

SBCCOG Board of Directors' Meeting
Thursday, April 27, 2017 @ 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.

REVISED AGENDA – X.C.1. added

- I. **CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)**
Jim Osborne, 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 (6:05 pm)**
- VI. **CONSENT CALENDAR (6:10 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. **March Board Meeting Minutes (attachment) – Approve (Pages 5-12)**
 - B. **Measure R Cooperative Agreement Amendment No. 1 (attachment) – Approve (Pages 13-20)**
 - C. **Metro South Bay Service Council Selection Recommendation (attachments) – Approve (Pages 21-32)**
 - D. **LAHSA Resolution re: retaining federal funds for homeless services (attachment) – Approve (Page 33)**
 - E. **Participation and endorsement of a HERO mailing to South Bay residents (attachment) – Approve (Pages 35-36)**
 - F. **Status of Legislation of Interest to SBCCOG (attachment) – Approve (Pages 37-39)**
 - G. **Actions Approved by the Steering Committee (attachment) – Receive and file (Page 41)**

H. Monthly Reports – Receive and File

1. **South Bay Environmental Services Center Report** (*attachment*) (Pages 43-52)
2. **Transportation Report** (*attachment*) (Pages 53-59)

VII. PRESENTATIONS

- A. **Recognition of Stan Myles retiring from AQMD** (6:10 pm)
- B. **Update on Air Quality Management Plan** (6:20 pm)
 1. Wayne Nastri, AQMD Executive Director

VIII. SBCCOG ACTION ITEMS

- A. **SBCCOG 3rd Quarter Strategic Plan & Annual Work Program - Successful Collaborations and Plans for 2017-2018 – Approve** (6:55 pm)

IX. SBCCOG PROGRAM REPORTS AND UPDATES (7:10 pm)

- A. Homeless Initiative
- B. Broadband/Brown Bag lunches
- C. Workshop on Sustainable South Bay Strategy – April 27
- D. Short Term Rental Task Force
- E. Coyote Management
- F. Social Media Working Group – Rumor page
- G. Other

X. TRANSPORTATION REPORTS

- A. Metro Report by Board member James Butts/Mike Bohlke (7:20 pm)
- B. Service Council report by Ralph Franklin, Chair (7:25 pm)
- C. Transportation Committee by Christian Horvath, Chair (7:30 pm)

**1. Comment letter on Measure M Guidelines – discuss and authorize Transportation (Pages 61-64)
Committee to approve letter on May 8 (to be sent separately)**

XI. BOARD MEMBER ANNOUNCEMENTS (7:40 pm)

XII. AGENCY REPORTS (7:45 pm)

- A. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan)
- B. South Coast Air Quality Management District (Judy Mitchell, Joe Buscaino & Stan Myles)
- C. SCAG & Committees (*attachment*) (Pages 65-67)
 1. Energy and Environment (Judy Mitchell, Jim Osborne)
 2. Transportation (Dan Medina, James Gazeley)
 3. Community, Economic, & Human Development (Frank Zerunyan & Mark Waronek)
 4. Regional Council (Judy Mitchell, Dan Medina, James Gazeley)
- D. Santa Monica Bay Restoration Commission (VACANT/Suzanne Fuentes)
- E. LA County Community Choice Aggregation Task Force (Christian Horvath)
- F. Stormwater Funding Options Committee (Milton Herring & Hany Fangary)
- G. County Water Resilience Working Group (Justin Massey)
- H. South Bay Association of Chambers of Commerce (Britt Huff)
- I. South Bay Workforce Investment Board (Chris Cagle)
- J. Base Retention Advisory Council (Suzanne Fuentes)

XIII. UPCOMING EVENTS & ANNOUNCEMENTS

XIV. MAY SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

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

XV. ADJOURNMENT

Next Board meeting - Thursday, May 25, 2017RSVP @

www.southbaycities.org

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

SBCCOG MEETINGS: ATTENDANCE 2016 - 2017

City	Aug - 16	Sept - 16	Oct - 16	Nov - 16 NO QUORUM	Jan - 17	Mar - 17	Apr - 17
Carson		Santarina	Davis-Holmes				
El Segundo	Fuentes	Boyles	Fuentes		Fuentes	Fuentes	
Gardena	Medina	Medina	Medina		Medina	Medina	
Hawthorne	Valentine	Valentine	Valentine	Valentine	Valentine		
Hermosa Beach	Fangary	Fangary			Fangary	Fangary	
Inglewood	Butts	Franklin	Franklin			Franklin	
Lawndale	Osborne Pullen-Miles Suarez	Osborne Pullen-Miles Suarez	Osborne	Osborne Suarez	Osborne	Osborne	
Lomita	Gazeley	Gazeley	Gazeley	Gazeley	Gazeley	Gazeley	
Los Angeles	Buscaino		Buscaino				
Manhattan Beach	Howorth	Howorth	Howorth	Howorth	Powell		
Palos Verdes Estates	Goodhart	Goodhart	Goodhart	Vandever	Goodhart	Vandever	
Rancho Palos Verdes		Misetich	Misetich				
Redondo Beach	Horvath	Horvath	Horvath	Horvath	Emdee	Horvath	
Rolling Hills	Mirsch Dieringer	Mirsch	Dieringer	Mirsch	Mirsch		
Rolling Hills Estates	Huff Mitchell		Huff	Huff	Huff	Huff	
Torrance	Weideman	Weideman	Weideman		Weideman	Ashcraft	
County of Los Angeles-2nd District	X	Riccitiello	Riccitiello		Riccitiello	Riccitiello	
County of Los Angeles- 4th District	Napolitano				Velazquez		

Number of Active Agencies	17	18	18	18	18	18	18
Quorum Required (50% +1)	9	10	10	10	10	10	10
Number of Agencies Attending	15	15	16	8	14	11	

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, MARCH 23, 2017
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS THEATER
20285 S. WESTERN AVENUE, 1ST FLOOR, TORRANCE, CA 90501**

I. CALL TO ORDER

Chair Osborne called the SBCCOG Board of Directors meeting to order at 6:06 pm.

II. INTRODUCTIONS

In attendance were the following voting elected officials:

Suzanne Fuentes, El Segundo	Jim Vandever, Palos Verdes Estates
Dan Medina, Gardena	Christian Horvath, Redondo Beach
Hany Fangary, Hermosa Beach	Britt Huff, Rolling Hills Estates
Ralph Franklin, Inglewood	Heidi Ashcraft, Torrance
Jim Osborne, Lawndale	David Riccitiello, County of Los Angeles (2 nd District)
Jim Gazeley, Lomita	

Other elected officials in attendance:

Rex Richardson, Long Beach

Also in attendance were the following persons:

Steven Anderson, MARRS Services	Greg Stevens, SBCCOG
Brent Neben, Ygrene Energy Fund	Kim Fuentes, SBCCOG
Javiera Cartagena, SCAG	Natalie Champion, SBCCOG
Ocean Hai, SCAG	David Leger, SBCCOG
Josie Gutierrez, LA County Dep. of Public Works	Rosemary Lackow, SBCCOG
Dylan Quintero, Cerrell Associates	Steve Lantz, SBCCOG
Nathan Holmes, Office of Councilman Buscaino	Jacki Bacharach, SBCCOG
Jeff Kiernan, League of California Cities	

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

There were no changes to the agenda.

V. PUBLIC COMMENT

VI. CONSENT CALENDAR

- A. January Board Meeting Minutes (*attachment*) – Approved**
- B. Metro MOU with SBCCOG for Payments to Deputy for Southwest Corridor Board member (*attachment*) – Approved**
- C. Chamber of Commerce Memberships (*attachment*) – Approved**
- D. 2017-2018 Dues – Notice of Intention to Consider an Increase (*attachments*) – Approved**
- E. Report of Time Critical Actions Taken by Steering Committee – Received and Filed**
- F. Status of Legislation of Interest to SBCCOG (*attachment*) – Approved**
- G. Monthly Reports – Received and Filed**
 - 1. South Bay Environmental Services Center Report (*attachment*)**
 - 2. Transportation Report (*attachment*)**

MOTION by Board Member Gazeley, seconded by Board Member Huff, to **APPROVE** the Consent Calendar. No objection. So ordered.

VII. PRESENTATIONS

A. Los Angeles County Bioscience Industry Cluster Development Implementation Plan

David Riccitiello, representing Supervisor Mark Ridley-Thomas, gave a presentation on the Los Angeles County Bioscience Industry Cluster Development Implementation Plan. Mr. Riccitiello began by stating that the County's goal is to help create and grow large capitalized companies that have strong workforces in the area. The County is not strictly looking at the creation of research laboratory jobs, but to try and grow companies locally from the research being done at our local universities. Mr. Riccitiello highlighted some of the recent companies expanding in the region such as Kite Pharma in El Segundo.

