sustainability) and San Diego State University, submitted a proposal to develop a comprehensive Sustainable South Bay mobility guidebook and the transportation and land use chapters of the Climate Action Plans. Most of our member cities along with legislators and other agencies submitted letters of support for the SBCCOG application.

Energy Efficiency

Direct Install

Several of our cities are participating in the SCE's Direct Install program for municipal facilities; this new program is being offered for a limited time. SCE funds lighting, insulation, weather

stripping, etc. Not all cities qualify, based on the energy efficiency measures currently in place. The following is the status for cities:

- Cities that have completed work – Hawthorne, Hermosa Beach, and Lawndale.
- Cities that have work scheduled – Carson and Torrance.
- Cities that have met with the program vendor – El Segundo, Gardena, Inglewood, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach and Rolling Hills.
- Cities that are participating but have not contacted vendor yet – Rolling Hills and Lomita.
- Manhattan Beach already has met or exceeded these energy efficiency measures.

Regarding direct install for residents, SBCCOG staff has started a dialogue with SCE to gain access to the new Demand Response program information for residents that will be offered this summer.

SCE Water Leak Detection Program

Field work is taking place at participating cities (El Segundo, Inglewood, Lomita, and Manhattan Beach) and the data transfer process with Willdan Engineering and Water Systems Optimization (WSO) is wrapping up. Also, a water leak detection specialist will spend about 2 ½ weeks in each city surveying their water system. The specialist survey schedule is as follows: City of Inglewood (2/24/14-3/19/14), Lomita (3/20/14-4/8/14), Manhattan Beach (4//14-4/24/14), and El Segundo (5/5/14-5/16/14).

Energy Leader Partnership (ELP)

Staff is working with the cities of Lawndale and Manhattan Beach to help them obtain Platinum level status in the ELP program next quarter. If these cities move to Platinum, the SBCCOG Partnership will have three cities at the highest ELP tier level. Staff continues to provide guidance to cities on the ELP requirements and technical support as needed. As part of this work, staff also met with the City of Torrance in February.

SCE ELP status reports have been reviewed for accuracy and are being prepared for distribution to cities for the first week of March. Accompanying the reports will be the city specific “*At-A-Glance*” status prepared by our energy engineer Greg Stevens which provides information on energy savings both obtained as well as future opportunities.

Also planned for March, the City of Inglewood will be receiving their incentive Jumbo Check in the amount of \$59,444.48 from SCE as part of their ELP Gold status. ELP Gold certificate presentations scheduled for March include:

- March 3 City of Lawndale Council Meeting at 6:30 pm - Gold Certificate – Photo Op
- March 4 City of Inglewood Council Meeting at 2:00 pm - Gold Certificate and Check – Photo Op

Enterprise Energy Management Information System (EEMIS)

EEMIS automates month-end utility billing and helps city staff identify potential energy projects and track energy use. Currently, facility names in EEMIS are being updated to better reflect

departmental structure based on adopted city budgets for each participating South Bay city. Worth noting, EEMIS reports are being used by some cities to determine fiscal year utility budgets. EEMIS will be fully functional in Q2 2014. The managed file transfer protocol has been finally corrected and electric data fully uploaded by LA County and SCE. Customized EEMIS trainings will be brought to each city in Q2 & Q3 2014 and tailored to each city's needs.

Beacon Award Champion

The Beacon Award Program goal is to provide recognition and support to participants helping them reach their sustainability and outreach goals. SBCCOG staff helps cities leverage this program with the ELP requirements. Currently, staff is exploring a Beacon Participant recognition event to promote achievement and encourage city participation in both programs.

HERO

There has been a delay in the launch of the HERO program for LA County. The current status is that HERO is waiting for LA County to complete their approval process. LA County staff working on the Tax Collector's / Auditor's Agreement (which identifies roles/processes) to obtain approval by the LA County Board of Supervisors. It is expected that this approval will be completed within the next 30-60 days.

New Public Agency EE Financing Program from SoCalREN

The SoCalREN (Regional Energy Network) has just launched a new program to help local governments finance EE projects - called the CPUC Authorized Energy Project Lease Financing program (www.energylease.org). Below is a program description provided by SoCalREN:

"...The program offers low interest rates, and a simple application process to quickly get funding from private lenders. Financing is not contingent on whether the project qualifies for utility rebates and incentives, and can be combined with most utility or public financing."

Water Conservation/West Basin Municipal Water District Programs (West Basin)

Water Reliability 2020

Contract goals: 1,000 WR 2020 support cards to be collected by August 31, 2014.

Status of goals: 508 cards collected as of February 28, 2014

Contract goals: up to 40 WR 2020 presentations to be scheduled.

