

South Bay Cities Council of Governments

**SBCCOG Board of Directors' Meeting
Thursday, September 25, 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.

AGENDA

- I. **CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)**
Jim Goodhart, 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 (Pages 3-8)**
 - B. **Contract Amendment with GSE Solutions (attachments) – Approve (Pages 9-10)**
 - C. **Legislation**
 1. **Support for November Ballot Measure Proposition 1 – Water Bonds (attachment) – Approve (Pages 11-12)**
 2. **Status of Legislation that the SBCCOG has been monitoring (attachment) – Receive and file (Pages 13-15)**
 - D. **Monthly Transportation Report (attachment) – Receive and file (Pages 17-21)**

- E. **SBCCOG Comments on Metro Draft Complete Streets Policy** (*attachment*) – Receive and file (Pages 23-25)
- F. **South Bay Environmental Services Center Report** (*attachment*) – Receive and file (Pages 27-33)
- G. **July ARB Report from Judy Mitchell** (*attachment*) – Receive and file (Pages 35-37)

VII. **PRESENTATION**

- A. **Report on the EEMIS Project** (6:05 pm)
 - 1. Lena Luna
- B. **Metro ExpressLanes Updates and the South Bay Perspective** (6:20 pm)
 - 1. Metro staff presentation
 - 2. Board discussion

VIII. **TRANSPORTATION REPORTS**

- A. Metro Report by Board member Pam O'Connor/Mike Bohlke (7:10 pm)
- B. Service Council report by Ralph Franklin, Chair (7:15 pm)
- C. Measure R Oversight Committee Report (Ralph Franklin & Steve Lantz) (7:20 pm)
 - 1. Measure R SBHP Funding Request - City of Manhattan Beach for Sepulveda/Marine Project (#312.04) (*attachments*) – **Approve** (Pages 39-44)

IX. **SBCCOG ACTION ITEMS, REPORTS & UPDATES**– Jacki Bacharach (7:00 pm)

- A. Status of Homeless Proposal
- B. Status of Pending Grants and Partnerships
- C. SCE Infrastructure Reliability Update
- D. HERO Progress Report (*attachment*) (Page 45)

X. **BOARD MEMBER ANNOUNCEMENTS** (7:40 pm)

XI. **AGENCY REPORTS** (7:45 pm)

- A. League of California Cities (Jim Goodhart & Jeffrey Kiernan)
 - 1. LA Division Legislative Committee (Bea Dieringer)
- B. South Coast Air Quality Management District (Judy Mitchell, Joe Buscaino & Stan Myles)
- C. SCAG & Committees (Mark Butala)
 - 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 Association of Chambers of Commerce (Olivia Valentine)
- F. South Bay Workforce Investment Board (Chris Cagle)

XII. **UPCOMING EVENTS & ANNOUNCEMENTS**

November 13 & 14 Annual Holiday Light Exchange (*attachment*) (Page 47)

November 20 Annual Thank You Reception for Volunteers (*attachment*) (Page 49)

XIII. **OCTOBER SBCCOG COMMITTEE MEETINGS & WORKING GROUPS**

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

XIV. **ADJOURNMENT TO OCTOBER 23, 2014**



X: Inactive (missed last 3 meetings in a row)
Inactive Membership is automatically re-instated by attending a meeting

SBCCOG MEETINGS: ATTENDANCE 2013 - 2014

| City | April - 14 | May - 14 | June - 14 | July - 14 | Aug - 14 | Sept - 14 |
|-----------------------|------------|---------------------|---------------------|-------------|---------------------------|-----------|
| Carson | | | Dear | Dear | | |
| El Segundo | Fuentes | | Fuentes | Fuentes | Fuentes | |
| Gardena | Medina | Medina | Medina Terauchi | | | |
| Hawthorne | Valentine | Valentine | Valentine | Valentine | Valentine | |
| Hermosa Beach | DiVirgilio | | DiVirgilio | DiVirgilio | DiVirgilio | |
| Inglewood | | Franklin | | Franklin | | |
| Lawndale | Osborne | Osborne | Osborne Reid | Osborne | Osborne | |
| Lomita | Gazeley | Gazeley | Gazeley | Gazeley | Gazeley | |
| Los Angeles | Buscaino | | | | X | |
| Manhattan Beach | | | Burton | | | |
| Palos Verdes Estates | Goodhart | Goodhart Perkins | Goodhart Perkins | Goodhart | Goodhart | |
| Rancho Palos Verdes | Duhovic | Knight | Knight | Knight | Duhovic | |
| Redondo Beach | Aust | Aust | Aust | Aust | Aust | |
| Rolling Hills | Dieringer | Dieringer | | Dieringer | Dieringer | |
| Rolling Hills Estates | | Huff | Huff | | Huff | |
| Torrance | | | Weideman | Weideman | Weideman | |
| County of Los Angeles | | Riccitiello | | Riccitiello | Riccitiello Napolitano | |

| | | | | | | |
|------------------------------|----|----|----|----|----|--|
| Number of Active Agencies | 17 | 17 | 17 | 17 | 16 | |
| Quorum Required (50% +1) | 9 | 9 | 9 | 9 | 9 | |
| Number of Agencies Attending | 9 | 11 | 13 | 13 | 12 | |

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, AUGUST 28, 2014
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS THEATER
20285 S. WESTERN AVENUE, 1ST FLOOR, TORRANCE, CA 90501

I. CALL TO ORDER

Chair Goodhart called the SBCCOG Board of Directors meeting to order at 6:00 pm.

II. INTRODUCTIONS

In attendance were the following voting members:

| | |
|------------------------------------|-----------------------------------|
| Suzanne Fuentes, El Segundo | Pat Aust, Redondo Beach |
| Olivia Valentine, Hawthorne | Bea Dieringer, Rolling Hills |
| Michael DiVirgilio, Hermosa Beach | Britt Huff, Rolling Hills Estates |
| Jim Osborne, Lawndale | Kurt Weideman, Torrance |
| Jim Gazeley, Lomita | David Riccitiello, LA County SD2 |
| Jim Goodhart, Palos Verdes Estates | Steve Napolitano, LA County SD4 |
| Jerry Duhovic, Rancho Palos Verdes | |

In attendance were the following non-voting elected officials:

Gloria Gray, West Basin Municipal Water District Director
Pam O'Connor, Santa Monica & Metro Board Director

Also in attendance were the following persons:

| | |
|-------------------------------------|-----------------------------|
| Steve Forster, APA Engineering Inc | Grace Farwell, SBCCOG |
| Stan Myles, AQMD | Marcy Hiratzka, SBCCOG |
| Bill Stracker, DR Consultants | Rosemary Lackow, SBCCOG |
| Greg Stevens, GSE Solutions | Steve Lantz, SBCCOG |
| Jeff Kiernan, League of CA Cities | Chris Cagle, SBWIB |
| Michael Rock, Lomita | Michael Gougler, SCG |
| Gail Koretz, Los Angeles City | Michael Harriel, SCG |
| Jolene Guerrero, Los Angeles County | Faviola Ochoa, SCG |
| Bill Johnson, Los Angeles County | Krista Phipps, SCG |
| Isidro Panuco, Metro | Frances Spivy-Weber, SWRCB |
| Everett Chavez, Panama Financial | EJ Caldwell, West Basin |
| Natalie Champion, SBCCOG | Fernando Paludi, West Basin |
| Jacki Bacharach, SBCCOG | |

III. CONFIRM POSTING OF THE AGENDA BY THE CITY OF TORRANCE

Jacki Bacharach confirmed that the agenda was properly posted in the City of Torrance.

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

Jacki Bacharach announced that Item VI.F-1 on the consent calendar has been updated since the meeting packet's electronic release. She had planned to recommend that the Board support AB 2711 (Muratsuchi), which sought to allow Hermosa Beach to borrow \$11.5 million from the State Tidelands Funds in order to help the city keep its ban on oil drilling. The bill was passed by the appropriations committee in May and was headed for a vote in the Assembly but it died in committee.

V. PUBLIC COMMENT - None

VI. CONSENT CALENDAR

A. July Board Meeting Minutes (attachment) – Approve (Pages 5-9)

B. Contract Amendment with Atkins North America, Inc. for Integration of Natural Gas Strategies into Climate Action Plans (attachments) – Approve (Pages 11-16)

- C. **Contract with Metro for ExpressLane Outreach Services** (*attachment*) – **Approve (Pages 17-33)**
- D. **2014-15 Contract with West Basin Municipal Water District** (*attachment*) – **Approve (Pages 35-43)**
- E. **Measure R Items**
 - 1. **Metro Measure R South Bay Highway Program (SBHP) Arterial Baseline Performance Analysis Intelligent Transportation System (ITS) Study** (*attachments*) – **Approve (Pages 45-56)**
 - 2. **Status of Measure R South Bay Highway Program (SBHP) Technical Assistance Funding Agreements for Metro 2015 Call for Projects Applications & Approval of Funding Agreement with Torrance** (*attachments*) – **Approve (Pages 57-61)**
- F. **Legislation Recommended for Action** (*attachment*) – **Approve (Pages 63-65)**
 - 1. **AB 2711 - support**
- G. **Monthly Transportation Report** (*attachment*) – **Receive and file (Pages 67-72)**
- H. **South Bay Environmental Services Center Report** (*attachment*) – **Receive and file (Pages 73-81)**

MOTION by Board Member Gazeley, seconded by Board Member Osborne, to **approve** the Consent Calendar (Item F) as amended. No objection. So ordered.