This economic development initiative began after the end of redevelopment in 2012. The County then began to evaluate its role in economic development and in October 2015, the Board of Supervisors took up a county-wide economic development strategy. The initial funding allocated to that commitment was just over \$6 million with the goal of increasing that funding to \$15 million annually by 2020. The Board also established an Economic Development Trust Fund and a number of grant and revolving loan programs, one of which was seed money for a bioscience revolving loan program which the County hopes to launch this year. It also helped fund the 2014 study that showed why it was smart to invest in the bioscience industry in the region, since it had some of the best prospects for providing quality jobs going forward. As a part of its overall economic development strategy, the County has offered workforce training, small business assistance, local and targeted hiring programs, business loan programs, and the repurposing of County real estate and capital projects.

Mr. Riccitiello explained that Los Angeles is a perfect location to invest in the bioscience industry. There are leading academic and research institutions located within the County and the bioscience industry in LA is already a key economic driver for the region. Mr. Riccitiello added that most bioscience companies do not relocate once they are established in a region. Los Angeles County currently receives nearly \$1B in National Institute of Health funding, out of the approximately \$3B California receives statewide. Mr. Riccitiello also noted that one of the problems identified in the Battelle Study is that our universities train a lot of the talent that then leaves the region for more established bioscience clusters in areas like San Diego or Boston. Even though the LA County region develops a lot of the talent and technologies that are then used to create the large companies, those large companies develop outside of the region. The County already has approximately 1400 life science companies in the area, but they are fairly unknown.

Some the challenges and opportunities associated with growing the bioscience industry that were highlighted by Mr. Riccitiello include the lack of a geographic center, a limited supply of affordable wetlab space, the difficult access to capital for early-stage companies, a shortage of entrepreneurial business talent in the County, and a lack of public awareness of the existing industry.

Mr. Riccitiello then reviewed some of the progress made to date include the 2014 Battelle Study, the Cal State Bio Incubator that is under construction on the Cal State campus which is set to open in the next two years, the establishment of the Bioscience Loan fund, the Lab Launch incubator in Monrovia, the LAEDC Implementation Plan. The County has also invested some funds in a research facility at the LA BioMed site, is considering a biotech park at the Harbor/UCLA Medical Campus, and has completed a "reuse" study for the King-Drew Medical Center property. The King-Drew Reuse Study would include a renovation of the building and a dedication of about 100,000 square feet of space for bioscience, life science, and incubators.

Near term priorities include the establishment of a non-governmental organization to take leadership of the bioscience industry, a fund of funds for early stage companies to provide working capital for these companies, the proposal for the Harbor/UCLA Biotech Park, Board of Supervisor financing for the King-Drew Reuse plan, the development of entrepreneurial talent, and a USC Medical Campus Tech Park/Bioscience Hub.

Board Member Huff asked if the King-Drew Reuse plan included once again providing in-patient medical services at the building. Mr. Riccitiello answered that it would be various services going into the building, but they would essentially all be out-patient services.

Jacki Bacharach asked for clarification on why the bioscience-trained people are leaving the area. Mr. Riccitiello explained that they are following the companies/facilities that are established elsewhere. If the

facilities were established here, many more of those people would remain here. He reiterated that the goal is to get the companies established and planted here so they are less likely to relocate to other regions.

Board Member Medina asked Mr. Riccitiello if they are looking into grants and other sources of funding to help them accomplish their goals. Mr. Riccitiello answered that they are, and that the creation of the NGO would help facilitate the location of other funding sources.

Mr. Riccitiello's presentation can be viewed online at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_LA%20Bioscience%20Initiative_3.23.17.pdf

B. Quarterly Energy Program Status

1. Greg Stevens, SBCCOG Consulting Engineer

Greg Stevens presented a quarterly update of the South Bay Cities Energy Efficiency Program. Mr. Stevens reported that as of Q1 2017, all South Bay cities were at the Silver Level or higher, the majority of which are currently at the Gold Level. He added that the cities of Carson, Gardena, Hermosa Beach, and Inglewood are likely to move to the Platinum Level in 2017.

Since 2010, South Bay cities as a whole have saved over 7.46M kWh of electricity annually, over 160,000 Therms annually, reduced their greenhouse gas emissions by over 6.6 tons annually (which is equivalent to removing approximately 2,300 cars from the roads each year), and have saved over \$1.1M in annual energy costs.

Mr. Stevens briefly reviewed the projects cities currently have in the pipeline, which would save an additional \$672,000 annually in energy costs. He also explained the Southern California Edison (SCE) Direct Install Program which offers free equipment and installation for qualified measures, such as free LED tubes and fixtures.

Mr. Stevens also touched on a possible issue arising with the SCE LED street light incentive. SCE recently announced the incentive will expire at the end of 2017, but that this timing will negatively impact the financial gain of the cities who are in the process or purchasing the utility-owned street lights. The SBCCOG will be reaching out to those cities over the next few weeks to create a letter campaign to the CPUC, advising them of the adverse effect of SCE's decision.

Mr. Stevens' entire presentation can be viewed online at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_BOD_EE_Presentation_muni%20energy_3.23.17.pdf

Jacki Bacharach added that she thought it would be a good idea to authorize the Chair to sign a letter encouraging SCE to keep the street light incentive at least for those cities in the 'pipeline'.

MOTION by Board Member Franklin, seconded by Board Member Huff, to **AUTHORIZE** the Chair to sign a letter encouraging Southern California Edison to keep their street light incentive as noted above. No objection. So ordered.

2. Rex Richardson, HERO

Mr. Richardson began by explaining that HERO helps provide people access to capital to improve their homes. Since the May 2014 launch date, the program has helped facilitate the improvement of 1,703 homes, which has led to energy bill savings of approximately \$40M. The program has helped South Bay residents save over 196M kWh in energy, reduced emissions by 48.8K tons, and saved over 140M gallons of water.

Mr. Richardson added that the HERO program is different than other programs in that HERO has added numerous safeguards to ensure participants are satisfied with the work performed and are not overcharged. There is also a clear disclosure process so people know exactly what they are signing up for. Mr. Richardson also noted that HERO is working on a new partnership with the SBCCOG that would allow SBCCOG to talk about renewable strategies, such as PACE, grid-alternatives, etc.

Mr. Richardson handed out some informational pages on the HERO program and the work they have done in the South Bay which can be found online: <http://www.southbaycities.org/committees/board-directors/board-directors-meeting-29>

VIII. SBCCOG PROGRAM REPORTS AND UPDATES

A. General Assembly – Impressions

Ms. Bacharach reported that there were approximately 370 attendees and that the SBCCOG is currently looking for new topics for next year. She also noted that the reviews for the event were overwhelmingly positive.

Board Member Fuentes added that she thought it was a phenomenal event and wished it could be two days.

B. Homeless Initiative

Ms. Bacharach reviewed the chart with the current statistics for the Homeless Program and added that the next step is to secure permanent funding for the South Bay program after the passage of Measure H. She also reported that Joe Hoefgen, the City Manager for Redondo Beach, will be serving as the SBCCOG representative to the Measure H Revenue Planning Committee.

C. Broadband

Ms. Bacharach reported that at the next meeting, Magellan Advisors will be releasing the report on the feasibility study. She added that several vendors have been reaching out, meaning that the SBCCOG/SBWIB efforts are being watched. Creating buzz around the project should help get good prices when an RFP is released.

Ms. Bacharach also reported that the SBCCOG applied for a \$200k grant through the DRAM Settlement Fund to help begin work on the regional broadband network. She added that although having the network in place is great, there are so many things that a city can do with the network that she is proposing a series of brownbag lunches on broadband and its applications.

D. Workshop on Sustainable South Bay Strategy

Ms. Bacharach reminded the Board that there is a workshop prior to the April Board of Directors meeting on the Sustainable South Bay Strategy, which was adopted back in 2010. Planning commissioners and staff are also being invited to attend.

E. Short Term Rental Task Force

Board Member Horvath reported that at the March 8th meeting, there was a speaker from the City of Anaheim talking about the issues and solutions Anaheim has encountered, as well as an attorney from Jenkins and Hogin who briefly ran through a list of court cases pending throughout the state. Board Member Franklin added that it is really a “lawyer’s market” because there is a lawsuit pending around every corner.