Status of goals: 19 presentation have been scheduled as of February 28, 2014. (Note: this goal is dependent upon West Basin's availability)

The commission and HOA outreach continues to be very successful. Staff leverages these meetings by presenting the SBCCOG programs including promoting the General Assembly. In addition, HERO program information was distributed to participating cities. In February, the following meetings with Ron Wildermuth of West Basin were attended by SBCCOG staff:

02/04/2014 Hermosa Beach Parks & Recreation Commission
02/05/2014 Carson Environmental Commission
02/11/2014 Rancho Palos Verdes Planning Commission
02/18/2014 Carson Veterans Affairs Commission
02/20/2014 Carson Public Safety Commission
02/21/2014 Del Amo HOA
02/25/2014 Carson Planning Commission was scheduled but will be re-scheduled
02/26/2014 Redondo Beach Historical Commission

Contract goals: Up to 24 tabletop WR2020 business briefings to be scheduled.

Status of goals: 9 scheduled as of February 28, 2014.

Regarding Table Top meetings and commitment letters, Surf Air in Hawthorne has committed to sign a letter in lieu of meeting which was approved by West Basin.

Meetings completed in Feb. and planned for March are as follows:

02/28/14 Table Top meeting and Tour of Edward C. Little Water Recycling Facility for Chairman and CEO of Merchant Bank of California.
03/06/14 Table Top meeting with owner/founder of C&S Sales in Hawthorne
04/04/14 Table Top meeting scheduled with General Manager of Doubletree Hilton of Carson

Cash for Kitchens

Contract goals: 40 kitchen audits to be completed by Aug 31, 2014.

Status as of February 28, 2014: 20 audits completed.

Contract goals: 50 follow-up visits at 50 previously audited sites.

Status as of February 28, 2014: 29 follow completed.

Car Wash

SBCCOG staff is also promoting the WBMWD car wash program that works with local carwash businesses to provide coupons as an alternative to washing your car at home. Staff visited 4 carwash businesses to promote this program in February.

Weather-Based Irrigation Controller Exchange

Staff assisted West Basin with their Weather-Based Irrigation Controller Exchange on February 22. The event was very successful with a total of 70 controllers exchanged for 55 properties served.

MWD Caucus Meeting

Staff attended the caucus meeting where presentations were given on the Proposed Biennial Budget, Revenue Requirements, and Water Rates and Charges for FY 2014/15 and 2015/16.

Integrated Regional Water Management Program (IRWMP)

IRWMP South Bay Steering Committee meeting was held in February. Staff attended where discussion centered on the status and potential requirements of Round 3 of the Prop 84 money given the current drought. Additionally, the current list of the South Bay Subregion's projects was reviewed. The next meeting is scheduled for March 11, 2014.

Sanitation District

Sanitation District Presentations: contract goal: schedule 5 outreach presentations by December 31, 2013. Status of goals: goal met.

Transportation

MEL (Metro ExpressLanes)

Contract goals: 54 presentations (6 Metro specific presentations and 36 with MEL van present) and 120 FasTrak accounts opened.

Complete: 45 presentations (8 Metro specific presentations and 37 with MEL van present with 101 FasTrak accounts opened.

Vanpool Program

SBCCOG staff met with Valerie Rader from Metro in February to discuss action plans for the next few months. Metro provided a pull-up banner with information on the Metro program. In addition, Metro is developing a table top display. As business briefings are scheduled for the WR2020 program, SBCCOG staff is including vanpool information and following up with interested companies.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops & Trainings

The following chart lists an overview of all workshops held in February 2014:

Event Date	Event Name	No. Attended/ No. of RSVPs	Marketing Info. (how did they hear about the workshop):	Staff Lead
2/3/14	Remodeling Your Home? Do It the Energy and Water Efficiency Way	1/1	Magazine Ad	GFG
2/5/14	Building Operator Certification 1004: HVAC Controls Fundamentals	20/28	E-mail: ongoing 8 session course	GFG
2/22/14	Weather-Based Irrigation Controller Exchange	40/52	E-mail: 15 Newspaper Ad: 25	GFG
2/25/14	CFLT Hands-On-Workshop	46/35	E-mail: 5 City Website: 15 Attended Previous Training: 26	MS

2/26/14	Building Operator Certification 1005: Indoor Environmental Quality	18/27	E-mail: ongoing 8 session course	GFG
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Residential “sustainable” workshops

SBCCOG staff has started evaluating the success of the past 6 months of workshops and will be determining the next steps during the month of March.

City Staff Training Programs

- SBCCOG hosted the 5th and 6th Building Operator Certification (BOC) trainings (total of 8 sessions) in February. SBCCOG will be hosting the final 2 BOC trainings (#7 and #8) in March.
- SBCCOG will also be hosting the next EEMIS training on March 6th.