VII. PRESENTATIONS

A. THE DROUGHT!

- 1. **State Water Resources Control Board** – SWRCB Board Vice-Chairwoman, Fran Spivy-Webber, announced that 2014 is actually the third year of the current drought, which is likely to continue well into 2015. She acknowledged the efforts of Southern California partnerships, agencies, and residents that are conserving water, but said that Southern California (as a region) does not show much progress in water conservation. She showed reservoir conditions, declining groundwater levels, and listed emergency conservation measures that the State is implementing. Board Member Gazeley asked about general groundwater replenishment. Ms. Spivy-Webber said that the State Water Board may be called upon to adjudicate water for entire systems or to act as a “referee” or fact-finder in court cases involving water rights. In most areas of California, overlying land owners may extract percolating ground water and put it to beneficial use without approval from the State Board or a court. California does not have a permit process for regulation of ground water use. In Southern California, groundwater use is subject to regulation in accordance with court decrees adjudicating the ground water rights within the basins. Southern California regulations will not permit aquifers to become so over drafted that it becomes a problem.
- 2. **West Basin Municipal Water District** – Director Gloria Gray provided information on how West Basin assists South Bay cities in responding to the State’s water regulations. These methods include providing weekly updates to the community, and increasing West Basin’s outreach strategy to include customer agencies (not just limited to the West Basin Board.) Space on several billboards educating the public about water conservation in the home has been purchased throughout the South Bay. West Basin’s turf-removal rebate program is temporarily increased from \$1 to \$3 per square foot. West Basin is happy to give a conservation presentation to any community group that requests one. On August 25, 2014, the West Basin Board of Directors voted to adopt a formal “support” position on the \$7.12 billion water bond measure set for the November 2014 ballot. Entitled the “Water Quality, Supply and Infrastructure Improvement Act of 2014,” the bond will appear as Proposition 1 on the ballot. Board Member Valentine thanked West Basin for the conservation presentation that the Hawthorne City Council Members were given recently and remarked that the City has replaced grass with native plants in various areas. Chair Goodhart acknowledged the local water agencies that went to Sacramento to ensure that the Water Bond would be on the November ballot.

- B. **Southern California Gas Company’s Natural Gas Pipeline Installation on Crenshaw Blvd** – At the July 24th SBCCOG Board Meeting, Board Member Franklin had mentioned that the Inglewood City Council was given a presentation by the Southern California Gas Company on the activities, timeline, community outreach, and safety precautions of new natural gas pipeline that is being installed in segments along Crenshaw Blvd. The South Bay Cities that are primarily affected by this include: Carson, Torrance, Hawthorne, Gardena, Inglewood, and Los Angeles. The SCG representatives giving the presentation ensured the elected officials present that even if they themselves were unfamiliar with this CPUC-

mandated program, their Public Works Directors had definitely been informed. The SCG was directed to develop a plan to test and/or replace all natural gas pipe segments to modern standards and improve shut-off valves. SCG speculates that traffic control will be needed that city permitting offices will slow down the process (as their permit specialists are overwhelmed) but hopes to minimize the impact as much as possible. It was emphasized that SCG is willing to work during the evenings and whenever is most convenient to the communities that will be impacted. SCG has identified the customers that are affected by the new lines and are receiving temporary gas until the new pipe is tested and ready. SCG anticipates that this project will be finished by the end of December 2014.

C. Quarterly City Energy Project Reports - Greg Stevens, Energy Engineer to the SBCEC, reported current project activity from the 2-year program cycle: 1,946,461 kWh savings (goal should be exceeded by 10%), 52,634 therms savings (goal has already been exceeded), \$2,202,569 cost savings per year, 9,741 tons GHG reduced per year, \$2,568,772 cash incentives. Mr. Stevens also talked about Southern California Edison's Direct Install program that the cities have taken advantage of over the summer (free equipment and installation for Qualified Measures.) Because of the savings generated by this program, this is the first time ever that every South Bay City is actively achieving measurable energy savings. On-bill financing was explained (cities may fund qualified energy efficiency projects (gas / electric) at zero interest and with no fees.) This program is offered for a limited time only at no interest. 3 South Bay Cities are participating. Chair Goodhart asked if the South Bay City Managers are aware of these savings and Jacki Bacharach said that the City Managers are aware.

D. Jacki Bacharach also made the following announcements:

- Edison will be offering its Direct Install program for middle-income residents who qualify
- The SBESC is hosting a free, day-long energy workshop focusing on solar power on Oct 6
- A reception for Beacon Award Cities will be held at the League's Annual Conference on September 4
- The SBESC is hosting a Spanish-language workshop on October 1 in Lennox
- The SBCCOG is looking for sponsors for its 2014 light exchange, which will be held on November 13 and 14. Sponsorships will help provide more lights for the exchange.
- If you sign up for a SBCCOG tour or field trip, and you know that you cannot attend later, please let us know as soon as possible. For the SpaceX tour, 6 people who had confirmed their attendance did not show up, and there was a waiting list of people who could have attended.
- On September 8, the Steering Committee will be hearing a presentation from PATH and a representative of the Gateway COG regarding a proposal to provide services for the homeless which would be funded by the county.
- El Camino College invited Jacki Bacharach to serve in a mock job fair at the Federal Correctional Institution on Terminal Island. She remarked that it was an interesting experience and that there are prisoners coming out who need a chance in the job market.

VIII. SBCCOG ACTION ITEMS, REPORTS & UPDATES

- 1. Status of Funding for SoCal Regional Occupational Center** – Jacki Bacharach announced that the bill that would have been able to help fund the Center did not pass legislature. SoCal ROC is now without a permanent funding source. Its Board of Directors will discuss funding options and opportunities and the SBCCOG will be active in those pursuits.
- 2. Contract Administration for Dominguez Water Channel Coordinated Integrated Monitoring Program (attachment) – Possible Action (Pages 83-84)** – Bill Johnson from the Los Angeles County Department of Public Works reported that the Dominguez Channel Watershed Management Area Group (DCWMAG) has requested a partnership with the SBCCOG in which the SBCCOG would act as a contract administrator in regards to an Integrated Monitoring Program for a watershed plan. There are opportunities to enter into agreements with different industries and the SBCCOG would process MOUs and handle boilerplate contracts. The Cities of Inglewood, Hawthorne, El Segundo, Lomita, and LA city & County are participating and the more industries that participate, the more funds go in the pot. Board Member Dieringer asked why the City of Los Angeles will not be the contract administrator and Mr. Johnson said that the City would review the contracts, but the execution of agreements is already a long process and it would take even longer if the City took on that responsibility. Jacki Bacharach clarified that the Board was being asked to allow the SBCCOG to be *considered* as the contract administrator and that even after a SBCCOG Board decision is made, the DCWMAG still has to have a final vote. The draft agreement of the SBCCOG's involvement will be sent to the SBCCOG Board members and reviewed by the SBCCOG's legal counsel.

MOTION by Board Member Gazeley, seconded by Board Member Osborne, to **approve** the recommendation of

the SBCCOG agreeing to be the contract administrator for the Dominguez Channel Coordinated Integrated Monitoring Program should they ask. No objection. So ordered.

IX. TRANSPORTATION REPORTS

- A. Metro Report** – Metro Board Director O’Connor reported that the Metro Board of Directors was dark this month. However, Metro is been conducting their Mobility Matrix “Kickoff” meetings in the respective COGS and sub-regions. These studies will contribute to the updating of the 2009 Long Range Transportation Plan and possibly to a potential new Ballot Initiative being considered for as early as 2016. Some Metro Board Members remain skeptical that a well thought out, comprehensive Ballot Measure can be ready by the assorted deadlines to qualify for the November 2016 election. Additionally, the LRTP is not being scheduled for completion until sometime in 2017, and this is another cause for reservation with advocating for a Ballot Measure that does not emerge from the updated LRTP. Director O’Connor also mentioned the \$221 million statewide competitive Active Transportation Program (ATP) that the California Transportation Commission (CTC) adopted in August. The program funds projects and plans that encourage increased use of active modes of transportation, such as bicycling and walking. Jacki Bacharach added that she would like to change “active” transportation to “slow speed” transportation. \$71 million is programmed to projects in Los Angeles County, including \$2.6 million in the South Bay Cities subregion. The CTC is also expected to adopt the regional ATP for Southern California Association of Governments (SCAG) area funding on November 12, 2014. The SCAG program will total \$78 million, and is expected to include over \$40 million for projects in Los Angeles County. These two actions combined will partially resolve a shortfall in the Metro call for Projects, allowing \$48 million in active transportation projects to be funded by Metro, including \$2.2 million in South Bay Cities’ projects. Finally, Director O’Connor said that in September, the Metro Board will be considering the 2015 Call for Projects Application package and the Measure R Highway Subregional Program for the proposed revised project list and recertify previously programmed Measure R Highway Subfunds for the Highway Operational Improvements in the South Bay Subregion and SR-138 Capacity Enhancement.
- B. Service Council Report** – Chair Goodhart reported that the South Bay Service Council continued the discussion of the recent fare restructuring, which goes into effect on September 15, 2014 for a period of one year. While senior and disabled fares have increased, student fares remain the same.
- C. Measure R Oversight Committee Report** – Steve Lantz reported that the Measure R Oversight Committee meeting scheduled for September 3 is important, as the City of Manhattan Beach will be formally requesting a budget increase for its westbound left –turn lane project on Sepulveda Blvd at Marine Ave. It is also the time to update the Annual Metro Budget Request with changes, additions, or deletions of projects. SBCCOG staff will be contacting the lead agencies to update the list so that in November, the SBCCOG Board may vote on the final list to be submitted to Metro. Chair Goodhart also mentioned that the SBCCOG had a meeting with Metro Board Member Dupont-Walker during which the SBCCOG was able to demonstrate its involvement with Metro and outreach in the South Bay.

X. CHAIR ANNOUNCEMENTS – None

XI. BOARD MEMBER ANNOUNCEMENTS

- Fuentes: The Los Angeles County Economic Development Corporation announced the finalists for its 2014 *Most Business-Friendly City in Los Angeles County Award*, and the City of El Segundo is a finalist for the population 65,000 and over category. One winner from this category will be announced at the 19th Annual Eddy Awards on Thursday, November 13th, at the Beverly Hilton.

XII. AGENCY REPORTS

- A. League of California Cities** – Chair Goodhart reminded everyone that the League’s 2015 Annual Conference will be in Los Angeles starting September 3, and getting there by public transportation is encouraged and would cost less than parking a car. Jeff Kiernan circulated copies of a presentation that was given at the “Legislative Sign and Veto” webinar that took place this afternoon. He said that the Legislature will adjourn no later than the 31st for the rest of the year. AB 1147 (massage therapy) status - a final procedural committee hearing and should pass and go to the Governor. AB 1839 (film/tv tax credit) status - the Governor is allowing a \$330 million tax credit moving forward from 2015-2020. The credit will be based on how many jobs a production creates. SB 556 (Providers of health and safety labor or services: identification): The bill is moving. A similar bill was vetoed last year. The League has a sample letter requesting a veto and it will be sent to the Board members. AB 2188 (solar energy permits): this would create an “express lane” for solar panel permits. Every other permit could not be considered for processing until the solar panel permits are considered. This needs to be vetoed. SB 270 (plastic bag ban): This passed the Assembly and will most likely pass at the Senate as well. This bill is specific to

grocery and convenience stores, not big box retailers. SB 388 (The League has not yet taken a position on the Water bond, although, it is viewed as a good bill. Mr. Kiernan has a breakdown of the water bill, should anyone wish to review it. SB 388 (Public safety officers and firefighters: investigations and interrogations): this bill should be opposed.