F. Coyote Management

Ms. Bacharach reported on the successful Regional Coyote Management Task Force meeting held earlier in the day. Ms. Bacharach asked Board Member Ashcraft to briefly explain what the City of Torrance is doing since they have become the de-facto leader on the issue in the area. Board Member Ashcraft explained that Torrance’s police department began the coyote management program in conjunction with the California Department of Fish and Wildlife after a series of incidents with residents’ pets and wild coyotes. She added that some South Bay cities have started to deal with the issue and some have not, often because they do not know which department in the city is responsible for the issue.

Ms. Bacharach added that there will be another meeting in a couple months and that Lt. Smirl of the California Department of Fish and Wildlife praised the SBCCOG efforts because a regional approach is the only way to deal with the issue at hand since coyotes do not know when they are leaving one city and entering another. The next meeting will be sometime in June and may have speakers from Culver City, which also has a robust coyote management policy.

G. Mayor's Pledge on Successful Aging

Ms. Bacharach reminded the Board of Directors that the Senior Services Working Group has asked cities to sign on to the Mayor's Pledge on Successful Aging. She reported that the cities of Carson, Hermosa Beach, Lawndale, Los Angeles, Rolling Hills Estates, and Torrance have already signed on.

H. Other

Ms. Bacharach asked all Board Members to ensure they have filed their Form 700 as the deadline in April 3rd. She also reported that after the last Board meeting's election for the Stormwater Committee, both nominees (Board Member Fangary and Councilman Milton Herring) were accepted by the committee and are now serving.

Ms. Bacharach also announced that there are opportunities to serve on the Metro Service Council, SCAG committees, League of California Cities committees, and on the Santa Monica Bay Restoration Commission. Nominations for these positions will be accepted until April 14th, except for the Metro Service Council which has a deadline of March 31st.

IX. TRANSPORTATION REPORTS

A. Metro Report by Board member James Butts/Mike Bohlke

Mike Bohlke reported that the Metro Board agenda was light this month, the main item being the order of 64 more rail cars for the subway expansion, as well as the refurbishment program for Blue Line cars. Mike Bohlke added that Supervisor Hahn and Mayor Garcia brought a motion to remove the Measure M guidelines off of the consent calendar and amended the guidelines to ask Metro staff to come back with a report on the proposed local return minimum, raising it from the proposed \$100k to \$200k or higher. Ms. Bacharach added that what this means is that 6 of the smaller cities would not have previously received that minimum amount, and that the other cities in the County would take a little cut on their local return amount to ensure that the smaller cities receive this minimum.

B. Service Council report by Ralph Franklin, Chair

Board Member Franklin reported on the County-wide bus rapid transit (BRT) study that was done in 2013. The study identified that the Vermont Corridor had the highest propensity for ridership. Metro is reviewing possible ways to have dedicated lanes for a BRT route. Board Member Franklin stated that the Service Council was concerned about the impact these dedicated lanes would have on businesses because it would remove parking spaces that those businesses rely on.

There was also a parking management program item brought forward. Metro is looking at park and ride lots that would have license plate recognition so you can register your car and it identifies that you are eligible to park there. The Council asked for them to explore this option to be studied at the 120th and Crenshaw area.

A study was also done on the performance of the Express Lanes, particularly those on the 110 Freeway. Trips are steadily increasing, and the increase of congestion on the 110N has been significant. The lanes are averaging about 45mph at peak times, but that a major challenge is that some users have found a way to beat the toll payment requirement. Metro is looking for alternatives to help address this issue.

Board Member Franklin also reported that there was a presentation on Metro's 2018-19 budget and that there will be telephone town hall meetings, the next of which is on March 28th.

C. Transportation Committee by Christian Horvath

Board Member Horvath reported that the Committee approved a committee charter that includes oversight and monitoring of Measure R and M funding, as well as monitoring of South Bay transportation projects such as the Green Line extension. The Committee also discussed a sustainable South Bay mobility strategy including Broadband and Wifi programs as well as other emerging technologies. Subregional autonomy in the Measure M guidelines was also discussed. Board Member Horvath concluded by announcing the next meeting of the Measure M Policy Advisory Council on April 5th and the next Transportation Committee meeting on April 10th.

Steve Lantz added that the SBCCOG has negotiated a 5-year extension to the cooperative agreement with Metro for the South Bay Highway Program. Mr. Lantz added that they are working on comments to the Measure M guidelines and will be having a conference call with other COGs in LA County.

X. BOARD MEMBER ANNOUNCEMENTS

Medina (Gardena): The State Water Resources Control Board has decided that TMDLs are an unfunded mandate and therefore the EWMPs are “bogus”. If they stand by this decision, the EWMPs will go away. Gardena also has a new Mayor and two new Councilmembers.

Horvath (Redondo Beach): There will be a ceremony on April 4th to recognize the outgoing Mayor and Councilmembers which will be followed by the swearing in of the new Mayor and Councilmembers. On April 29th, the City turns 125 years old.

XI. AGENCY REPORTS

A. League of California Cities & LA Division Legislative Committee

Jeff Kiernan reported that there are two bills, AB 1 and SB 1, that are transportation funding proposals. He added that Governor Brown imposed an April 6th deadline for transportation funding bills and that the League thinks a deal may come before that deadline. Mr. Kiernan also reported that there is a package of League supported bills aimed at increasing housing construction and providing financing for affordable housing ([handout](#)). Mr. Kiernan announced that there is a bill aimed at closing a loophole in one of the voter-passed propositions that said any theft under \$950 is a misdemeanor. The proposed bill would make that an aggregate \$950 for each theft, not \$950 per incident.

Mr. Kiernan announced that there will be a general membership meeting on May 4th as well as a 3-hour training session for new councilmembers. He added that since Board Member Goodhart lost his reelection bid and was in line to be the League’s next President, there will be a new President selected.

Board Member Fangary asked Mr. Kiernan if the League would be taking a position on Assemblyman Muratsuchi’s package of bills aimed at refinery safety. Mr. Kiernan answered that since it is mostly a regional issue, the League would not normally take a position, however, if a member brought it to the League and asked them to take a position, they may discuss it. He added that most of those bills in the package are spot bills at the moment and do not contain much substance.

Board Member Fuentes asked Mr. Kiernan about the prospects of repealing the accessory building law that was passed last year. Mr. Kiernan said that unfortunately there weren’t any viable avenues to repeal it at this time. He added that the League tried to kill that bill during the last session but didn’t gain much traction in those efforts.

B. South Coast Air Quality Management District – No report given.

C. SCAG & Committees – no reports given.

Ocean Hai reported that SCAG is holding its 2017 Regional Conference General Assembly May 4-5 in Palm Desert and encouraged Board Members to register.

D. Santa Monica Bay Restoration Commission – No report given.

E. LA County Community Choice Aggregation Task Force

Board Member Horvath reported that CCA was presented to the Redondo Beach City Council and was passed 2-1, but added that it would be returning for a revote next month.

F. Stormwater Funding Options Committee – No report given.

G. County Water Resilience Working Group – No report given.

H. South Bay Association of Chambers of Commerce

Board Member Huff reported that the SBACC had presentations on the Ports of Los Angeles and Long Beach's clean air action plans. They also reviewed the package of refinery safety bills proposed by Assemblyman Muratsuchi and decided to monitor those bills.

I. South Bay Workforce Investment Board – No report given.

J. Base Retention Advisory Council

Board Member Fuentes reported that there were a couple meetings held, including a P4 meeting, noting that good things are in the works. She also reported that the South Bay Workforce Investment Board has been extremely helpful with its efforts on the base as well as the cities of Redondo Beach and Hawthorne through their housing efforts.

XII. UPCOMING EVENTS & ANNOUNCEMENTS

April 27 Workshop on Sustainable South Bay Strategy

XIII. APRIL SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

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

XIV. ADJOURNMENT

Chair Osborne adjourned the meeting at 8:02 pm to Thursday, April 27, 2017 at 6:00 pm.

David Leger
Assistant Board Secretary

South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: Measure R Cooperative Agreement between Metro and SBCCOG

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. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

BACKGROUND

With the passage of Measure R, the SBCCOG and L. A. Metro executed a five-year Cooperative Agreement in May 2012. Under the agreement, SBCCOG was given the responsibility to develop eligible projects funded within the Measure R South Bay Highway Program and to oversee the delivery of funded projects within the program.

Metro and SBCCOG staff have been developing Amendment No. 2 to the initial agreement since last August. The amendment (Exhibit 1) will extend the duration of the current agreement for five more years, beginning June 1, 2017. The amendment is very similar to the existing agreement scope of work. However, there is a new earned value performance measure added to the current scope.