Outreach Events

In the month of February, SBCCOG staff:

- Exhibited at 5 community events
- Conducted 1 Energy/Water Efficiency workshop (as part of South Bay Adult School)
- Conducted 1 Energy/Water Efficiency presentation (Redondo Beach Lions Club)

Media

Earned Media Received in January

Earned media in Daily Breeze in February 19 edition from SBCCOG/SBESC Volunteer Press Release.

The Volunteer Center in Torrance, servicing the entire South Bay, also published in their February e-blast our need for Volunteers.

West Basin Special Media Event regarding the Official Drought Declaration 2/6/14:

Staff assisted by contact our media connections and staffing an exhibit table the day of the event.

Social Media

As of February 28, 2014 social media follower base are as follows:

Facebook: 281 likes

Twitter: 240 followers

LinkedIn: 38 followers

Also related to this year's General Assembly:

- Twitter accounts from Northrup Grumman and California Fuel Cell Partnership
- County of Los Angeles' Public Works Department promoted the event prior to and during its occurrence via following @SBESC, retweets and mentioning "#GA2014".

There was a recommendation from one of the attendees for next year's General Assembly to promote our social media accounts and encourage engagement (i.e. hash-tag "GA2015", etc.) in between guest speakers on the projector screens in the lecture hall.

Volunteer Program

In February, staff met with David LaSalle of South Bay Workforce Development Board to help promote volunteer recruitment. He is helping to facilitate a contact with SBWIB to explore collaboration for youth work experience.

Volunteer Training is scheduled for Tuesday, March 25, 2014 to help prepare new volunteers for outreach events.

Volunteer hours for the month of February 2014 are as follows:

- 173.25 hours
- Grand total as of 2/28/14 = 10,867.93 (Starting April 2008)

III. SPECIAL INITIATIVES

Marymount Initiative

SBCCOG staff has reached out to Marymount to explore opportunities to work together. In February, staff met with Kathleen Talbot, Sustainability Officer, who expressed interest in coordinating with their visioning meetings for the University's sustainability programs and possibly Climate Action work later this year. In addition, as a result of the meeting, SBCCOG staff facilitated contact with Michele Sim of The Gas Company to follow up with Kathleen regarding opportunities for therm savings with pool covers and old boilers.

Holiday Light Exchange Sponsorship Initiative:

Company Name	Able to Donate Y/N	Contact	Notes
COSTCO	NO	Millie McFadden	COSTCO donates only to 501©3 organizations
Walmart	Seek donation at local level per info provided by JB		Working with Mark Waronek re contact name at Walmart.
Lowe's	Need contact name		Will work with Pat Donaldson in Hawthorne
Home Depot	Need contact name		Will go to a store
Sam's Club	Awaiting reply	Eva Umana	

Stats	Need contact name		Ask Dan Medina for contact
Chevron	Soft yes – need follow up	Jill Brunkhart	Initial response was yes, but requires a formal letter which was sent. Currently, waiting decision.

South Bay Cities Council of Governments

March 10, 2014

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action

Adherence to Guiding Principles:

Represent the interests of the South Bay with other governing bodies and organizations.

ECONOMIC DEVELOPMENT

AB 1147 (Gomez, Muratsuchi)	Massage Therapy. Revises the qualifications for certification as a massage practitioner and massage therapist, and <i>would require an applicant for a certificate as a massage practitioner to pass a massage and bodywork competency assessment examination that meets generally recognized psychometric principles and standards, and that is approved by the council.</i>	SUPPORT (6/27/13) (Letter sent 2/10/14 to author & SB Senators)	2/06/2014 Senate Business, Professions & Economic Development Committee
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17140 S. Avalon Blvd., Suite 210, Carson CA 90746 310-217-2411 www.westbasin.org

February 14, 2014

Honorable Chris Brown
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Dear Mayor Brown:

Metropolitan Water District Rate Setting Process

On behalf of West Basin Municipal Water District (West Basin), I am reaching out to inform you of an important issue related to Metropolitan Water District of Southern California (MWD) and their current rate setting process. Several San Diego County Mayors sent correspondence to cities throughout Los Angeles County opposing any MWD rate increases. The San Diego County Water Authority has organized this campaign, motivated by their pending lawsuit against MWD and its other member agencies. As the member agency representing your city on the MWD Board of Directors, West Basin would like to respond with the facts.

MWD is collecting more revenue than projected because Southern California water agencies have been forced to rely more on MWD's imported water supplies and storage reserves during these extreme drought conditions. Revenues higher, or lower, than planned budgets are common in an industry highly dependent on unpredictable changes in the Earth's water cycle. MWD is also recommending fiscally prudent actions to help its customers by using these additional funds now in ways that will lower and stabilize rates in the future. These recommended actions include paying down long-term unfunded liabilities; using cash instead of new debt for sorely needed capital infrastructure repair and replacement; and of course, replacing stored water consumed to meet demands during the drought.