1. **LA Division Legislative Committee** – Board Member Dieringer reported that 3 bills were officially opposed by the League: SB 556 (Providers of health and safety labor or services: identification), AB 2052 (Presumption of Industrial Causation: Expansion), and AB 2126 (Meyers-Millias-Brown Act).
- B. South Coast Air Quality Management District** - Stan Myles distributed fliers for AQMD's one-day-only Electric Lawnmower Exchange Program, to be held on September 6 in San Pedro. He clarified that this event offers a discount, not a free exchange. Board Member Gazeley said that he received the same offer from AQMD for a cheaper price in the mail. Mr. Myles said he would look into the difference of prices advertised in the mail versus on the flier.
- C. SCAG & Committees**
 1. **Energy and Environment** – Not present
 2. **Transportation** – Not present
 3. **Community, Economic, & Human Development** – Board Member Gazeley had nothing to report
 4. **Regional Council** – Board Member Gazeley reported that Mayor Lutz provided a presentation on "Stormwater / Runoff Water MS4," in which she discussed the background of the regulation under the MS4 National Pollutant Discharge Elimination Program (NPDES), compliance alternatives, funding sources, drafting legislation and completion of a survey to present to legislators and the EPA. Regional Council members were encouraged to complete the survey for their respective cities. Regional Council approved recommendation to urge every city within the SCAG region to participate in the Water Affordability Survey organized by the U.S. Conference of Mayors.
- D. Santa Monica Bay Restoration Commission** – Not present
- E. South Bay Association of Chambers of Commerce** – Board Member Valentine reported that the SBACC was given a tour of the Los Angeles Air Force Base in El Segundo. She commented on the sustainable measures that have been implemented on the property and encouraged the SBCCOG to schedule a field trip for the SBCCOG Board.
- F. South Bay Workforce Investment Board** - Chris Cagle reported that the Workforce Innovation and Opportunity Act that President Obama signed in July reauthorizes and amends the Workforce Investment Act. This Act applies one set of accountability metrics to every federal workforce program under the bill; requires states to produce one strategic plan on how they will provide training, employment services, adult education & vocational rehabilitation through a coordinated, comprehensive system; and strengthens evaluation and data reporting requirements. Mr. Cagle also reported that the SBWIB was recently asked if its Transitional Subsidized Employment program can fund crossing guard positions and he confirmed that crossing guard positions qualify under the TSE program. He encouraged cities to take advantage of this program and cut crossing guard wages out of their upcoming city budgets, as the SBWIB can pay for that work (through program enrollment). Crossing guards must work for minimum of 32 hours in 6 months. Board Member Valentine asked if Park Ranger positions also apply to the TSE program and Mr. Cagle confirmed that those positions also qualify. Mr. Cagle said that the SBWIB has education and training funds that it can offer SoCal ROC.

XIII. UPCOMING EVENTS & ANNOUNCEMENTS

- Jacki Bacharach showed the Board placemats with statistics on poverty in the SCAG region which were distributed at SCAG's Conference on the Anniversary of the War on Poverty.

XIV. SEPTEMBER SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

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

XV. ADJOURNMENT

There being no further business, Chair Goodhart adjourned the meeting at 7:53 pm to Thursday, September 25, 2014 at 6:00 pm.

Respectfully submitted,
Marcy Hiratzka
Recording Secretary

South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Fourth Amendment to GSE Solutions, LLC Professional Services Agreement

Adherence to Strategic Plan:

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

Background

The South Bay Cities Council of Governments (SBCCOG) and GSE Solutions LLC (Consultant) entered into a Professional Services Agreement as of January 9, 2012 (the “Agreement”) wherein the SBCCOG engaged the services of the Consultant as an independent contractor to assist the SBCCOG’s member agencies to promote energy efficiency. The term was extended for an additional 24 months on December 10, 2012 and on May 13, 2013 an amendment increased the amount to \$288,000 from \$115,000 which was for only one year.

Additional funding for the total contract is required because tasks were added to complete the SCE/SCG Partnership Strategic Plan grant work when staff working on that program left the employment of the SBCCOG. The Consultant took over the SBCCOG work until a replacement was hired. In addition, SBCCOG staff is anticipating additional work will be required to assist South Bay cities in completing energy efficiency projects before the end of the year. There are currently 11 projects with approximately 2M kWh worth of savings to be completed.

Amendment

The purpose of this amendment is to revise the allocated budget for remainder of the term (to December 31, 2014). The estimated not-to-exceed budget for work performed from January 1, 2013 through December 31, 2014 will be increased from \$288,000 to \$348,000 which is an additional \$60,000 (approximately \$15,000 per month). All other provisions of the Agreement remain in full force and effect. This contract is funded entirely through Southern California Edison (SCE) and Southern California Gas Company (SCG) Partnership funds.

RECOMMENDATION

Approve the Fourth Amendment to the Agreement by and between the SBCCOG and GSE Solutions, LLC for an amount not-to-exceed of \$348,000 through December 31, 2014.

Prepared by Kim Fuentes

FOURTH AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This Fourth Amendment to Professional Services Agreement ("Fourth Amendment") is made as of September 25, 2014 by and between the South Bay Cities Council of Governments, a California joint powers authority ("SBCCOG") and GSE Solutions, LLC ("Consultant").

RECITALS

- A. SBCCOG and Consultant entered into a Professional Services Agreement as of January 9, 2012 (the "Agreement") wherein SBCCOG engaged the services of Consultant as an independent contractor to provide specified professional services to SBCCOG as set forth in Exhibit A of the Agreement to assist the SBCCOG's member agencies to promote energy efficiency.
- B. The first amendment was on January 26, 2012 to extend the term of the contract to December 31, 2012.
- C. On December 10, 2012, the second amendment extended the term to December 31, 2014.
- D. On May 13, 2013 the third amendment amended the budget to \$288,000.
- E. In this fourth amendment, the parties desire to revise the allocated budget for the remainder of the term (December 31, 2014).

NOW, THEREFORE, in consideration of the foregoing, the parties agree to amend the Agreement as follows:

The not-to-exceed budget is hereby amended increasing the amount to \$348,000 for the 24 month term from January 1, 2013 through December 31, 2014 covering Tasks 1-7 of the Agreement. Any additional monies for this work will be on a task order basis.

Except as modified above, all other provision of the Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

"SBCCOG"
South Bay Cities Council of Governments

"Consultant"
GSE Solutions, LLC

By: _____
James F. Goodhart (Signature)

By: _____
Greg Stevens

Title: Chair

Title: Principal Engineer

Date: _____

Date: _____

Attest: _____
SBCCOG Secretary – Marcy Hiratzka

South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: November 2014 Ballot Propositions

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

Proposition 1 - Water Quality, Supply, and Infrastructure Improvement Act of 2014.

Would:

- Authorize \$7.12 billion in general obligation bonds for state water supply infrastructure projects, such as public water system improvements, surface and groundwater storage, drinking water protection, water recycling and advanced water treatment technology, water supply management and conveyance, wastewater treatment, drought relief, emergency water supplies, and ecosystem and watershed protection and restoration.
- Appropriate money from the General Fund to pay off bonds.
- Require certain projects to provide matching funds from non-state sources in order to receive bond funds.

Specific spending proposals in the proposition include:

- \$520 million to improve water quality for “beneficial use,” for reducing and preventing drinking water contaminants, disadvantaged communities, and the State Water Pollution Control Revolving Fund Small Community Grant Fund.
- \$1.495 billion for competitive grants for multibenefit ecosystem and watershed protection and restoration projects.
- \$810 million for expenditures on, and competitive grants and loans to, integrated regional water management plan projects.
- \$2.7 billion for water storage projects, dams and reservoirs.
- \$725 million for water recycling and advanced water treatment technology projects.
- \$900 million for competitive grants, and loans for, projects to prevent or clean up the contamination of groundwater that serves as a source of drinking water.
- \$395 million for statewide flood management projects and activities.

Proposition 2 - State Budget. Budget Stabilization Account. Legislative Constitutional Amendment.

Amends the State Constitution to end the existing rules for a state budget reserve—the Budget Stabilization Account (BSA)—and replace them with new rules. The new rules would change how the state pays down debt and saves money in reserves, including the requirement to spend a minimum amount each year to pay down specific debts. If passed, a new state reserve would be created for schools and community

colleges. In addition, a new state law would go into effect that sets the maximum budget reserves school districts can keep at the local level in some future years.

Proposition 45 - Healthcare Insurance. Rate Changes. Initiative Statute.

Requires insurance commissioner's approval before health insurer can change its rates or anything else affecting the charges associated with health insurance. Provides for public notice, disclosure, and hearing, and subsequent judicial review. Exempts employer large group health plans.

Proposition 46 - Drug and Alcohol Testing of Doctors. Medical Negligence Lawsuits. Initiative Statute.

This measure would increase the state's cap on damages that can be assessed in medical negligence lawsuits to over \$1 million from the current cap of \$250,000, with annual adjustments for inflation going forward. Additionally, it requires drug and alcohol testing of doctors and the reporting of positive tests to the California Medical Board for mandated discipline. Lastly, it mandates that health care practitioners consult a state prescription drug history database before prescribing certain medications.

Proposition 47 - Criminal Sentences. Misdemeanor Penalties. Initiative Statute.

This measure reduces penalties for certain offenders convicted of nonserious and nonviolent property and drug crimes. The measure also allows certain offenders who have been previously convicted of such crimes to apply for reduced sentences. In addition, the measure requires any state savings that result from the measure be spent to support truancy (unexcused absences) prevention, mental health and substance abuse treatment, and victim services.

Proposition 48 - Indian Gaming Compacts. Referendum.

In June 2013, the Legislature passed AB 277, which approves gaming compacts between the state and the North Fork Rancheria of Mono Indians and the Wiyot Tribe. Under the State Constitution, enacted legislation can generally be placed before voters as a referendum to determine whether it can go into effect. This proposition is a referendum on AB 277. If voters approve Proposition 48, the gaming compacts between the state and the two tribes would go into effect, allowing North Fork to construct a casino in Madera County.