The basic premise of earned value management (EVM) is that the value of progress made to complete a project milestone should be equal to the amount of funds budgeted to complete it. The Cooperative Agreement Amendment requires the lead agencies to establish and report on quarterly milestones and budgets. SBCCOG will need to report quarterly on each project's earned value and to provide an annual performance evaluation for all of the SBHP projects with a goal that SBHP annually maintains an earned value of at least 80%.

SBCCOG staff will hold a training session on earned value for SBHP lead agencies that will enable the lead agencies to properly calculate and report the earned value of their projects in their required quarterly reports to Metro and the SBCCOG.

RECOMMENDATION

Recommend SBCCOG Board approval of the Measure R Cooperative Agreement Amendment No. 2.

Attachment C exhibit: Measure R Cooperative Agreement No. 2 (To be distributed separately)

AMENDMENT No. 1
TO MEASURE R COOPERATIVE AGREEMENT BETWEEN
THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
AND
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

This Amendment No. 1 to Cooperative Agreement (this “Amendment”), is dated, for reference only, as of May 31, 2017 by and Between the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) and the South Bay Cities Council of Governments (“**SBCCOG**”). LACMTA and SBCCOG are collectively referred to herein as “**Parties**” and individually as a “**Party**”

RECITALS:

A. Whereas, LACMTA adopted Ordinance #08-01, the Traffic Relief and Rail Expansion Ordinance, on July 24, 2008 (the “**Ordinance**”), which Ordinance was approved by the voters of Los Angeles County on November 4, 2008 as “Measure R” and became effective on January 2, 2009.

B. Whereas, LACMTA is the State-chartered Regional Transportation Planning Agency for Los Angeles County. LACMTA serves as the transportation planner, coordinator, designer, builder and operator for Los Angeles County.

C. Whereas, the SBCCOG is a joint powers authority comprised of 16 cities and parts of the unincorporated areas of Los Angeles County created to coordinate planning and program management efforts and resolve conflicts among its member cities and regional agencies in the South Bay subregion to work toward achieving common planning goals that focus on improving transportation and the environment, and strengthening economic development.

D. Whereas, it is LACMTA’s and the SBCCOG’s fiduciary duty to ensure that Measure R funds are used in the most cost effective and practical manner.

E. Whereas, LACMTA and SBCCOG entered into that certain Five-year Measure R Cooperative Agreement, dated May 31, 2012, (“the Existing Cooperative Agreement”)

F. Whereas, LACMTA and SBCCOG wish to amend Existing FA as provided herein.

Cooperative Agreement:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follow:

1. AGREEMENT Section 1. Annual Updates to the Approved Project List, of the “Existing Cooperative Agreement” is hereby amended by deleting it in its entirety and replacing it with the following;

“1. Annual Updates to the Approved Project List. Each year the parties will update the Approved Project list by complying with the following process (the “**Annual Updating Process**”):

1. Lead agency and SBCCOG requesting funds must prepare a detailed proposed conceptual scope, schedule and budget identifying the operational deficiency and nexus to Measure R Line 33 (South Bay), inclusive of items deemed necessary to justify project approval. Scope must be shared with SBCCOG and LACMTA. The Lead Agency must commit to timely delivery of Measure R Line 33 (South Bay) projects.
2. The SBCCOG will facilitate a meeting in which the Lead Agency will be invited to make a presentation to the relevant SBCCOG oversight committee and LACMTA, describing the proposed project scope, schedule, budget and funding required of Measure R Line 33 (South Bay).
3. SBCCOG will consolidate information and annually prepare a list of requested new projects to be funded by Measure R Line 33 based on certain criteria agreed to by LACMTA.
4. Upon SBCCOG compliance of Step No. 1 through No. 3, SBCCOG may request LACMTA staff to identify the Measure R funding amount available for Measure R Line 33 projects. SBCCOG staff shall use that information to develop (Local match and Measure R) funding requirement amounts for each project, and the years in which such funds should be programmed based on project readiness and cashflow. If required, SBCCOG to identify potential funding shortfalls and strategies to fill those shortfalls.

5. LACMTA staff will review the list of new proposed project(s) and confirm the operational deficiency and nexus to Measure R funding requirements. During the review, LACMTA will consult with the SBCCOG and Lead Agency. All additional/clarifying information shall be provided to LACMTA staff upon request, to obtain clarification on proposed project(s).
6. Upon determination of eligibility of the project by LACMTA staff, a declaration of eligibility & authorization to use Measure R Highway sub-funds will be issued by LACMTA.
7. By January 31 of each year, the SBCCOG Board will approve for recommendation and submit to LACMTA staff a fiscally-constrained annual update to the Approved Project List (“Annual Update”). The Annual Update shall include the following information:
 - i. A status report on the current SBHP Projects, identifying completed projects, milestones achieved or missed, mitigation efforts taken by SBCCOG staff and Lead Agency to keep the projects on schedule. Including identification of SBHP Projects to be deleted, proposed changes in project scopes, schedules and/or budgets, and potential cost overruns and strategies to cover the cost overruns.
 - ii. After SBCCOG complies with Steps No. 1 through No. 4 of the annual updating process above, a list of new projects(s) to be added to the approved Project list;
 - iii. The anticipated need for Measure R Line 33 (South Bay) funds in the next budget fiscal year (for cashflow purposes) and over the next five years (for programing purposes) for SBHP Project delivery and changes in scope, schedules and any new proposed projects to be added to the Approved Project list;
8. By March of the same year, following receipt of the Annual Update, LACMTA staff will recommend that the LACMTA Board authorize funding for new eligible Measure R line 33 (South Bay) project(s) and the list of existing projects referred to as the “**SBHP Projects**”.

9. Following the LACMTA Board approval of Measure R funding for the SBHP Projects Measure R Line 33 (South Bay), the new project(s) will be considered part of the “Approved Project list” and will be SBHP Project(s). Upon LACMTA Board authorization LACMTA staff will begin the process of implementing the Board action by entering into the appropriate funding agreements with the applicable SBHP Project Lead Agency for the SBHP Project and with the SBCCOG for Measure R line 33 (South Bay) program administration and oversight.”

2. AGREEMENT Section 2. Electronic Reports, of the “Existing Cooperative Agreement” is hereby amended by deleting it in its entirety and replacing it with the following:

“2. Electronic Reports: Monthly and Quarterly reports will be submitted by the Lead Agencies to LACMTA and shared with the SBCCOG.”

3. AGREEMENT Section 3. SBCCOG Oversight Responsibilities, of the “Existing Cooperative Agreement” is hereby amended by deleting in its entirety and replacing it with the following:

“3. SBCCOG Oversight Responsibilities. SBCCOG will provide oversight of the SBHP Projects by assisting SBHP Project Lead Agencies, except for Caltrans, as necessary, to comply with the terms of their LACMTA project funding agreements. Such Tasks will include:

- a. SBHP Lead Agencies will be required to submit the applicable reports electronically to LACMTA and the SBCCOG. If the report shows any project delays or risks for cost increases, then the SBCCOG will work with the SBHP Project Lead Agency to mitigate and reduce impacts.
- b. If significant changes to a SBHP Project require changes to its scope, programmed funding amount or schedule, then SBCCOG will obtain approval from the SBCCOG Board.
- c. Within 30 days of a request for information by LACMTA, SBCCOG staff will provide LACMTA with an Annual Performance Evaluation (APE). The APE will use information provided in each of the monthly reports and 4 quarterly reports. The APE will be measured on the milestone identified for each individual project on the project list for the upcoming fiscal year (except for Caltrans). The SBCCOG APE shall maintain 80% baseline schedule adherence goal on projects delivered by SBHP Lead Agencies, except for Caltrans. The APE must include the milestone or progress achieved by each identified individual project in the SBHP program, steps

taken by the SBCCOG to maintain the schedules and milestones identified by each SBHP Project Lead Agency.”

4. AGREEMENT Section 5. Meetings, of the “Existing Cooperative Agreement” is hereby amended by deleting it in its entirety and replacing it with the following

“5. Meetings SBCCOG will provide LACMTA with adequate notice of all SBCCOG meetings related to Measure R Line 33 (South Bay). LACMTA staff will attend the relevant SBCCOG Policy Committee. SBCCOG Board meeting will also be attended by LACMTA staff when SBHP items are included on the agenda item for action.”