West Basin, as well as MWD, is dedicated to maintaining stable, predictable and relatively low-rate increases to ensure that our investor-owned and municipal water retailers have the tools and opportunity to plan accordingly. As part of this effort, we encourage your feedback and thoughts on this matter.

If you would like to receive updates on the Metropolitan rate setting process, or would like additional information about this important issue, please contact Rich Nagel, General Manager or Fernando Paludi, Water Resources Manager me at (310) 217-2411.

Thank you for your attention to this matter and I look forward to working with you in the future.

Sincerely,

A handwritten signature in cursive script that reads "Donald L. Dear".

Donald L. Dear
Board Member

Enclosure Fact Sheet re: SDCWA vs MWD and impact on West Basin communities

**Metropolitan Water District of Southern California
Rate Structure Challenge by San Diego County Water Authority**

FACT SHEET

On June 11, 2010, the San Diego County Water Authority (San Diego) filed a lawsuit challenging the water rates and charges adopted by Metropolitan's governing Board. The lawsuit, if successful, would unfairly and significantly increase the cost of water to water users outside of the San Diego region.

Consider the following:

- As the primary provider of imported water for a six-county region, Metropolitan and its Board of Directors must fairly allocate the costs of water through its rate structure. More than a decade ago, Metropolitan began a comprehensive three-year process with extensive public input to develop a new regional pricing system. The new pricing system was adopted by Metropolitan's Board and put into effect in 2003. Suddenly after seven years, San Diego is suing Metropolitan over its publically developed and adopted rate structure.
- Metropolitan is a regional cooperative of twenty-six member cities and public water agencies (including San Diego) that collectively provide water for 19 million residents. Metropolitan sets rates through an open and transparent process that assures equity and fairness throughout its 5,200 square mile service area. The water system funded through these rates provides Southern California with a reliable supply of high quality water that benefits all residents and businesses and serves the region's \$1 trillion economy.
- The bulk of Metropolitan's costs are associated with transporting and delivering water supplies. Metropolitan gets its water from the Colorado River – over 200 miles to the east – and from Northern California's Feather River system – over 400 miles away. The water moves through a complex system of pipes, canals and aqueducts. San Diego's lawsuit seeks to avoid paying its fair share of maintaining this transportation system – at the expense of the system's other users. (See "cost shift implications" chart attached)
- San Diego's lawsuit would also undermine Metropolitan's successful regional water supply reliability programs. These programs are critical to the ongoing successful development of water conservation, recycling and groundwater recharge, which are all important elements of a sustainable, environmentally sound, and cost effective water resource "mix."

Metropolitan's rate setting policies fully comply with all applicable state laws and are adopted by its Board of Directors. As a result, we fully expect San Diego's unfortunate lawsuit will be appropriately rejected by the courts. If you have any questions about the lawsuit or this issue, please contact us and we can provide a full briefing.

NET PRESENT VALUE (NPV) OF ESTIMATED COST SHIFT FROM SDCWA TO EACH MEMBER AGENCY ¹				
MEMBER AGENCY	2010 COST SHIFT	NPV OF COST SHIFT (20 YRS)	NPV OF COST SHIFT (40 YRS)	NPV OF COST SHIFT (67 YRS) ²
City of Anaheim	\$395,643	\$11,932,976	\$25,693,664	\$44,465,741
City of Beverly Hills	\$206,426	\$6,226,018	\$13,405,642	\$23,199,953
City of Burbank	\$246,125	\$7,423,367	\$15,983,733	\$27,661,626
Calleguas MWD	\$2,045,196	\$61,685,032	\$132,818,039	\$229,856,376
Central Basin MWD	\$922,969	\$27,837,614	\$59,938,970	\$103,731,048
City of Compton	\$47,810	\$1,442,001	\$3,104,865	\$5,373,314
Eastern MWD	\$1,682,165	\$50,735,672	\$109,242,263	\$189,055,876
Foothill MWD	\$197,113	\$5,945,120	\$12,800,823	\$22,153,247
City of Fullerton	\$165,729	\$4,998,542	\$10,762,684	\$18,626,020
City of Glendale	\$365,520	\$11,024,438	\$23,737,432	\$41,080,264
Inland Empire Utilities Agency	\$1,427,709	\$43,061,059	\$92,717,556	\$160,458,034
Las Virgenes MWD	\$414,161	\$12,491,500	\$26,896,258	\$46,546,964
City of Long Beach	\$568,768	\$17,154,590	\$36,936,658	\$63,922,992
City of Los Angeles	\$7,556,953	\$227,924,846	\$490,759,752	\$849,314,286
MWD of Orange County	\$4,348,454	\$131,153,470	\$282,395,034	\$488,715,987
City of Pasadena	\$396,423	\$11,956,507	\$25,744,331	\$44,553,425
City of San Fernando	\$2	\$53	\$114	\$197
City of San Marino	\$17,663	\$532,724	\$1,147,043	\$1,985,085
City of Santa Ana	\$223,080	\$6,728,299	\$14,487,136	\$25,071,599
City of Santa Monica	\$211,244	\$6,371,320	\$13,718,503	\$23,741,393
Three Valleys MWD	\$1,189,494	\$35,876,275	\$77,247,533	\$133,685,440
City of Torrance	\$338,527	\$10,210,289	\$21,984,435	\$38,046,507
Upper San Gabriel MWD	\$149,266	\$4,502,011	\$9,693,572	\$16,775,804
West Basin MWD	\$2,170,196	\$65,455,148	\$140,935,720	\$243,904,925
Western MWD	\$1,354,678	\$40,858,356	\$87,974,773	\$152,250,121
BENEFIT TO SAN DIEGO CWA / COST SHIFT TO OTHERS	\$26,641,314	\$803,527,229	\$1,730,126,532	\$2,994,176,224