RECOMMENDATION

Support Proposition 1 and take no position on the rest of the Propositions since they do not directly affect the SBCCOG or our members.

South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – Status as of September 17, 2014

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

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 & 5/14/14 letter to Sen BPED Comm) | 9/10/14 To Governor |
|--------------------------------|---|---|------------------------|

ENVIRONMENT

| | | | |
|-------------------------|---|---|-----------------------|
| AB 2188 (Muratsuchi) | Solar Energy: permits. This bill would require a city or county to process and approve any permit application for a residential rooftop solar energy system of up to 10kW on the same day it has been submitted. AMENDMENT: REQUIRED PERMIT INSPECTION WITHIN 5 DAYS AMENDED TO 'IN A TIMELY MANNER'. | OPPOSE (5/22/14) (Ltr 6/20/14 to Sen. Gov & Finance Comm.Committee) | 9/4/14 To Governor |
|-------------------------|---|---|-----------------------|

TRANSPORTATION

| | | | |
|------------------------|--|---------|---------|
| SB 1037 (Hernandez) | Los Angeles County Metropolitan Transportation Authority: transactions and use tax. Would require the MTA, prior to submitting an amended ordinance to the voters, to amend the expenditure plan previously prepared for the voter-approved Measure R transactions and use tax with respect to certain matters relating to projects and programs to be funded under Measure R and to develop a transparent process to determine the most recent cost estimates for those projects and programs. Would also require the MTA to include the updated expenditure plan in the Long Range Transportation Plan. Would require the updated Long Range Transportation Plan to include capital projects and | MONITOR | NEW LAW |
|------------------------|--|---------|---------|

| | | | |
|------------------------|--|--|--|
| | capital programs that are adopted by each subregion, as specified, and that are submitted to the MTA for inclusion in the Long Range Transportation Plan. | | |
| SB 1298 (Hernandez) | High Occupancy Toll Lanes. Removes the limitations on the number of HOT lanes that the California Transportation Commission may approve and would delete the January 1, 2012 deadline for HOT lane applications. Would also delete the requirement for public hearings on each application. | MONITOR | 8/28/14 To Governor |
| HR 2468 (Matsui) | <p>Safe Streets Act of 2013 - Requires each state to have in effect within two years a law, or each state department of transportation and metropolitan planning organization (MPO) an explicit policy statement that requires all federally-funded transportation projects, with certain exceptions, to accommodate the safety & convenience of all users in accordance with certain complete streets principles.</p> <p>Defines "complete streets principles" as federal, state, local, or regional level transportation laws, policies, or principles which ensure that the safety and convenience of all users of a transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, freight vehicles, & individuals with disabilities, are accommodated in all phases of project planning and development.</p> <p>Allows such law or policy to make project-specific exemptions from such principles only if: (1) affected roadways prohibit specified users by law from using them, the cost of a compliance project would be excessively disproportionate to the need, or the population, employment densities, traffic volumes, or level of transit service around a roadway is so low that the expected roadway users will not include pedestrians, public transportation, freight vehicles, or bicyclists; and (2) all such exemptions are properly approved.</p> <p>Requires the Secretary of Transportation (DOT) to establish a method for evaluating compliance by state departments of transportation and MPOs with complete streets principles.</p> | SUPPORT (4/24/14 Letter sent to author 5/29 | 6/21/2013 Referred to the Subcommittee on Highways and Transit |

| | | | |
|--|--|--|--|
| | <p>Requires the Access Board to issue final standards for accessibility of new construction and alterations of pedestrian facilities for public rights-of-way.</p> <p>Requires the Secretary to conduct research regarding complete streets to: (1) assist states, MPOs, and local jurisdictions in developing and implementing complete streets-compliant plans, projects, procedures, policies, and training programs; and (2) establish benchmarks for, and provide technical guidance on, implementing complete streets policies and principles.</p> | | |
|--|--|--|--|

BILLS THAT HAVE DIED:

- ECONOMIC DEVELOPMENT – AB 2216 re: Regional Occupational Centers affecting SoCal ROC
- ELECTION PROCESS – AB 2550 and AB 2715 (see above, now AB 1383) re: election dates and districts which the Board opposed.
- ENVIRONMENT – AB 1970 California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.
- FINANCE – AB 2711 Oil and gas: loan to City of Hermosa Beach
- PUBLIC SAFETY – AB 1893 re: Sharps waste; AB 1894 re: medical marijuana
 - SB 1262 re: Medical marijuana: regulation of physicians, dispensaries, & cultivation sites.

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South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Consultant

RE: SBCCOG Transportation Update – September 2014

Adherence to Strategic Plan:

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

FOLLOW THE MONEY...

TRANSIT / HIGHWAY

Congress Re-sets Nine-month Federal Gas Tax Debate; In Sync With Voters?

The last-minute patch to the Highway Trust Fund that Congress enacted on the way out the door at the end of July postponed insolvency of the Highway Trust Fund until next May, after the mid-term elections and just as the 2015 summer construction season begins. It's the fifth time in the last six years that Congress has patched a hole in the federal Highway Trust Fund that pays for highway and transit aid.

According to an AP/GfK poll fielded at the end of July, Congress is reflecting the duality expressed by the public, which also can't make up its mind on how to pay for federal transportation priorities. Although six in 10 Americans think the economic benefits of good highways, railroads and airports outweigh the cost to taxpayers, 58 percent oppose raising federal gasoline taxes to fund transportation projects. Moving to a usage tax based on how many miles a vehicle drives also draws more opposition than support — 40 percent oppose it, while 20 percent support it. Only 30% of those polled support shifting the tax burden from the federal government to the state governments.

Metro Fares To Rise on September 15th

Metro has slightly postponed its fare increase that had been approved in May for September 1. New Metro fares will take effect on Monday, September 15th. The base bus/train fare will increase 17 percent, going from \$1.50 to \$1.75. Senior fares and all daily/monthly/weekly passes also increase 25-40 percent. With the new fares, Metro is instituting a new 2-hour-free transfer window, though it only applies to customers paying via TAP card. The Metro board also deferred raising student cash fares from the current \$1.00 per boarding and clarified that the new 2-hour free transfer will not apply to students paying the reduced fare and only applies for continuation in the direction of travel (not for a round trip).

Oregon Is Testing VMT Tax To Replace State Fuel Taxes

Oregon is testing a new transportation revenue generation approach that could replace the state's per-gallon gas tax with a tax on vehicle miles driven, rather than on each gallon of fuel purchased. In every other state, and at the federal level, gasoline taxes are levied on a per-gallon basis. California is considering a plan similar to Oregon's particularly in light of compounding challenges caused by a \$300 billion shortage in road maintenance and repair and the fact that California accounts for one-third of all of the hybrid cars purchased in the nation.

Oregon is signing up volunteers for the program with the goal of getting 5,000 testers in place by next spring who are willing to test different tracking methods. One way to monitor mileage would be an odometer-like device that simply keeps track of miles driven. (The motorist would receive a refund for miles driven out of state.) A smarter system could involve GPS monitoring, and still others could rely on smart phone apps or a combination of tracking systems. Key provisions in the Oregon test program do not allow the information to be used by law enforcement without a probable cause warrant and requires the information to be destroyed after a set period of time.

The proposed tax rate for the Oregon demonstration project is 1.5 cents per mile, which is the current Oregon state gas tax rate of 30 cents per gallon divided by the average car's miles per gallon, which is 20. California's state excise tax rate is currently 36-cents per gallon although the cost of gasoline is expected to rise later this year up to 15-70 cents per gallon (depending on which estimate you read) due to the inclusion of oil refining in the State's Cap and Trade emissions reduction program.

TRANSPORTATION INNOVATION: STARTS AND STOPS ...

TRANSIT / RIDESHARING / CARSHARING

Uber, Lyft and Sidecar launch on-demand carpooling services in San Francisco Bay Area

Rival car-sharing services Lyft, UberX and Sidecar, launched on-demand carpool options in San Francisco during August that will let passengers share rides - and costs - with other people going the same way. Riders can select a shared-ride option in their Smartphone application, enter their destination and be shown a fixed discount price. The companies will use technology to ensure that the extra pickups and drop-offs don't add much time to the trip. The carpool options, like the services themselves, are limited to people with smartphones and credit cards.

Minimum State Insurance Requirements Proposed For Carsharing Drivers

AB 2293, which is on the Governor's desk, would require drivers that provide services for ride-sharing companies such as Lyft and Uber to have at least \$500,000 in liability insurance that covers \$50,000 for killing or injuring a single person, \$100,000 for damage from a single accident and \$30,000 for property damage. In addition, required excess insurance coverage would drop from \$500,000 to \$200,000 when drivers do not have passengers in their vehicles.

HIGHWAY

USDOT Proposes Safety Rule for Vehicle-to-Vehicle Safety Communications

The National Highway Traffic Safety Administration (NHTSA) on August 18th released an early version of a proposed 2016 rulemaking that will make vehicle manufacturers incorporate vehicle-to-vehicle (V2V) communications technology into future automobiles and light duty trucks. USDOT claims the new technologies could prevent up to 592,000 crashes and save 1,083 lives saved per year.

The technology suite being developed at the University of Michigan Transportation Research Institute would warn drivers not to turn left in front of another vehicle traveling in the opposite direction and would warn them if it is not safe to enter an intersection due to a high probability of colliding with one or more vehicles. Additional applications could also help drivers avoid imminent danger through forward collision, blind spot, do not pass, and stop light/stop sign warnings.

The information sent between vehicles 10 times a second includes speed, direction, location and other data. The system does not identify those vehicles, but merely contains basic safety data. By the end of the decade, if all goes as planned, the typical American vehicle will be part of a network, constantly sharing information as it travels. The federal agency estimates that vehicle-to-vehicle transmitters will add only about \$350 to the total cost of a vehicle by 2020.

Drivers today can buy cars that monitor blind spots, warn them when they veer out of a lane and even park themselves. Such features are overseen by sensors inside the car: cameras, radar and lasers that scan the road like electronic eyes. However, the on-board sensors can warn about only what they can see. The developing wireless technology goes beyond cars talking to other cars. It also allows the roads themselves to communicate to the vehicles about real time about traffic jams, roadwork or malfunctioning traffic lights. By integrating the on-board V2V systems with roadway signal control networks (like those being developed in the South Bay), the system could inform drivers what speed to travel to hit all the green lights ahead and suggest detours. The three-year program may soon incorporate about 9,000 local participants, including, for the first time, pedestrians carrying tiny transmitters.