5. AGREEMENT Section 6. Notices, of the “Existing Cooperative Agreement” is hereby amended by deleting it in its entirety and replacing it with the following

“6. Notices. Notice will be given to the Parties at the address specified below unless otherwise notified in writing of change of address. Any notice required or permitted to be delivered hereunder shall be deemed to be delivered upon receipt by the correct address by United States mail, postage prepaid, certified or registered mail, return receipt requested, or by Federal Express or other reputable overnight delivery service addressed to the Parties hereto as follows:

LACMTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-9
Los Angeles, CA 90012
Attention: Isidro Panuco, Manager, Transportation Planning
Email: Panucol@metro.net
Phone: (213) 922-7984

SBCCOG Address:

South Bay Cities Council of Governments
20285 S. Western Ave., Suite 100
Torrance, CA 90501
Attention: Jacki Bacharach, Executive Director
Jacki@southbaycities.org
(310) 371-7222”

6. AGREEMENT Section 7. Term, of the “Existing Cooperative Agreement” is hereby amended by deleting it in its entirety and replacing it with the following

“7. Term. The term of this Agreement will commence on May 31, 2012 and terminate on May 31, 2022.”

Except as expressly amended herein, the Existing Cooperative Agreement remains in effect as originally executed.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives as of the dates indicated below:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____ Date: _____

Phillip A. Washington
Chief Executive Officer

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By: _____ Date: _____

Deputy

SOUTHBAY CITIES COUNCIL OF GOVERNMENTS

By: _____ Date: _____

JAMES OSBORNE
Chair, Board of Directors

APPROVED AS TO FORM

By: _____ Date: _____

Michael Jenkins
Counsel to the South Bay Cities Council of Governments

South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Metro South Bay Service Council Selection Guidance Document

The South Bay Service Council has been in existence since 2003 and has been extremely successful. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of transit services provided by the Metro.

Service Council terms are staggered with 3 of the 9 positions expiring June 30 every year. The 3 members whose terms are expiring this June are: Inglewood Councilmember Ralph Franklin, Hawthorne Councilmember Angie English, LAWA Transportation Coordinator Robert Burlingham.

A term on the Council is for 3 years. Those members whose terms are expiring can be nominated again. There are no term limits. The boundaries of the South Bay region include the SBCCOG cities with the addition of the Watts/Willowbrook and LAX areas of L.A. City. The nominees must either live or work within the South Bay region boundaries.

Nominations were received from the following people, listed in alphabetical order:

1. Luis Duran – Hermosa Beach resident and Los Angeles County land use planner. Rides transit daily (nominated by Patricia Hachiya, former member)
2. George Fiallos – Redondo Beach resident and Senior Engineer-Agronomist
3. Ralph Franklin – Inglewood Councilmember and current Chair of Metro Service Council
4. Meighan Langlois – LAWA Employee Transportation Coordinator (nominated by Devon Deming & Robert Burlingham, former and current members)

Statements of interest and resumes attached. If further information is received, it will be available at the meeting.

PURPOSE OF THE METRO SERVICE SECTORS

To improve bus service; increase agency accessibility and responsiveness; promote greater coordination; maintain an employee supportive work environment and create a more efficient and customer focused management structure for the delivery of bus service. Key principles are to localize control; maintain a single point of contact for route level service issues; balance responsibility with authority; streamline the decision making process; and support agency policies, plans and safety initiatives.

RESPONSIBILITIES OF THE SERVICE COUNCIL MEMBERS

The Service Councils shall oversee the planning and implementation of service within their area. Their responsibilities include: meeting attendance as well as responding to meeting notices to ensure quorums, calling and conducting public hearings for sector bus lines within our region; approval and evaluation of Service Council programs; implementing service changes; reviewing and developing policy recommendations for Metro Board approval; ensuring compliance with all Metro policies and procedures and legal agreements (e.g. collective bargaining agreements, Consent Decree); providing input into the Service Council Director performance review; and participating in quarterly meetings with the Metro chief Executive Officer, Deputy Chief Executive Officer, the other Service Councils Representatives. In the South Bay, there is also a requirement that members of the council ride transit each month and report their experiences.

SPECIFIC CONSIDERATIONS FOR THE SOUTH BAY SERVICE COUNCIL COMPOSITION

The SBCCOG Board of Directors has previously stated a strong preference that transit users or those familiar with the South Bay transit services be Service Council members and in no case shall elected officials represent a majority of the Board. Since other service councils have elected officials on their boards, the South Bay Service Council should include at least some elected officials in order to have the same ‘status’ before the Metro Board as the other service councils.

Some other factors that were previously discussed for inclusion are the participation of:

- Our municipal operators – Gardena, Torrance, Redondo Beach & L.A. City
- Our community operators – Carson, PV Transit, Lawndale, Municipal Area Express
- Community members (Metro South Bay Citizens’ Advisory Committee representatives? members from the Metro or municipal operators’ Passenger Advisory Committees?)
- Cities with the most transit riders – Inglewood, L.A. City
- Employers in the South Bay who have transportation programs
- A City Manager, the COG, etc.
- A city Public Works Director/Transportation staff
- A senior transit user
- A School District Transportation person

An example:

1. Elected official from Northern South Bay
2. Elected official from Southern South Bay
3. User (senior? business? school?)
4. User
5. Municipal Operator
6. Community Operator
7. City Public Works Director
8. City Transportation Director from a city with high transit use
9. Metro CAC member from the South Bay

MEMBERSHIP REQUIREMENTS

Members of the Councils may be elected officials and/or private citizens. The members of the Councils should reflect a broad spectrum of interests and geographic areas of the Service Council region. Metro has set a requirement that at least 50% of the Council

members must be consumers of transit service. They are interpreting this broadly to include not only transit users, but also businesses that have an employee transportation program, transit operator representatives, cities which have bus stops, etc. Members of the Council must reside or work within the Service Council boundaries. Membership is not transferable or assignable and is for a 3 year staggered term. Service Councils can have up to 9 members and as few as 5 members.

CURRENT MEMBERS ON THE COUNCIL

- Ralph Franklin
 - Inglewood Councilman
 - Chair since 2009
- Angie English
 - Hawthorne Councilman
- John Addleman
 - Resident, Rolling Hills Estates
 - Former elected official and PV Transit Board member
- Don Szerlip
 - Redondo Beach businessman
- Charles Michel Deemer
 - Torrance Environmental Commissioner
 - Transit Rider
- Roye Love
 - Carson resident & senior
 - Member of several community organizations
 - Transit user
- Ernie Crespo
 - Representative of the Municipal Transit Operators
 - Gardena Transit Manager
- Robert Burlingham
 - Los Angeles World Airports Rideshare Coordinator
- Elaine Jeng
 - Manhattan resident, civil engineer and transit rider

REACHING CONSENSUS

Our Service Council has been a representative group of user-oriented problem solvers who devote the time to really understanding transit service in general and the needs of the South Bay in particular.

Our goal is to continue that representation by looking for nominees in the categories outlined above with diverse geographic representation from all parts of the South Bay.

South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors
FROM: Steering Committee
RE: Bio Submittals by Metro Sector Council Candidates

Luis Duran – 3/8/17 – nominated by Patricia Hachiya

As a former member of the South Bay Metro Service Council, I would like to nominate a colleague, Luis Duran to the Service Council. Luis is currently employed at the Los Angeles County Department of Regional Planning as a land use planner. In his role as a planner here, he has worked with Metro on multiple land use projects, including two Transit Oriented District (TOD) Specific Plans. He was born, raised and attended school in Hawthorne and currently lives in Hermosa Beach. As a committed transit user, Luis rides the LADOT Commuter Express to work from Hermosa Beach to downtown every work day and also frequently uses the Metro Rail System during work hours to meet and coordinate with agencies/consultants. In his free time, Luis enjoys using Metro's Dodger Stadium Express bus to easily travel between Union Station and Dodger Stadium and subsequently return home in the South Bay.

Luis' personal experience and knowledge of transit options in the South Bay is proficient due to his frequent use of Metro rail and buses, LADOT transit, and Beach Cities transit. His work in planning TOD's for Metro rail and bus stations demonstrates his passion and interest in encouraging the public in the South Bay to use transit and also assist users who may not own a car but still need to travel safely and efficiently. I believe Luis will be a great addition and contribution to the South Bay Service Council's work.