¹ NPV Costs distributed to other Member Agencies according to share of FY 09 Firm Water Purchases

² 67 years based on remaining term of SDCWA's water transfer agreements

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South Bay Cities Council of Governments

March 10, 2014

TO: Steering Committee
FROM: Jacki Bacharach, Executive Director
SUBJECT: Increased Responsibilities for the Deputy Executive Director

Adherence to Strategic Plan:

- Guiding Principle: Act collaboratively on programs or activities that can be better accomplished collectively than by any one jurisdiction.
- Goal D – Organization Stability, #1 – Create a structure to enable SBCCOG to have stability through leadership transitions of staff and board members. Clarify the relationship between contractors and staff.

BACKGROUND

The South Bay Cities Council of Governments has evolved from a primarily contract staffed organization to one with primarily employees. The employees started as all grant funded and the contractors and sub-contractors through Jacki Bacharach and Associates have managed the work of the SBCCOG. Starting in January 2012, a Deputy Executive Director was hired specifically to oversee the programs and operations of the Environmental Services Center. This arrangement lasted approximately 1 and $\frac{3}{4}$ years until September 2013.

In October, Kim Fuentes, a subcontractor to management services contractor Jacki Bacharach & Associates, assumed the duties of overseeing the operations and programs of the ESC as well as retaining her other duties as Deputy Executive Director of Administration. This arrangement was to be re-evaluated in six months which would be April. At the January Steering Committee, new direction was given that this issue be brought back in March so that recruiting could commence if that was the direction to be chosen.

STATUS

Since Kim assumed these additional duties, she has fulfilled them extremely well, doing an outstanding job and earning praise from staff members. She has performed her SBCCOG administrative duties as well and has more closely aligned the SBCCOG and SBESC programs. This alignment helps to fulfill the desire to have one organization and not two. Kim understands the priorities set by the Board and Executive Director and would like to retain this position

ISSUES TO BE ADDRESSED

There are two issues that the Steering Committee needs to address. First, should Kim Fuentes continue to oversee the operations and programs of the ESC as well as her other duties or should recruitment be initiated? Second, should this position be an employee or can it continue as a contract position?

RECOMMENDATION

It is recommended that Kim Fuentes continue to serve as the Deputy Executive Director and be responsible for the operations and programs of the ESC as well as administrative functions of the SBCCOG such as overseeing the website and newsletter, maintaining the historical records, standing in for the Executive Director when required, trouble shooting and assisting in launching new projects.

More information is being researched and prepared on the issues of contractor vs. employee for this position. Not only are the rules and regulations being researched, but also the way that the SBCCOG functions are currently paid for and how changes to this position might affect the SBCCOG operating budget. This information will be provided at the meeting.

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting
Thursday, March 27, 2014 @ 6:00 pm
SBCCOG Office
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.