Protected Bike Lane Bill Would Create A New Class IV Bikeway Category

AB 1193, a bill that would make it easier for California cities to build protected bike lanes, was passed by both houses of the state legislature and awaits Governor Brown's signature. The bill requires Caltrans to establish engineering standards for protected bike lanes or "cycletracks," a new category of bike lanes for cities to use. At the same time, it removes a provision in the law that requires that any bike lane built in California adhere to Caltrans specifications, even if it is built on a local street that is not under Caltrans' jurisdiction. This frees up local jurisdictions to choose other guidelines, such as the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide, if the Caltrans standards do not adequately address local conditions.

The bill addressed concerns about liability by adding several conditions that have to be met before non-Caltrans criteria can be used. A “qualified engineer” must review and sign off on a protected bike lane project, the public must be duly notified, and alternative criteria must “adhere to guidelines established by a national association of public agency transportation officials,” which means the NACTO guidelines could be used whether Caltrans has officially adopted them or not. The new protected bike lanes category would be officially named “Class IV Bikeways,” adding to Class I Bikeways (bike paths or shared use paths), Class II bikeways (bike lanes), and Class III bikeways (bike routes).

Local Fees Could Fund Bike Facilities In California If SB 1183 Is Signed

The State Legislature sent a bill to the Governor (SB 1183) on August 21st that would allow cities, counties and regional parks districts to put a measure on their local ballots asking voters to approve an annual fee of up to \$5 that would be added to their vehicle registration fees and go toward building or rehabilitating bicycle infrastructure. Two-thirds of local voters would have to approve the fee.

TRANSFORMATIVE TRANSPORTATION PLANNING ...

STATE

State Proposes to Replace “LOS” With “VMT” in CEQA Analysis

The California Governor’s Office of Planning & Research (OPR) proposed on August 6th that highway “level-of-service” be replaced with “vehicle miles traveled” when considering a significant environmental impact under the California Environmental Quality Act. In addition, OPR proposed that expanded roadways in congested areas that are currently considered mitigation under CEQA should be examined as a possible growth-inducing impact under CEQA.

The changes were included in a draft document that OPR hopes will more closely align CEQA analysis with greenhouse emission reduction goals in the state’s climate change laws AB 32 and SB 743 that require the agency to examine alternatives to LOS within the CEQA context.

The change of emphasis from “automobile delay” to “vehicle miles traveled (VMT)” is expected to shift environmental studies away from building bigger roads and intersections as ‘mitigation’ for traffic impacts to a new focus on the amount and distance a project may cause people to drive. Projects that generate greater than the regional average VMT could be considered significant. Projects close to transit stops might be considered below the significance threshold. The proposed CEQA Guideline amendments also clarify that local traffic safety impacts and noise and air quality impacts are appropriate for CEQA analysis but mitigation for these impacts should address the specific noise and air quality problems, not the underlying traffic congestion problems.

The new CEQA analysis standard would be phased in and would apply statewide as of January 1, 2016.

SOUTH BAY

SCAQMD To Demonstrate eHighway Port Access Concept In L.A. City, Carson

The South Coast Air Quality Management District has selected the Siemens Company to install an eHighway system in the proximity of the Ports of Los Angeles and Long Beach. A two-way, one-mile catenary system will be installed by Siemens and the system will be demonstrated with different battery-electric and hybrid trucks.

The catenary infrastructure will be installed on the North and South-bound sections of Alameda Street where it intersects with Sepulveda Boulevard in Carson. SCAQMD expects the catenary system will be installed beginning immediately with the first truck starting a one-year demonstration in July 2015. Up to four trucks will be running in the demonstration, making multiple drives per day.

The catenary supplies trucks with electric power, similar to how modern day trolleys or streetcars are powered on many city streets. Siemens will also supply electric current collector devices mounted on the top of the demonstration trucks, which allows trucks to connect and disconnect at any speed. To ensure the same flexibility as conventional trucks, the eHighway vehicles use an electric drive system, which can be powered either by diesel, compressed natural gas (CNG), battery or other on-board energy source, when driving outside the catenary lines.

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(310) 371-7222
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September 11, 2014

Tham Nguyen
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012

Re: Comments on Metro's Complete Streets Policy Draft

Dear Ms. Nguyen,

Thank you for the opportunity to comment on the Metro Complete Streets Policy Draft. The SBCCOG strongly agrees with and appreciates Metro's efforts to define a policy that will advance the goal of "complete streets" which serve all users and support environmental sustainability. This is clearly stated in the first sentence of the draft policy which includes this phrase: "Metro has the opportunity to help advance state, regional and local efforts to create a more 'complete' and integrated transportation network that **serves all users and supports environmental sustainability.**" (Emphasis added)

The following comments are offered in order to clarify and complete several elements of the draft.

1. Consistently throughout the draft examples of "users" are limited to bicycle, pedestrian and transit modes. Page 3 names an expanded list that includes public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, and movers of commercial goods. Slow speed vehicles (such as Segways, electric bikes, and NEVs) are never mentioned as examples and do not appear anywhere in the draft. Metro's own First/Last Mile Report identifies several slow speed modes, yet so far this awareness is missing from the complete streets draft policy. The SBCCOG believes that streets are not "complete" if slow speed vehicles have not been included in the community of "all users." Additionally, this omission is inconsistent with Metro's own First/Last Mile Report.
2. The draft also frequently refers to "bike lanes." Consistent with our first comment, the SBCCOG requests that the policy document refer to "slow lanes" or "slow speed lanes." A lane devoted entirely to bicycles excludes all other zero emission slow speed options which is inconsistent with both goals of accommodating "all users" and supporting environmental sustainability. Every trip that can be converted from fossil fueled to not fossil fueled, regardless of type of conveyance, should be supported by the complete streets policy. By specifically identifying the slow speed option, Metro will make it possible for cities in the South Bay and elsewhere to obtain funding for building slow lanes.

LOCAL GOVERNMENTS IN ACTION

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

2A. Slow speed lane implementation is necessary primarily on streets posted at 40 mph or faster speed limits, since slow speed vehicles are otherwise illegal on these facilities. It can proceed in two stages. The first slow lane on a fast street would accommodate all vehicles subject to a speed limit of 25 mph. Should congestion on that initial slow lane develop, then two slow lanes could be designated – curb lane for speeds 4 mph to 15 mph, and an adjacent lane for speeds 16 mph to 25 mph. The slowest lane could accommodate slow moving pedal bikes and other pedal technologies like tricycles and quad cycles as well as Segways, skate boards and so forth as mentioned in Metro’s First/Last Mile Report. The faster slow speed lane would accommodate fast moving pedal technologies plus neighborhood electric vehicles, electric bikes and potentially an entire family of innovative options whose development would be stimulated by this approach to complete streets. These would be in addition to the sidewalk which is for pedestrians.

3. The draft frequently refers to “active transportation” in several forms including “active transportation programs” and “active transportation agenda”. The SBCCOG supports a healthy life style that includes regular exercise. However we urge Metro to recognize that the top priority of a complete streets policy that supports “environmental sustainability” should be advancing mobility while promoting zero emission modes. Activity in the form of exercise is a co-benefit of walking and pedal technologies, but a co-benefit of any kind should not prioritize investments that will exclude any other zero emission mode.

3A. Implementation requires the most capital in a complete streets program – Item 3.1 in Table 2 Complete Streets Implementation Plan specifically addresses active transportation. This should be broadened to discuss implementation of all zero emission modes. Some estimate of maximum achievable mode share by bicycles should be included in any discussion of active transportation – from an overview of experience in other cities in the United States, we estimate this to be somewhere between 2% and 4% depending on the local conditions.

4. In the discussion of Performance Measures on Page 13, the policy draft essentially asks funding recipients to self-define metrics that address how the complete street project serves each modal category, e.g., walking, cycling and transit. It is essential that Metro specifically add slow speed modes to this section. In addition, SBCCOG urges Metro to propose an overarching set of performance measures (categories of measurement that apply to all recipients regardless of project type) that address the project's contribution to "sustainability." Failing to have a set of sustainability metrics can lead to the following situation: A grantee could satisfy the current requirement by proposing bike counts as a measure of how well the new class II lane serves cyclists. However, if all of the cyclists counted are on a recreational trip, then no internal combustion engine vehicle trips are being replaced. So, in this example, the bike path may be well used without contributing to sustainability. While this is certainly a higher standard to meet, we believe the environmental situation is so critical that every dollar invested by Metro in

making streets complete must result in some reduction of GHG emissions and criteria pollutants and that this must be measured.

5. When discussing SB 743, the draft policy states, “When infill projects are reduced in size, development may be pushed to less transportation-efficient locations, which results in greater total travel” (page 8). While that may be true in some cases, it would not likely be true in the South Bay, and in any case it contradicts the SBCCOG Board adopted land use policy of “Neighborhood Oriented Development” (NOD). Reducing expansion of regional centers and diverting that square footage to neighborhood commercial centers is exactly what is needed in the South Bay. Far from increasing travel demand, NOD has been estimated by consultants in a SCAG Compass project to reduce motor vehicle demand by 30% while increasing walking and access by zero emission slow speed vehicles by the same amount.
6. Item “6.8 in Table 2 Continue Transit Oriented Development Planning Grant to encourage local agencies to accelerate the adoption of local land use regulations that will increase access to transit and improve utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit” (Page 17). This seems misguided or at least unclear and should be re-stated. Limiting first/last mile options to only transit access is much too narrow a strategic goal. Adding a neighborhood oriented development land use alternative provides a sustainable choice that better serves sub-regional and neighborhood trips, where most of the emissions are occurring. Many of the trips in the South Bay are “too short for transit and too long to walk.” Focusing only on walking and biking ignores the sustainability opportunity provided by smart land use and zero emission neighborhood/slow speed mobility options. One of the goals of complete streets should be to increase the mode options; public transit in particular would benefit from additional first/last mile mode options.

These comments summarize the position of the SBCCOG on complete streets. We believe that it is important that this policy document provide the most comprehensive and inclusive list of options for cities to consider as they adopt their complete streets plans. Implementing local jurisdictions should have the greatest leeway possible under the policy to implement projects, programs and strategies that make sense in their community's context.