PATRICIA LIN HACHIYA, AICP | Supervising Regional Planner

Environmental Planning and Sustainability

Los Angeles County Department of Regional Planning

213.974.6461 | <http://planning.lacounty.gov> | phachiya@planning.lacounty.gov

STATEMENT READ TO STEERING COMMITTEE

■ **LUIS DURAN**

- "Hello, Thank you for allowing me to apply to the Metro South Bay Service Council. I am a local urban planner with the County of Los Angeles Department of Regional Planning and I am lifelong South Bay resident. I was born and raised in Hawthorne and currently live in Hermosa Beach. I am also a daily transit passenger, using the Los Angeles DOT Commuter Express to commute from Hermosa to Downtown Los Angeles every day. I frequently use Metro's Red, Purple, and Silver lines to attend meetings around Los Angeles for my occupation.

- At my current position, I have worked on planning and outreach for a local Metro Transit Oriented District (TOD). I am interested in potentially being in local government, and this position would help me to engage the local public and try to understand their concerns while applying my background in urban and transit planning. I understand the concerns of the South Bay community, especially families who rely on transit as their primary source of transportation. I hope to bring many different viewpoints to the council, as I am one of the constituents they aim to serve. I also hope to learn much from monthly council meetings, outreach and other council members. Growing up in the South Bay, residents know what a special place it is, and I hope to assist these residents to get where they need to efficiently, and safely. Thank you."

George Fiallos – 2/16/17

Thank you much for your communication; Also with appreciation to Jacky Barach; I really enjoy to participate and believe that your SBCCOG project are very much important crucial for the current time thru the future;

Certainly I do have experience nationwide and overseas working with well knowing organization UN, JICA, COSUDE, COHAAT, USAID, etc., on Development Social-Economic

Environmental projects;

Per you and Jacki, consideration, attached my current resume, Looking to be part of your staffing supporting and be part of your project(s);

Regard's

Engr/ MS; George Fiallos, Trustee

Ralph Franklin - March 29, 2016

Letter of interest attached

Meighan Langlois – 2/22/17 – nominated by Devon Deming

My former position at LAWA has finally been filled by Meighan Langlois, someone who is once again focused on Employee Transportation Programs.

Bob Burlingham (who currently represents LAWA on the South Bay Metro Service Council) and Meighan have agreed that at the next available opportunity, Meighan would like to replace Bob on the Council, as she represents the unique voices of employers and employees, in addition to representing LAWA.

This will become even more important moving forward as LAWA intends to launch a Transportation Management Association (TMA) to help all employers on site minimize employee trips.

I personally know both Bob and Meighan and I agree with this change and recommend Meighan for this position.

Please let me know if you need me to submit a formal nomination form for Meighan, and what the timeline for submitting that would be.

Thank you for your many years of leadership in South Bay transportation and I look forward to working with you again in the future,

Devon Deming

LA Metro

Director, Metro Commute Services

Communications

213.922.7957 W

213.922.2859 F

metro.net | facebook.com/losangelesmetro | [@metrolosangeles](https://twitter.com/metrolosangeles)

Metro provides excellence in service and support.



GEORGE A. FIALLOS, Senior Engr.-Agronomist / MS Inf & Tech.,i.p.

Phone: 310-561-9709. / E mail JAFiallos@gmail.com, sgditrust.ceo@gmail.com, Skype: G.Fiallos
Los Angeles, California.

CURRICULUM VITAE

Nationality: USA

Clearance: USDA, “SBA” small business administration and FEMA -1992/94

Currently: available for immediately hiring / ready, able and willing to entertain best offer.

University education courses, symposiums / various certifications /publications in USA & overseas
(available upon request)

MS information & technology (In Process): University: American Int’l university- west Los Angeles,
CA.

Agronomist Engineer: from 1979 to 1985 – GPA: 3.5 graduated 1985/ science engineer: university
of Honduras. ca / USA accreditation on: science agriculture engineer: official USA credentials /
equivalent (upon request). Accreditation 1995

Accounting - 3 years college: Honduras. ca. - GPA: 3.6, graduated 1978

JCC: “How To Success Thinks” 2016.

JCC: Hebrew Read Language Class, Feb 2016.

UCLA – University of California, Los Angeles; - English business, 1998

New Mexico University: Training for teaching at University level - 1987

Israel Government: Course for leadership, Detection and communication, 9 weeks – 1986

United Nations (UN): research and exchange experience on: Horticulture, Egypt, Africa, and Feb. to
Nov., 1985.

Languages: English and Spanish, Up to the Technical Level; Portuguese, Italian, Arabic, Little,
Hebrew: Read, little.

participated and teaching in several trainings, courses, symposiums, seminars, scientific
expositions, business, project management, communication, leadership, agriculture, horticulture and
industrial trade shows in USA and Israel, USA, Egypt and Latin America; references and other
additional information available upon request.

**Have an excellent business development connection –relationship in USA and Overseas for
over 33 years. (With: Principals, seller’s, producer’s, financial industry, environmental, etc)
development connection –relationship in USA and Overseas for over 33 years.**

Experience in projects- business (USA up to 500 million) : More than 35 years: USA, Israel, Europe, Latin America, Middle east, Asia and Africa; Project / Program, business development (long term relationship in USA and overseas), diversified experience in private and governmental in projects (management, planning, quality control, quality assurance, evaluation, human recourses), environmental, water industry, research, , agriculture, industrial machinery, equipment and tools, quality control / inspections, construction, general business, emergency relief, research, industrial, sales, marketing, USA and international trade / show's, SGS, regulations, banking industry- private placement program, financial instruments, contracts (export & import; perishables and non perishables), independent Duo Diligence, others.

HISTORY EMPLOYMENT: from 1972 to Present:

SMYTHE HEAVY INDUSTRIES, CA. 2001 – Feb, 2014:

Developmental and implemented Mining System, Environmental Research on soil polluted in abandoned mining's in USA; Precious Metals Recuperation System. The Project: currently is available for funding / investors for between 100 to 500 Million US Dollar. Contact Information: Vice President: Rudy Radillo, Phone: 1 562-458-2580.

Executive Director - Engineer / Soil Remediation - Environmental Impact, Logistic Industrial Machinery and Equipment, Management, Research: Projects Development & Evaluation, Procurement, Planning, Environmental Protection.

SEVEN GOLD DRAGONS TRUST- Trustee.

NOVO, BANPLUS, UNIVERSAL BANKS ~ADVISOR - CONSULTANT – LATIN AMERICA / OVERSEAS. 2016

IBERO AMERICAN GROUP: CEO/ Sherman ~ USA, Brazil, Latin America.

CEO of “OOO ALMAZ” , RUSSIA – 2009 – Present.

O.I. CORPORATION USA: CEO ~ USA

From 1999 – PRESENT:

Provide Consulting and Represent different Companies in South America: Brazil, Ecuador, Argentina, Others in Central, Mexico and USA. Also, Development for over 20 years and having a extensive Business Relationship in USA and Overseas.

Experience in different topics: Consulting, Marketing, Logistic, Procurement, Projects, Funding, Evaluations, Research, General Industrial Machinery (Oil Rigs Industry, General Machinery and Equipment, etc), Environmental Projects, Quality control (EM Corporation, USA), Green Energy Projects in , -South America (Wind Mills, Hydro and Bio Mass, Recycling Projects for Energy Production (Project Investment USD 300 Millions), Implementing a Technological Center – Research Between USA and Brazil and The Fertilizer Plant in Brazil, (Between IBERO AMERICA FERTIL (G Fiallos, CEO/Sherman/ Owner) Vale Global Co. and Uberaba State / Government), Contracts, Negotiations in Commodities(Perishables and Non Perishables), Governmental and Private Banking Instruments/Financial (MT's, BG's, SBLC's, LC's, MTN's, ICPO, Brazilian LTN's, Venezuelan Bonds, etc), Independent Duo Diligence Agent (DDA), Extensive Knowledge - Experience with ICC documentations, SGS Reports, Contracts & Trade Documentations (Spec's, trade documentation, etc), Represent – Promoted – Implemented Projects: Water Desalination System(Project Cost USD 7Millions), – Participated in to various Business in USA and The World Wide. Smythe Heavy Industries-USA, Exclusive Representative for Mining Project on Precious Metals recuperation and Soil Polluted Recuperation in abandoned Mining in USA – Environmental Project (Looking for investment USD 500 Millions.)

FGU Net Organic Farming / Landscape / Consulting: Los Angeles, CA. 1996 – 2001 (100K Project value) Owner:

*Organic Sustainable General Farming, Horticulture, Research / Green Houses / Hydroponic Projects: (Horticulture / Nursery, Herbs, Edible Flowers). Direct Marketing: High Top Restaurants in Los Angeles, CA. Retail & Wholesale / Storage (Las Vegas Nevada, Colorado and Los Angeles greater.