DRAFT AGENDA

- I. **CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)**
Dan Medina, 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. **January Board Meeting Minutes (*attachment*) – Approve**
 - B. **Measure R Items**
 1. **SBHP Measure R Administrative and Support Cost Policy (*attachment*) – Approve**
 2. **Transition and Simplification of SBHP Project Monitoring and Reporting (*attachment*) – Approve**
 3. **Hawthorne Blvd. Cost Increase – Request for Additional Funds (*attachments*) - Approve**
 - C. **Amended Compensation to Jacki Bacharach and Associates (*attachment*) – Approve**
 - D. **Dues and Assessment for FY 14-15 (*attachment*) – Approve**
 - E. **MOU with El Segundo for EEMIS equipment purchase (*attachments*) – Approve**
 - F. **Mid Year Budget Report (*attachment*) – Receive and file**

G. Monthly Transportation Report (*attachment*) – Receive and file

H. Legislative Matrix (*attachment*) – Receive and file

VII. PRESENTATIONS (6:10 pm)

A. Update on ExpressLane Project – Kathy McCune, Metro staff

B. Report from Metro on Fare Restructuring Proposal ?????

C. Presentation on SBCCOG PEV readiness – Wally

D. Presentation of Strategic Planning workshop issues and follow-up items

1. Vision, Mission & Guiding Principles (*attachment*) - **Approve**
2. Strategic Planning Document (*attachment*) - **Approve**

VIII. TRANSPORTATION REPORTS

A. Metro Report by Board member Pam O'Connor (7:15 pm)

B. Service Council report by Ralph Franklin, Chair (7:20 pm)

1. Update re: on-time bus services in the South Bay

C. Measure R Oversight Committee Report (Jim Goodhart & Steve Lantz) (7:25 pm)

IX. SBCCOG ISSUES, REPORTS & UPDATES– Jacki Bacharach (7:30 pm)

A. General Assembly Follow-up

B. SCE infrastructure reliability

C. South Bay Environmental Services Center program

D. Sustainability Programs

X. BOARD MEMBER ANNOUNCEMENTS (7:45 pm)

XI. AGENCY REPORTS (7:50 pm)

A. League of California Cities (Jim Goodhart & Jeffrey Kiernan)

B. South Coast Air Quality Management District (Judy Mitchell, Joe Buscaino & Stan Myles)

1. Local Government and Business Advisory Group (Jacob Haik)

C. SCAG & Committees (Matt Horton) (*attachment*)

1. Energy and Environment (Judy Mitchell, Stephen Sammarco)
2. Transportation (John Addleman, Dan Medina)
3. Community, Economic, & Human Development (James Gazeley & Frank Zerunyan)
4. Regional Council (Judy Mitchell, Dan Medina, James Gazeley)

D. Santa Monica Bay Restoration Commission (Ellen Perkins/Jim Knight)

E. South Bay Cities City Managers' Association (Artie Fields)

F. South Bay Association of Chambers of Commerce (Olivia Valentine)

G. South Bay Workforce Investment Board (Jan Vogel)

XII. UPCOMING EVENTS & ANNOUNCEMENTS

May 14 – Legislative Briefing and Breakfast

XIII. APRIL SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

Consult website for specific times and places for other meetings – www.southbaycities.org

XIV. ADJOURNMENT

South Bay Cities Council of Governments

March 10, 2014

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Annual SBCCOG Member Dues & Assessment Amounts

Adherence to Strategic Plan:

- Guiding Principle: Act collaboratively on programs or activities that can be better accomplished collectively than by any one jurisdiction.
- Goal D – Organization Stability, #7 – Create a long-range financial plan to assure the future viability of SBCCOG.

STATUS

In preparing the budget for 2014-2015, it is necessary at this time to ratify the amount for next year's dues.

The dues for the SBCCOG have been at the same level since 2002 when they were set using 2000 census figures. The calculation is based on a recommendation from the city managers at that time using a base of \$3,500 plus a weighted formula, which includes population and general fund expenditures.

Since 2008-2009 fiscal year, there has also been a climate action planning assessment. This assessment has ranged from \$1500 to \$7000 per member agency and was reduced in the 2011-2012 fiscal year to \$1250 to \$5250 depending on population. With this assessment all cities have been provided their municipal and community green house gas inventories and the SBCCOG will be keeping them updated. SBCCOG has also been using these funds to assist cities with the development of climate action plans as well as strategies that they can incorporate to include in their plans. We have also used these funds to prepare the successful grant application to Southern California Edison for which we have received \$771,630.00 for the completion of the Energy Efficiency Chapters of each city's Climate Action Plan as well as a SBCCOG Climate Action Plan.

While this activity started as a response to AB 32 state legislation, state and regional grants are increasingly being based on these plans as well as some general plan update requirements. In the last few years, two of our cities have not paid the assessment but because of the work of the SBCCOG through our partnerships with SCE and SCG, they have received climate action planning assistance primarily in the preparation of an energy action plan.

BACKGROUND

Over the last 10 years, the programs of the SBCCOG have grown in scope and number, mostly due to partnerships that the SBCCOG has received. The partnership income has not only funded the

programs, but has also allowed those funds to be leveraged to pay for SBCCOG overhead expenses. For example, the SBCCOG pays \$1,000/month for the office, phones and other office expenses and the partnerships pay the remainder.