Each of these points can be expanded and we will be happy to do so at Metro’s request. Thank you for your consideration.

Sincerely,



James F. Goodhart, SBCCOG Chair
Councilman, Palos Verdes Estates

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South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report

Adherence to Strategic Plan:

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

I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH

Climate Action Planning

Climate Action Plans

The SBCCOG is working with ICLEI to bring a solar workshop for local governments to the South Bay October 6. ICLEI has partnered with the U.S. Department of Energy (DOE) on its Solar Outreach Partnership (SolarOPs), which is designed to help accelerate solar energy adoption on the local level by providing timely and actionable information to local governments. Through this program, expert trainers will provide a local government solar workshop on communitywide and municipal solar strategies and resources. At the CAP/EECAP Working Group meeting on August 13th, the SBCCOG and city staff discussed current solar initiatives and topics of interest, which were relayed to the workshop trainers.

Energy Efficiency Climate Action Plan

Atkins and SBCCOG staff continue to work with city staff to review and complete the first task deliverables which are: 1) finalizing the Assessment and Planning reports for each city and 2) drafting a greenhouse gas (GHG) inventory report for each city and the sub-region. The CAP/EECAP Working Group met on August 13th where Atkins provided an update on the EECAP deliverables and provided preliminary GHG emissions communitywide data. Cities will be reimbursed on a task-completed basis for their work on this project.

Jacki Bacharach will be on a panel on September 15 with Atkins and San Bernardino Associated Governments at the International City Managers' meeting in Charlotte, North Carolina to discuss our work on this project. Travel expenses are covered under the funding for this project.

Energy Efficiency

Direct Install

Status as of August 27, 2014

| City | Status | # of Buildings | kW Savings | kWh Savings |
|------------------------------|---|----------------|------------|-------------|
| Carson | Installation completed | 5 | 14.97 | 62,339 |
| El Segundo | Awaiting signature from city pending SCE approval | 3 | - | - |
| Gardena | Installation completed | 8 | 36.79 | 153,970 |
| Hawthorne | Installation completed | 5 | 26.72 | 113,796 |
| Hermosa Beach | Installation completed | 9 | 27.54 | 118,192 |
| Inglewood | Work began in August. | 10 | 40.07 | 168,275 est |
| Lawndale | Installation completed | 3 | 3.24 | 13,546 |
| Lomita | Buildings inspected and no opportunities identified | - | | |
| Manhattan Beach | Interested in LEDs - N/A | - | | |
| Palos Verdes Estates | Installation completed. | 1 | 15.18 | 65,497 est |
| Rancho Palos Verdes | Installation completed | 6 | 12.39 | 51,436 est |
| Redondo Beach | Installation completed | 12 | 51.29 | 213,813 est |
| Rolling Hills | Installation completed | 1 | 2.88 | 12,050 |
| Rolling Hills Estates | Installation completed | 1 | 5.22 | 22,054 |
| Torrance | Installation completed | 13 | 48.12 | 203,467 |
| | Total | 77 | | |

| | |
|-----------------------------------|-----------|
| Total Upfront Project Cost | |
| Savings: | \$715,947 |
| Total Annual Energy Cost | |
| Savings: | \$211,752 |

SCE Water Leak Detection Program

The final water balance/consumption memos were sent to each city for review this month. Water Loss Baseline technical memos, which are a project deliverable, have now been submitted to SCE. Additional reports will include economically optimized water loss intervention strategies. The four participating cities (**Lomita, El Segundo, Manhattan Beach and Inglewood**) continue to indicate that they are very pleased with the work being conducted as water losses caused by unrepaired leaks and operating at unnecessarily high-pressure results in wasted water and wasted energy. Our involvement in this project will wrap up in late October.

Energy Leader Partnership (ELP) Community Outreach

Cities of **Carson, El Segundo, Inglewood, Palos Verdes Estates, Rolling Hills and Rolling Hills Estates** worked with SBCCOG staff on their community outreach criteria for the Energy Leader program. In addition, the SBCCOG ELP team met with **Redondo Beach** Public works staff on updates for municipal savings and other criteria to move from Silver status to Gold.

Enterprise Energy Management Information System (EEMIS)

Each city enrolled in EEMIS has had a city-specific findings and recommendations report prepared documenting the analysis completed during the EEMIS implementation conducted by the SBCCOG. The summary of findings will be presented at the September 2014 Board of Directors’ meeting

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: 1,344 cards collected as of August 27, 2014

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

Status of goals: 33 presentations have been scheduled as of August 31, 2014. (Note: this goal is dependent upon West Basin’s availability)

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

Status of goals: 18 scheduled as of August 31, 2014.

Cash for Kitchens

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

Status as of August 31, 2014: 40 audits completed.

Contract goals: 50 follow-up visits at 50 previously audited sites.
Status as of June 30, 2014: 50 follow-up visits completed.

Contract goals: 2 training sessions to be completed by August 31, 2014.
Status as of July 31, 2014: 2 training sessions completed.

Activities for August included SBCCOG staff contacting the following businesses: Aloha Hawaiian Grill, Hong Kong Express, Shakey's Pizza, Dandy Lion, All Indian, Thai Food To Go, Seafood Port Chinese Restaurant, Scardino's Italian Restaurant, Chilli's Bar and Grill, Olive Gardens, Five Guys Burgers, and Omega Restaurant.

In addition an e-blast was sent to all the Chambers of Commerce providing information about the program to be distributed to their members.

Rain Barrel

Staff completed 40 registrations for the Rain Barrel program during the month of August.

Integrated Regional Water Management Program (IRWMP)

A meeting was held which focused on discussion and review of the qualifications for the Disadvantaged Communities Coordinator and Outreach Coordinator. No final decisions have been made at this time.

MWD Caucus Meeting

Brandon Goshi, with the Metropolitan Water District, provided a Water Supply Update and an Overview of MWD's Water Shortage Allocation Plan which would be enacted if needed.

Sanitation Districts

Contract goal: schedule **5** Sanitation Districts-related presentations
Status of goal: 2 presentations have been given (August 12th and August 19th); **3** presentations have been scheduled (September 29th, October 1st, and October 7th).

Transportation

Vanpool Program

SBCCOG staff began to plan hosting another information meeting in October to introduce vanpool to companies located geographically close to the SBCCOG/SBESC building. The SBCCOG invited Metro Commute Services (including Vanpool) to participate at the Alcoa Fastening Systems Employee Green Fair. According to Metro Commute Services staff, they have been trying to establish a connection with Alcoa for quite a while. They were very pleased with the outcome of the SBCCOG efforts, which came as a result of exhibiting at the Alcoa employee event. Metro Vanpool is in the process of scheduling lunch and learns at Alcoa.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops & Trainings

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

| Event Date | Event Name | No. Attended/ No. of RSVPs | Marketing Info. (how did they hear about the workshop): | Staff Lead |
|------------|--|----------------------------------|--|---------------|
| 8/19/14 | Greening Your Home: Save Energy, Water, Money and the Environment - Spanish Workshop | 13/4 | Neighborhood Watch Meeting: 1 Local Publication: 1 Flyer: 1 E-mail: 1 | MS |

City Training

In response to the City of Torrance recommending the GreenPoint Rated Core training from Build It Green to provide green building education to city staff, the SBCCOG worked to receive approval from Southern California Edison (SCE) to offer this training to the South Bay cities. Training will be held during September 2014. This training certification educates cities on green building practices so that they can implement them in the field. Additionally, the course will be offered within the South Bay which rarely is the case. The 16 hour Certified Green Building Professional Training will be held over a 4 day period on September 3rd and 4th, 15th and 16th. The trainings are open to all SBCCOG cities.

Outreach Events

In the month of August, SBCCOG staff conducted the following activities in support of our programs:

- Exhibited at **1** community event and **1** employee event. Calendar year-to-date (through August 31st): **46** community events; **10** employee events; **2** business events; **13** presentations/workshops.
- During the month of August, a Spanish-language presentation/workshop *Greening Your Home* was given in Lennox; 13 people were in attendance.
- Staff also scheduled an additional Spanish-language workshop on October 1st. The SBCCOG was invited to participate in the Alcoa Fastening Systems Employee Green Fair as a direct result of our relationship with the City of Torrance.
- The Kiosk at Promenade of the Peninsula was updated to reflect summer programs and upcoming workshops.

Media

Earned Media Received in August

“Grocery Stores Are Stocking Up on Efficiency” – SJV Clean Energy Daily – August 13, 2014

“Greening Your Home Workshop” – Daily Breeze – August 17, 2014

Social Media

As of August 29, 2014 social media follower base are as follows:

Facebook: 333 likes

Twitter: 270 followers

LinkedIn: 49 followers

Volunteer Program

Volunteers

Volunteer Training is scheduled for Thursday, September 4, 2014 at which time they will be trained on how to use the new volunteer scheduling tool through the enhanced web site function.

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

- 163.5 hours
- Grand total as of 8/31/14 = 12,005.68 (Starting April 2008)

Annual Volunteer Recognition

The date for the Volunteer Recognition is November 20 just prior to start of the November Board of Directors Meeting in the Client Theater. All Board members are encouraged to attend. Staff is seeking gifts for the volunteers from our partners as a thank you for their help on partner programs. Partners have also been invited to the Volunteer Recognition. An invitation flyer will be handed out at the next partners meeting and the Board meeting.

III. SPECIAL PROJECTS/INITIATIVES

Holiday Light Exchange Sponsor Initiative

SBCCOG staff is working to obtain sponsorships to support the Light Exchange. A list of businesses has been compiled, a sponsor letter developed, and an e-blast was sent to 135 South Bay businesses announcing the sponsorship opportunity. Follow-up calls have begun with the hopes of raising \$9,000 by October 1. (No funds have been raised at the time of this report 8/27/14).

Annual Energy Efficiency and Energy Leader Recognition Luncheon

Thanks to the City of **Torrance**, we now have a location for our recognition luncheon – Ken Miller Recreation Center at the Torrance Cultural Arts Center. Save the date – December 11, 2014. Confirmed speaker – CPUC Commissioner Michael Florio.

South Bay School Initiative

Information has been received from our Gas Company partner regarding several South Bay school districts that have applied for Proposition 39 funding for energy efficiency upgrade work to their campuses. SBCCOG staff has begun follow up with these school districts to see if they have accepted their funds and if the SBCCOG contract energy engineer can be of assistance to any of the following districts: Centinela Valley Union, El Segundo Unified, Hawthorne Elementary, Hermosa Beach Elementary, Inglewood Unified, Lawndale Elementary, Lennox, LAUSD (San Pedro Port of Los Angeles High), Palos Verdes Peninsula Unified, Torrance Unified, Wiseburn, Manhattan Beach Unified and Redondo Beach Unified.