1972-1996: AGRICULTURE, RESEARCH, CONSERVATION CROPPING SYSTEMS PROGRAMS /

Working with Projects on Security Food and Environmental: Structuring-Planning and Evaluation (Nationwide & Overseas –Private, Governmental and Non Profits Organizations experience as a Volunteer “Partner’s of America- Washington DC: (Please, feel free to ask for details). **OIRSA** (Organization International Research Animal Health): Deputy Director for Control and monitoring African Bee Program for Central America, Mexico and Caribbean, **USAID** (Overseas): Agriculture, Research and Environmental Protection, United Nations Projects: **FAO** (Food Agriculture Organization - United Nations). **JICA** (Japanese Government-Agriculture Projects); **COSUDE**: (Switzerland Government - Agricultural Projects). **COHAAT** (Government of Germany - Agriculture Projects), **UNAH**, Entomology Department of National University Of Honduras, C.A. , Cooperative Extension.

Publications in Research, Studies related with Agronomy: Horticulture, Entomology, African Bee, Integrated Management Pest Control, Projects Administration, Project Management (Planning-Structuring & Evaluation), others (Various).

USDA (PPQ)/State of California: (Plant Quarantine Inspector). Disaster Relief in Los Angeles, CA. for: SBA-Small Business Administration as a Loan Officer, and FEMA-Federal Emergency Management: as Outreach Coordinator.

Working Experience in Various Countries as Professional –Liaison in to Governmental, Private entities, Universities and others (In USA, Latin America, Israel, Europe, Middle East and Africa. Languages: English, Spanish, Hebrew (read), Others: little; Italian, Portuguese, Arabic.

Awards:

- 1.-Recognition from United States Department of Agriculture for helping and assisting the communities in Los Angeles, CA;
 - 2.- Merchandise Association of Los Angeles, for assisting – helping relief on the Los Angeles Riots to the Los Angeles, CA., Community and Merchants;
 - 3.- University of Honduras, CA, Various communities’ recognitions and others upon request.
- Publications: Various in Science, Research, Agronomist, Marketing, Industrial, Projects Administration, Leadership Detection & Communication, etc., upon Request.

AFFILIATIONS:

- * From: 1983- Present: Volunteering Programs & Projects for *PARTNERS OF AMERICAN, Washington D.C. Projects in CALIFORNIA - ARGENTINA, S.A. and VERMOUNT-CENTRAL AMERICAN,* (Farmers, Education, Youth Programs, Agriculture / Environmental) ~ Board Director
- * From: 1994 – 2000: Attending every year to National Organic Attending Meetings in Asilomar, California - Since 1994.
- * From: 2000-Present: *CCFHE* - Creative Consciousness Farming Health and Education, USA Non Profit – 501C3, Executive Director / Founder of Non Profit Organization in USA.

* From: 2000-Present: Perma-Eden Council, USA Non Profit –501C3, Executive Director / Founder of Non Profit Organization in USA.

* 1975-1978: International RED CROSS: 900 hours volunteering disaster reliefs.

HIGHLIGHTS OF SKILLS/QUALIFICATIONS:

Educational and Field Experience as Master's degree in Agriculture/Agronomy/ Agri-Business/Ag Economics or related field with agriculture experience; and Ms Inform & Tech (In Process) / Accounting / Business, Consultant; Also: additional education received; Teach experience (In various trainings, Conferences, expositions, others); Willing and open to learn).

Agronomist: (science and technology of producing and using plants for food, fuel, fiber, and reclamation. Agronomy encompasses work in the areas of plant genetics, plant physiology, meteorology, and soil science. Also, the application of a combination of sciences like biology, chemistry, economics, ecology, earth science, and genetics. Agronomists involved with many issues including producing food, creating healthier food, managing environmental impact of agriculture, and creating energy from plants. Agronomists often specialize in areas such as crop rotation, irrigation and drainage, plant breeding, plant physiology, soil classification, soil fertility, weed control, insect , pest control, plant breeding, Natural resources conservation,, Agro ecology (Soil Erosion, Water pollution, Pesticides, etc).

Executive, Management, Capital Management, Sales, Customer service, Proficient in handling diverse tasks simultaneously. Agriculture teaching experience in University / College / School / Communities; Academic training and or professional experience relevant to position responsibilities; Professional Bi Lingual: English, Spanish and others languages (little): Italian, Arabic and Portuguese.

Knowledge / Experience on OSHA-CA/FED, EPA, QA, QC, Work Compensation

Trader, Banking and Business Consulting – Nation Wide and Overseas.

Knowledge / Experience / General Industrial Machinery/Agriculture Equipment & Tools (Operating Miscellaneous equipment), Agriculture, Food Industry, Construction, Rigs, Generators, Mud Pumps, Engines / Mechanical / Tools / Others.

Training: Alarm systems for Detection System / Honeywell, Salinas, California.

Experience coordinated and participated on USA & International shows, Marketing, Sales experience, Analytical skills, Knowledge Microsoft & Others.

Microsoft Office Products including Excel, PowerPoint & Outlook for communications and training.

Excellent: Health & Physical Condition, Capable to Lift 40-50 Lbs.

Experience in General Construction (Commercial & Residential) / Green Houses.

Valid: driver's license and excellent driving record.

Able to learn new skills, independently and quickly resolve problems. Co-operative and responsible,

Analytical, independent, creative, future oriented, strategic thinker, willing to travel.

Self motivated, able to set effective priorities and achieve goals.

Skilled: at implementing solutions to ensure maximum effectiveness of plans.

Lead all activities Quality Assurance, Quality Control and Continuous Improvement.

An enthusiastic: self starter, proven to be of immediate benefit to any enterprise.

Enjoy a dynamic and challenging work environment, Successful in establishing productive work relationships,

Resourceful in problem solving and maximizing resources.

Note: Additional Information (Documents and References (letters), Credentials, Education and Field Experience details does not showing here, can be provide at the meeting / communication / upon request.

Thank you,

NOMINATION FOR METRO SOUTH BAY SERVICE COUNCIL

TO: SBCCOG BOARD AND STEERING COMMITTEE
FROM: RALPH L. FRANKLIN
SUBJECT: MY NOMINATION FOR METRO SOUTH BAY SERVICE COUNCIL
CC: GARY SPIVACK, DOLORES RAMOS AND CLAUDETTE MATTHEWS
DATE: 4/3/17

On September 16, 2003, I was elected to the Inglewood City Council to serve my first term of office representing the constituents of the 4th Council District. I believe that my charismatic nature and outstanding leadership resulted in my successful re-election, to a second, third and now my fourth and current term of office which began in April 2015.

Prior to my elections as a City Council Member, I served as the Chair of the City of Inglewood's Parks and Recreation Commission for twelve (12) years.

For more than three (3) decades I have demonstrated my civic commitment as Past Board Member of the State Employment Panel Commission; Chair for the Census 2010 Inglewood Complete Count Committee; Past President of the NAACP Inglewood/South Bay Branch and Past Chair and current City Delegate to the South Bay Cities Council of Government.

I am currently serving as the Chair of the Metro South Bay Service Council and have held this position since 2009. At the pleasure of the SBCCOG Board, I have served as a member of this Service Council since January, 2007.

As Chair of the South Bay Service Council, I lead by example. According to Metro, there are a significant number of riders using public transit in the City of Inglewood, LAWA and the surrounding communities. Since the City of Inglewood was viewed as being more centrally located for the majority of riders, as, compared with the City of Carson, I was asked to consider relocating our monthly meetings to the City of Inglewood. When I took office as Chair, with the support of my peers, the request from Metro staff to relocate the meetings to the City of Inglewood was unanimously approved by the Service Council. We continue to hold our monthly meetings at Inglewood City Hall.

In following the guidelines of the SBCCOG to serve on the Service Council, I developed a grid to monitor monthly attendance and bus rides by Council Members and I, periodically, provide a copy for Jacki Bacharach (see sample grid attached). Near the close of each meeting, Service Council Members are given an opportunity to make

personal comments and give their bus line experiences. The grid takes into account several pieces of data regarding Service Council Members:

- present for meetings;
- bus rides;
- comments made but no bus ride taken;
- no comments and also
- excused absences; and
- unexcused absences.

Jacki has repeatedly advised me that this information is very helpful in determining which individuals are serving as engaged and value-added members on the Service Council.