In 2002, the SBCCOG's principal funding sources were dues and SCAG overall work program funds. Since then, SCAG no longer funds programs to the subregions and the SBCCOG has been successful in receiving funds elsewhere. Now, the majority of funds to cover the SBCCOG operating budget come from:

- \$230,000 - Dues (Note: the County of Los Angeles was added in 2009-2010 which increased the dues by \$30,000)
- \$135,000 - Overhead costs from the partnerships (increasing with each grant received)
- \$ 84,340 - Contract in which Metro reimburses nearly the entire cost for the Westside / South Bay Metro Board representative's deputy (almost entirely in and out item)
- \$ 62,625 – Special Assessment for climate action planning that reimburses the services rendered by SBCCOG staff for assistance to cities in preparation of the city climate action inventories and plans
- \$ 35,000 - General Assembly sponsorships (this year \$61,000 received but this was not meant to be a major fund raiser)

On the expenditure side, the principal increase in costs since 2002 has been for professional management services to run the SBCCOG. The increase is largely due to the SBCCOG's oversight and management of the partnerships and other grant programs such as Measure R for which the SBCCOG is responsible. The professional services contract also includes overseeing the SBCCOG's professional staff of employees who implement SBESC programs. In addition, the SBCCOG identifies and obtains new funding for new and existing programs. Other functions of the SBCCOG management services contract are to provide liaison with other local and regional agencies; monitor regional plans and programs, prepare the newsletter and other outreach materials and coordinate and facilitate all of the SBCCOG's committee and working group meetings.

Unfortunately, even with the new sources of revenue, the SBCCOG has been balancing its budget with reserves for the last several years. Reserves have been sufficient but will not continue to be indefinitely.

The role of the SBCCOG remains as it was in 2002:

- Supporting the SBCCOG Committees and Working Groups
- Developing and implementing the SBCCOG projects and programs
- Protecting the SBCCOG interests in the region
- Lobbying for policies and funding which benefit the SBCCOG members
- Carrying out the day-to-day operations of the SBCCOG

In addition since 2002, three major programs have been added to the SBCCOG's portfolio of projects – the South Bay Environmental Services Center (SBESC) in 2004-2005 fiscal year; the South Bay Measure R Highway Program in 2011 and climate action planning and sustainability programs such as the LUV project and the SBCCOG's work on adoption of electric vehicles

BENEFITS TO THE MEMBERS

These major programs are funded with grant or partnership funds, which are heavily leveraged and will continue to be. They allow the SBCCOG to have an office, which has provided a visible location and has increased our access to other opportunities as well as providing a better working environment. In addition, our members have access to expertise that would otherwise not be available. For example, the SBCCOG contracts with a transportation consultant funded out of Measure R to implement that program and for just \$1000 more per month from the operating fund, the SBCCOG is getting monthly reports on national, state, regional, and local transportation issues as well as being kept up to date on proposed policies that affect the South Bay cities for us to comment on. He also staffs the Infrastructure Working Group and attends regional meetings providing reports on upcoming issues.

Another example of leveraging expertise: - because of our AQMD and CEC grants, SBCCOG has access to the latest information on electric vehicles and the future of the transportation fleet and how cities should be preparing as well as responding to the new technologies and funding opportunities that will enhance South Bay mobility while reducing GHG emissions. The consultant working on these projects is also working directly with cities on their grant projects and has many years experience in the field of urban planning.

And finally, because the cities of the South Bay are in the SBCCOG Energy Leader Program through the SBCCOG's partnership with SCE, just in the last three years, South Bay cities have collectively received almost \$700,000 in unrestricted funds as rebates for their energy savings projects while realizing approximately \$715,000 in annual energy cost savings.

OPPORTUNITY FOR PAYMENTS TO CITIES

Because of the partnership funding we have received, SBCCOG has been able to underwrite the cost of city staff participation in professional development workshops dealing with energy and water efficiency such as the building operator certification and several others. Without this funding, city staff would not have been able to attend.

This year, the SBCCOG has received funding from our partnerships for some of our special projects, such as the Energy Efficiency Climate Action Plan, which include the possibility that we can reimburse cities for some of their staff time when working on these projects. Staff will be recommending a formula or some standard way of determining reimbursements.

RECOMMENDATION FROM LAST YEAR

In April 2014, the Steering Committee recommended that the Board increase the dues for fiscal year 2013-2014 starting in July 2013 by \$35,000 so that we could begin to address the deficit and that in the next year, Board members would work with the City Managers to review the SBCCOG work program, dues amount, and dues formula and make a decision on an increase. The additional dues were to be allocated using the existing formula and the assessment was to remain the same as it was last year. This recommendation was not approved by the Board.