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AIR RESOURCES BOARD – MEETING SUMMARY REPORT

Public Meeting Held on
July 24 & 25, 2014

NOTE: This is a brief, informal summary of the public Board meeting and is meant to convey an overview of the items and the discussions related to them. This summary is not considered as an official description of the meeting or of the Board's direction to staff. The transcript serves as the official recording of the meeting and is posted on ARB's web page about two weeks after the meeting and can be found at:

<http://www.arb.ca.gov/board/meetings.htm#future>

The July 24 & 25, 2014, Air Resources Board meeting was held in Sacramento, at the California Environmental Protection Agency Headquarters Building. Key items presented are summarized below.

CONSENT ITEM:

14-6-1: Public Meeting to Consider Five Research Proposals

The Board approved five research proposals that were developed based on the Board-approved Fiscal Year 2014-2015 Annual Research Plan. The funded projects are designed to (1) study ultrafine particulate matter exposure and mortality using existing epidemiological data, (2) study neurological effects of ultrafine particulate matter in an animal model, (3) improve understanding of ozone formation in the southern San Joaquin Valley, (4) evaluate how current natural gas infrastructure can accommodate future conversion to near-zero transportation technology, and (5) develop lifecycle data for hydrogen fuel production and delivery.

DISCUSSION ITEMS

14-6-2: Update to the Board on the Assembly Bill 8 Required Joint Evaluation Process of the Carl Moyer Program Being Conducted by the Air Resources Board and California Pollution Control Officers Association

The Board heard an informational update from ARB staff and the California Air Pollution Control Officers Association on the process of a joint evaluation of the Carl Moyer Program. Assembly Bill 8 extended a portion of Carl Moyer Program funds through 2023 and required ARB, in consultation with local air districts, to convene working groups to evaluate

the long-term policies and goals of the Carl Moyer Program and to identify potential improvements that may require statutory changes. As part of this effort, the Incentive Programs Advisory Group is holding public meetings to develop and implement concepts to improve the Carl Moyer Program. This evaluation process will ensure the program's continued success to reduce emissions and protect public health.

14-6-3: Public Meeting to Consider Proposed Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for On-Road Heavy-Duty Trucks

The Board approved revisions to the Carl Moyer Program Guidelines to achieve the goal of aligning the program with ARB's Truck and Bus Regulation, in light of recent amendments to that regulation. The revisions expand funding eligibility and prioritize funds toward small fleets. Revisions include limiting eligibility to fleets of 1-3 trucks, allowing funding of light heavy-duty trucks and reducing minimum California usage from 75 percent to 51 percent. With extensive outreach, these revisions will increase funding opportunities and participation as well as clarify program administration.

14-6-4: Update to the Board on the Revised Office of Environmental Health Hazard Assessment Health Risk Assessment Guidelines

The Board heard an update from ARB staff, CAPCOA and the Office of Environmental Health Hazard Assessment on the upcoming changes to OEHHA's Health Risk Assessment Guidelines. The updated guidance includes new methods for estimating health risk that reflects the greater sensitivity of children to air toxics. As a result, cancer risk estimates will be greater than previously calculated. Staff described the joint work plan with the air districts to incorporate the new information into ARB's risk management programs for air toxics. Staff will continue to work with OEHHA and CAPCOA to improve California air toxics programs which have led to an 80 percent reduction in ambient cancer risk statewide since 1990.

14-6-5: Update to the Board on the Air Resources Board's Greenhouse Gas Measurement Program and the Megacities Project

The Board heard an update on staff's efforts to quantify ambient greenhouse gas (GHG) concentrations throughout the state. California's GHG monitoring network is the first of its kind and provides important data for understanding GHG emissions. The Board also heard from a representative of the National Aeronautics and Space Administration

(NASA) who discussed the Megacities Carbon Project. This multi-agency project uses satellite data to assess the relative concentrations of greenhouse gases at locations worldwide.

14-6-6 Update to the Board on the Status of the Compliance Offset Program Under the California Cap-and-Trade Program

The Board heard an update on the status of the California Cap-and-Trade Offset Program. The use of offsets in the Cap-and-Trade program encourages voluntary emission reductions in sectors not covered by the program, supports development of clean, low carbon technologies within and outside of California, and provides environmental, social, and economic benefits. It is also a cost containment tool for covered parties. New offset protocols will be presented for Board consideration later this year.

14-6-7 Update to the Board on San Joaquin Valley Sustainable Communities Strategies

The Board heard an informational update on the status of the eight San Joaquin Valley Metropolitan Planning Organizations' (MPO) Sustainable Communities Strategies (SCS). Staff described MPO transportation strategies and examples of infill and mixed use projects in the Valley, and the process for the Board's upcoming reviews of the GHG determinations for each SCS. Staff also briefed the Board on the process underway to provide public input on potential updates to the SB 375 greenhouse gas reduction targets first set by the Board in 2010. The Board will consider the process and timing for updating the targets at its October meeting.

14-6-8 Update to the Board on the Proposed Re-Adoption of the Low Carbon Fuel Standard

The Board heard an update on the status of the proposed re-adoption of the Low Carbon Fuel Standard (LCFS), as well as amendments under development. The Board will consider a re-proposed LCFS and an alternative diesel fuel regulation in early 2015. In the update, staff discussed how the LCFS complements the Cap-and-Trade program, the status of the LCFS credit market, the role of the LCFS in reaching California's GHG targets, and out-of-state partnerships. Staff highlighted regulatory amendments under development to address potential increases in oxide of nitrogen (NOx) from biodiesel, and several technical amendments reflecting what has been learned in the four years of implementation.

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South Bay Cities Council of Governments

September 25, 2014

TO: SBCCOG Board of Directors

FROM: Steve Lantz, Transportation Manager

SUBJECT: City of Manhattan Beach Request for Additional Measure R SBHP Funding for Sepulveda/Marine Project (#312.04)

BACKGROUND

The City of Manhattan Beach has requested an increase in Measure R funding for its Sepulveda / Marine Boulevard South Bay Highway Program (SBHP) project which will improve operations at the Sepulveda / Marine intersection by adding a westbound left turn lane (see request letter, Exhibit #1). The cost of the project has risen since the original 2010 estimate from \$335,000 to \$520,000. The City is requesting that the SBCCOG increase its Measure R SBHP funding share of the project costs by \$129,500, from \$235,000 to \$364,500. The City has committed to increase its original share proportionally from \$100,000 to \$155,500.

Manhattan Beach developed the project in 2010 with an initial construction estimate of \$335,000 including funding for construction contractor costs, a construction inspector contractor and project contingency. The City was initially awarded \$235,000 in Measure R South Bay Highway Program funds in 2011 with initial funds available in FY2011/12. The City committed \$100,000 in local funds to fully fund the construction cost estimate. An SBHP funding agreement was executed by Metro and the City in December 2011 reflecting the \$335,000 cost, the \$235,000 in Measure R funds, and the \$100,000 in City funds, with the funding shares split approximately 70% from Measure R SBHP funds and 30% from city funds.

The attached letter explains that, at the conclusion of final design in May 2014, the city issued a request for bids. The lowest reasonable and responsible bid received in July 2014 was \$432,000 with all bids very closely grouped in cost (see attached bid list, Exhibit #2). In reviewing the bids, the City concluded that the difference in their original engineer's estimate and the bids was principally due to final design changes requested by Caltrans on Sepulveda Boulevard (State Highway #1), to delay costs related to the protracted final design negotiations with Caltrans, and the increase in construction cost estimates from rates in 2011 that reflected recession pricing to bids received in July 2014. Adding contingency and construction inspection contractor services to the construction bid price of \$432,000 increased the revised total project budget to \$520,000. (See new cost estimate, Exhibit #3).

The current project cost of \$520,000 results in a funding shortfall of \$185,000 beyond the \$335,000 committed in the funding agreement. The City requests the SBCCOG to provide \$129,500 in addition to its original \$235,000 for an updated total Measure R SBHP share of \$364,500. By providing an additional \$55,000 in local match for a total updated commitment of \$155,500, the City is offering to continue to honor its proportionate local match.

Recognizing that significant delays in project progress may result in significant increases in other SBHP projects that have experienced delays between the time of initial project cost estimates in funding agreements and the receipt of bids, the SBCCOG staff is developing a policy to address SBHP funding increase requests in which a significant time has elapsed between the original SBHP commitment and the bid openings. Staff expects to return to the Measure R Oversight Committee with a policy recommendation later this calendar year so that a new cost increase matching policy can be considered for incorporation into the 2015 South Bay Highway Implementation Program Update.

Since the Measure R Oversight Committee did not meet on September 3rd, due to lack of a quorum, the item has been forwarded for SBCCOG Board of Directors consideration at its September 25th meeting.

RECOMMENDATION

Staff recommends Board approval of an amendment to the Manhattan Beach Sepulveda / Marine project (MR 312.04) Metro funding agreement to increase SBHP Measure R funding for the project by \$129,500 from its original share of \$235,000 for a total SBHP Measure R funding commitment of \$364,500 with the condition that the City of Manhattan Beach increases its commitment from the original \$100,000 to \$155,500 and timely amends its funding agreement with Metro.

Reviewed and approved by Jacki Bacharach



City of Manhattan Beach

Public Works Department

3621 Bell Avenue, Manhattan Beach, CA 90266

Phone: (310) 802-5350 Fax: (310) 802-5351 TDD: (310) 546-3501

August 27, 2014

Mr. Stephen Lantz
Transportation Director
South Bay Cities Council of Governments

RE: Sepulveda Boulevard at Marine Avenue Intersection Improvements (WB Left Turn Lane) –
MR 312.04

Dear Mr. Lantz,

The City of Manhattan Beach recently advertised for construction bids for this project. As further described in this letter, the bids came in significantly higher than our original Engineer's Estimate from 2010 when the Measure R funds were originally programmed for this project. Therefore, the City of Manhattan Beach respectfully requests for additional South Bay Measure R Highway Program funds in the amount of \$129,500 in order to proceed with awarding the construction contract to the lowest responsive and responsible bidder.

This letter serves to explain the City of Manhattan Beach's request to the SBCCOG Measure R Oversight Committee for additional South Bay Measure R Highway Program funds in order to fully fund the construction of the subject project. The City's request for additional funding is based upon the City's receipt of the actual bids responding to the final design of the project. The City is confident that the SBCCOG's approval of this request will allow for proper and timely completion of the project.

Original budget for this project included \$235,000 of South Bay Measure R Highway Program funds and \$100,000 of local City funds for a total of \$335,000. The \$335,000 budget included \$268,000 for construction (Engineer's Estimate), 10% contingency, and 15% construction engineering. The project costs have gone up since 2010 primarily attributed to design changes requested by Caltrans during the final design stage and significant delays in obtaining Caltrans approvals. In addition, bid amounts have generally increased since the end of the recession.

The lowest responsible bidder submitted a construction bid of \$432,799, which increased the total project cost to \$519,999 after adding a construction contingency and construction management (Exhibit 1). Because all of the five bids received were in a tight range between \$432,799 and \$495,665, we are confident that the bids reflect the actual cost to construct the project. (Exhibit 2). Prior to bidding, City was aware that there may be a potential construction funding shortfall since the Engineer's Estimate had increased over the past several years. Rather than requesting

Steve Lantz
Page 2

for additional funding based on an estimate, it was decided to receive actual bids so that an exact amount could be determined.

In conclusion, the City is willing to commit an additional \$55,500 towards this project and respectfully requests that the SBCCOG Measure R Oversight Committee to approve an additional \$129,500 of South Bay Measure R Highway Program funds for a total of \$364,500 in Measure R funds to cover the increase in construction, contingency, and construction management costs (Exhibit 2). The \$55,500 additional contribution honors the original local match proportional commitment made by the City of Manhattan in the original funding agreement. The project is ready to go and this action will expedite the expenditure of Measure R funds. Please contact me with any questions at tolmos@citymb.info or (310) 802-5302.

Sincerely,



Tony Olmos, P.E.
Public Works Director

Exhibit 1: Cost Analysis
Exhibit 2: Bid Summary

**Sepulveda Boulevard at Maine Avenue Intersection Improvements Project
(WB Marine Dual Left Turns to SB Sepulveda)**

Budget and Expenditures

| BUDGET | |
|---|------------------|
| Local Funds (Committed in Funding Agreement, 30% Match) | \$100,000 |
| South Bay Measure R Highway Program (Metro Grant) | \$235,000 |
| Additional Local Funds (Proposed) | \$55,500 |
| South Bay Measure R Highway Program (Proposed) | \$129,500 |
| TOTAL BUDGET | \$520,000 |
| EXPENDITURES | |
| Construction Contract (Griffith Company) | \$432,799 |
| 10% Construction Contingency | \$43,500 |
| Construction Management / Inspection (Contract) | \$43,700 |
| TOTAL EXPENDITURES | \$519,999 |

CITY OF MANHATTAN BEACH

RECEIPT OF BIDS FOR

BID # 991-14 SEPULVEDA BOULEVARD AND MARINE AVENUE INTERSECTION
IMPROVEMENT PROJECT
July 23, 2014

BIDDER

| | |
|--|--------------|
| SHAWNAN Downey, CA 90241 | \$443,840.00 |
| GRIFFITH COMPANY Santa Fe Springs, CA 90670 | \$432,799.00 |
| PALP, INC. DBA EXCEL PAVING COMPANY Long Beach, CA 90806 | \$485,105.00 |
| UNIQUE PERFORMANCE CONST. INC Anaheim, CA 92807 | \$442,010.00 |
| PTM GENERAL ENGINEERING SERVICES INC. Riverside, CA 92504 | \$495,665.00 |

The bids were taken under advisement of the Purchasing Division for checking, reporting, and recommendation to the City Manager and presentation to the City Council for award.

EXHIBIT 2

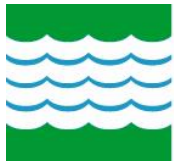
Program Activity through August 31, 2014

| Member | Launch Date | Eligible Housing Units * | Total Applications Received | Applications Approved | Approved Amount | Funded Projects | Funded Amount | Jobs Created*** | Type of Projects | | | Solar kW Installed | Annual kWh Saved | Annual CO2 Reduced (Tons) |
|-----------------------|-------------|--------------------------|---|-----------------------|----------------------|-----------------|---------------------|-----------------|------------------|----------|-----------|--------------------|-------------------|---------------------------|
| | | | | | | | | | Energy | Water | Renewable | | | |
| Carson | 5/23/14 | 23,852 | 104 | 62 | \$ 2,908,350 | 12 | \$ 265,554 | 2.66 | 16 | 0 | 0 | 0 | 53,120 | 12 |
| El Segundo | 5/23/14 | 4,312 | 3 | 0 | \$ - | 0 | \$ - | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gardena | 5/23/14 | 14,921 | 51 | 28 | \$ 1,227,647 | 8 | \$ 199,473 | 1.99 | 8 | 0 | 0 | 0 | 17,783 | 4 |
| Hawthorne | 5/23/14 | 14,245 | 33 | 22 | \$ 1,005,276 | 6 | \$ 129,228 | 1.29 | 8 | 0 | 0 | 0 | 38,524 | 9 |
| Hermosa Beach | 5/23/14 | 7,734 | 3 | 2 | \$ 362,696 | 0 | \$ - | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Inglewood | 5/23/14 | 22,779 | 87 | 57 | \$ 2,816,301 | 14 | \$ 336,778 | 3.37 | 18 | 0 | 1 | 2.2 | 15,247 | 4 |
| Lawndale | 5/23/14 | 7,879 | 4 | 3 | \$ 135,344 | 1 | \$ 39,961 | 0.40 | 2 | 0 | 0 | 0 | 2,245 | 1 |
| Lomita | 5/23/14 | 6,028 | 8 | 7 | \$ 521,654 | 2 | \$ 31,702 | 0.32 | 3 | 0 | 0 | 0 | 5,015 | 1 |
| Manhattan Beach | | 13,945 | Has not adopted Resolution of Participation | | | | | | | | | | | |
| Palos Verdes Estates | | 4,999 | Has not adopted Resolution of Participation | | | | | | | | | | | |
| Rancho Palos Verdes | 5/23/14 | 13,868 | 16 | 12 | \$ 1,756,810 | 3 | \$ 40,600 | 0.41 | 3 | 0 | 0 | 0 | 7,995 | 2 |
| Redondo Beach | | 21,253 | Has not adopted Resolution of Participation | | | | | | | | | | | |
| Rolling Hills | 5/23/14 | 718 | 2 | 2 | \$ 631,678 | 0 | \$ - | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rolling Hills Estates | 5/23/14 | 3,064 | 3 | 3 | \$ 384,814 | 0 | \$ - | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Torrance | 5/23/14 | 39,118 | 41 | 30 | \$ 2,590,408 | 8 | \$ 198,965 | 1.99 | 11 | 0 | 1 | 12.15 | 33,963 | 8 |
| Total | | 198,715 | 355 | 228 | \$ 14,340,978 | 54 | \$ 1,242,260 | 12.42 | 69 | 0 | 2 | 14.35 | 173,892.71 | 41.17 |

* Eligible housing units based off Total Single Family Homes minus 5 units or more from the Department of Finance City/County Population and Housing Estimates, 1/1/2013.

*** 1 job for every \$100,000 invested.

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Greetings:

As we prepare for the 2014 holidays, please join us in helping to make this season brighter, safer, and more environmentally friendly! We are seeking partnerships to support our annual South Bay Holiday Light Exchange with individuals and corporations who value community relationships and who support environmental efforts. Through this year's exchange we are hoping to reduce 16,000 kwh of electricity.

Each year, the South Bay Cities Council of Governments (SBCCOG) hosts a Holiday Light Exchange for Southern California Edison customers in the South Bay. Hundreds of incandescent lights are permanently removed and replaced with EnergyStar® rated LEDs. Exchanged incandescent light strands are collected for recycling as E-Waste. Each year we run out of lights and leave disappointed people in line. So this year with your help, we hope to reach even more households and share in the recognition with our contributors.

This seasonal event takes place 2 days only: **November 13th & 14th at the South Bay Environmental Services Center in Torrance.** Each year the media coverage for this event has grown. Last year, media coverage included: KNX radio, CBS Channel 2, KCAL Channel 9 News, USC/Annenberg Cable TV, Torrance City Cable, NTD Chinese cable TV, Torrance CitiCABLE, and postings in Patch for Palos Verdes, Redondo Beach, Manhattan Beach and Hermosa Beach.

As a Holiday Light Exchange – Community Partner, your company name and/or logo will be highlighted during and after the event in a number of ways including: your name on a poster at the exchange event, online presence on website, e-newsletter 9,000 circulation throughout South Bay cities, media advertisements, social media posts, YouTube links, and shared at all SBCCOG Board and Committee meetings. **There are three levels in which to participate:**

- **\$1000 (buys 60 boxes)** – Your name and/or camera ready logo (if applicable) prominently placed on all outreach materials and media sources. Your business materials distributed at the SBCCOG November Board and Committee meetings. Exhibitor table during the exchange event and ability to distribute your community outreach / business materials or business cards.
- **\$500 (buys 30 boxes)** – Your name and/or camera ready logo (if applicable) prominently placed on all outreach materials and media sources. Your business materials distributed at the SBCCOG November Board and Committee meetings.
- **\$250 (buys 15 boxes)** – Your name featured on all outreach materials and media sources and your business cards or materials available for distribution during exchange event.

We are requesting contributions be submitted by October 1st, 2014. We welcome your reply and exchange of ideas. For inquiries call 310-371-7222 or marilyn@southbaycities.org. Learn more about our programs www.sbesc.com and ways you may benefit.

Best regards,

James F. Goodhart
South Bay Cities Council of Governments, Chairman

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**South Bay Cities Council of Governments
South Bay Environmental Services Center**

Requests your presence at



7th Annual SBESC Volunteer Recognition Reception



*Join us as we recognize all of our volunteers especially
those who have contributed over 50 hours or more!!!*

Thursday, November 20, 2014

4:30 pm - 5:45 pm

**South Bay Environmental Services Center
Large Conference Room**

20285 S. Western Ave, Ste. 100, Torrance, CA 90501



**Light dinner will be provided! Please RSVP by November 14
310-371-7222 or volunteerinfo@southbaycities.org**

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