This year, the strategic planning session started later than originally expected so that there was not sufficient time for the Board members and City Managers to review the dues amount and formula and come to a decision on a dues increase.

Since there has not been sufficient time to review current dues amounts and the formula, it is staff's recommendation that the SBCCOG continue to spend reserves to balance the operating budget for one more year.

Furthermore, until a formula is developed for city reimbursements for some of their expenses through our partnership projects, it is recommended that the assessment stay in place. This assessment provides the SBCCOG with the flexibility to work on issues dealing with climate action planning that are not solely related to energy efficiency.

RECOMMENDATION

Recommend that the SBCCOG Board approve current dues amounts and the formula as well as the special assessment, and continue to spend reserves to balance the operating budget for one more year.

It is also recommended that the Chair appoint a committee of Steering Committee members and city managers to review the dues amount and provide a recommendation by the end of 2014 in preparation for the 2015-2016 fiscal year.

South Bay Cities Council of Governments

March 10, 2014

To: Steering Committee

From: Jacki Bacharach, SBCCOG Executive Director

Subject: Enterprise Energy Management Information System (EEMIS)
Revised MOU for El Segundo Sub-metering

Adherence to Strategic Plan:

- Guiding Principle: Act collaboratively on programs or activities that can be better accomplished collectively than by any one jurisdiction.
- Goal A – Environment, Transportation & Economic Development, #1 – Continue to implement programs for energy efficiency for member agencies through partnerships with utilities that provide grant funds.

BACKGROUND

The Southern California Edison (SCE) sponsored Enterprise Energy Management Information System (EEMIS) program includes funds to install permanent electrical sub-metering for the purpose of measuring interval power consumption for various groups of city buildings. This system is provided by the County of Los Angeles and provides building level electricity consumption data.

In October 2013, the South Bay Cities Council of Governments (SBCCOG) Board of Directors approved an MOU with the City of El Segundo for a not to exceed amount of \$25,000 for equipment and labor to install the sub-metering equipment. The expenditure was funded through the SBCCOG's EEMIS contract with SCE. The City of El Segundo under their own SCE contract was providing the remainder of the installation cost. The termination date of the MOU was January 30, 2014.

This action was consistent with the Board approval of a similar contract with the City of Gardena under the same SCE program for an amount not to exceed \$30,000.

STATUS

The City of El Segundo was delayed in installing the equipment and now the term of the current MOU has been exceeded. In addition, the approved amount of the equipment was based on an estimate from the vendor and has now increased due to the County of Los Angeles recommendation for different equipment.

To complete this project, SBCCOG staff recommends approving the attached revised MOU with the City of El Segundo extending the term to June 30, 2014 with an amount to not exceed \$31,100 for costs of improvements. All other terms of the contract would remain. The City of El Segundo would still provide a portion of the installation costs under their own SCE contract.

RECOMMENDATION

Approve the revised Memorandum of Understanding between the SBCCOG and the City of El Segundo for the Sub-metering equipment and installation pending legal review in amount not to exceed \$31,100.

AMENDMENT TO MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") originally entered into as of November 6, 2013 by and between the City of El Segundo, a California municipal corporation ("City") and the South Bay Cities Council of Governments, a Joint Powers Authority ("SBCCOG") hereinafter together occasionally referred to as "the parties" is hereby amended as of March 27, 2014 as follows:

1. Obligations of City.

1.1 City will engage a contractor using the city procurement process to install sub-meter equipment designed to connect to the LA County EEMIS system (specific equipment must be approved by the SBCCOG, SCE, and LA County before installation).

1.2 City will provide networking connectivity between the sub-meter and the building LAN system.

1.3 City will provide VPN networking connectivity between the building LAN system and LA County ISD. City IT staff will interface with the County of Los Angeles ("LA County") to initiate ongoing transfer data from the sub-meter to the EEMIS system as per LA County specifications

1.4 City will provide an invoice to the SBCCOG no later than June 30, 2014 for the cost of the improvements including work completed for paragraphs 1.1, 1.2, and 1.3, not to exceed \$31,100. ~~provide an invoice to the SBCCOG not to exceed \$10,000 in aggregate no later than January 15th 2014 for labor costs related to the improvements including work completed for paragraphs 1.1, 1.2, and 1.3.~~

3. Term

This MOU commences on October 15, 2013 and remains in effect until ~~January 30, 2014~~ June 30, 2014 unless extended by written agreement of the parties.

IN WITNESS WHEREOF, the parties have executed this amendment to the Memorandum of Understanding as of the date and year below.

Dated:

CITY OF EL SEGUNDO

By: _____
Greg Carpenter
City Manager

Dated:

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

By: _____
Daniel Medina
SBCCOG Chair

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