In terms of some of the recent accomplishments we have achieved on the Service Council are as follows:

- Established Quarterly Station Cleanliness Reports
- Established Monthly Regional Service Performance Reports
- Metro Service Adjustments in the South Bay
- Input on Paid Parking Pilot Programs
- Address the Use of Tap Cards and Fare Evasions
- Input on FY17 Metro Budget Development
- Promoted the appropriation of funding for the upgrade and renaming of the Willowbrook/Rosa Parks Station
- Improvements at the Harbor Gateway Station with the addition of Restrooms, Bike Storage and Tap Card machines to reload value
- Submission of a Letter of Support to accompany the Metro Application to Federal Transit Administration Grant Program to request replacement of the Contract Service Diesel Buses
- Input on the Metro Universal Student Pass
- Established 6-Month Silver Line Performance
- Input on Travel Pal Pilot Project
- Input on the L. A. Rams and USC Games Service and Staffing
- Established a South Bay Service Council Decorum Policy and lead the implementation of the Board of Directors Code of Conduct

In conclusion, I value my service and contributions to the Service Council and I thank you for allowing me to represent the SBCCOG. I look forward to receiving your support to continue to serve on the Metro South Bay Service Council.

Resolution No. 2017 – 1
A RESOLUTION OF THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
IN SUPPORT OF CRITICAL FEDERAL PROGRAMS AND RESOURCES

WHEREAS, the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Health and Human Services (HHS), and other federal agencies provide critical funding and services that assist people experiencing homelessness and prevent families and individuals from becoming homeless; and

WHEREAS, on March 16, 2017, the President released a discretionary spending plan that broadly proposes cuts to non-defense discretionary funding, including a proposed 16.2 percent cut to HHS, a 13.2 percent cut to HUD, and the proposed elimination of programs and agencies that affect the issue of homelessness; and

WHEREAS, HUD’s Community Development Block Grant (CDBG) Program provides communities flexible funding to address local needs including over \$3.5 million in funding for services to homeless families in the greater Los Angeles area; and

WHEREAS, HUD’s HOME Investments Partnership Program assists the cities of greater Los Angeles with financing the construction and preservation of affordable housing; and

WHEREAS, HHS’s Community Services Block Grant (CSBG) Program provides flexible funding for communities to administer services to reduce poverty, revitalize low-income neighborhoods and serve special populations including shelter for domestic violence survivors and services for homeless youth in the greater Los Angeles area; and

WHEREAS, the Legal Services Corporation (LSC) assists low-income individuals and families in Los Angeles and other communities by providing free civil legal aid for issues that, if left unaddressed, can result in homelessness through events such as unwanted evictions; and

WHEREAS, the U.S. Interagency Council on Homelessness (USICH) provides the highest level of coordination amongst 19 federal agencies and aligns those efforts with strategic support to states and communities to drive action and proven results, including more than 30 communities and two states achieving an end to veteran homelessness; and

WHEREAS, the loss of these and other non-defense discretionary program and services that serve and protect low-income and homeless households would harm efforts to end homelessness across Los Angeles County; and

NOW, THEREFORE, BE IT RESOLVED that:

The South Bay Cities Council of Governments affirms its support of full funding for programs at HUD, HHS and other federal agencies that fund critical services and housing that prevent and ameliorate homelessness.

PASSED, APPROVED AND ADOPTED by the South Bay Cities Council of Governments Board of Directors this 27th day of April 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

James Osborne, Chair

Jacki Bacharach, Board Secretary

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South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Renewables South Bay Launch

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

Renovate America/HERO has funded the SBCCOG to partner with them to provide information on renewables to residences throughout the South Bay. This partnership approved by the SBCCOG Board helps the SBCCOG complete our sustainability message to improve energy efficiency, conserve water, reduce waste, and now, implement renewable projects.

The program will officially kick-off on April 15, 2017 at the City of Inglewood's Earth Day and Jazz Fest Celebration conducted in collaboration with the Social Justice Learning Institute. The South Bay Environmental Services Center along with Renovate America/HERO will have separate tables at the event. SBCCOG Board members Jim Osborne and Ralph Franklin have been invited on stage to say a few words at the event in support of the program.

In addition to the kick-off, the partnership includes working with the SBCCOG and its member cities directly to communicate to residents. The County of Los Angeles conducted a similar campaign with their residents with co-branded materials and direct mailings signed by the Board of Supervisors. The proposed SBCCOG program includes: co-branded collateral, landing page on the SBCCOG website, and a toolkit with resources on renewables such as an overview of the program, FAQs, and a sustainability guide. Attached for your review and approval is the first item of the co-branded materials which is a letter to South Bay homeowners. Additional materials for review will be available at the Steering Committee meeting.

RECOMMENDATION

Approve the Renewables South Bay partnership co-branded materials and decide who should sign the letter.



Dear South Bay Homeowner,

Installing solar panels for your home can help lower your energy bill, may increase your home's value, and can contribute to a healthier environment in your community.

The South Bay Cities Council of Governments represents the 16 cities in the South Bay region of Los Angeles, including <<City Name>>. We have launched a new program, **Renewable South Bay**, that aims to help more homeowners go solar, improving their homes and contributing to a cleaner, greener environment for the whole region.

Our partner in Renewable South Bay is **Renovate America's HERO Program**, the nation's largest residential Property Assessed Clean Energy (PACE) program. The HERO Program pairs an innovative financing solution with industry-leading consumer safeguards throughout every step of a project, making solar panels on your home a closer reality than you might imagine.

While solar panels are one of the over 50 types of home performance projects that qualify for the HERO Program, other items that can be financed include heating and air conditioning, windows and doors, roofing, artificial turf, and more to help save energy and water.

The HERO Program offers an easy way to install solar and take control of your utility costs. They've already helped thousands of homeowners save energy, water, and money. Visit www.southbaycities.org/renewablesouthbay for more information, or call **855-HERO-411**.

(insert signature)

¹ Please contact your tax advisor to determine if you may be eligible for tax benefits.

South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – Status as of **April 26, 2017**

Adherence to Strategic Plan:

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

ENVIRONMENT

<p>AB 1645-1649 (Muratsuchi)</p>	<p>Relating to Refineries: <u>1645</u> - Hydrogen fluoride: notice of use: substitution. Requires a business that, at any time, handles, maintains, or stores more than 250 gallons of hydrogen fluoride or hydrofluoric acid to, if possible, convert to a known, significantly less hazardous substitute by January 1, 2020. If that conversion is not possible and the business is located within 2 miles of a residential dwelling, the bill would require the business to cease handling, maintaining, or storing hydrogen fluoride and hydrofluoric acid by January 1, 2020. Because a violation of these requirements would be a crime, the bill would impose a state-mandated local program.</p> <p><u>1646</u> – Hazardous materials: risk management plans: petroleum refineries - requires the risk management plan of a petroleum refinery to be posted on the web at various places specified. Provides for a system of automatic notification for residents within a 5 mile radius, an audible alarm system covering a 10 mile radius and an emergency alert system for specified locations (ex. schools, hospitals)</p> <p><u>1647</u> – Petroleum refineries: air monitoring systems - requires the owner or operator of a petroleum refinery to install a community air monitoring system on or before January 1, 2020 and to install a fence-line monitoring system on or before January 1, 1919.</p>	<p>MONITOR</p>	<p>1645 – 4/25/17 Asm Environmental Safety and Toxic Materials Committee Hearing postponed</p> <p>1646 – 4/25/17 Asm Appropriations Comm; passed policy committee</p> <p>1647 – 4/17/17 Asm Appropriations Comm; passed policy committee</p> <p>1648 – 4/5/17 Asm Labor and Employment Committee Hearing postponed</p> <p>1649 – 4/5/17 Assembly Appropriations Comm; passed policy committee</p>
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	<p><u>1648</u> – Refineries: inspectors - increases number of inspectors</p> <p><u>1649</u> – Interagency Task Force on Refinery Safety - creates task force.</p>		
SB 618 (Bradford)	Load-serving entities: integrated resource plans: This bill would require that the integrated resource plan filed by a load-serving entity be reviewed and approved by the commission. The bill would require that the plans of all load-serving entities contribute to a diverse and balanced portfolio of resources needed to ensure a reliable electricity supply that provides optimal integration of renewable energy in a cost-effective manner and meets the specified emissions limits for greenhouse gases in proportion to each load-serving entity's load share so that there is no cost shifting among load-serving entities.	MONITOR	<p>4/24/17 Senate Appropriations Comm.</p> <p>NOTE: Could restrict CCA power purchases</p> <p>LCC opposes</p>

HOUSING

AB 199 (Chu)	Public works: private residential projects. Requires private residential projects built on private property that are built pursuant to an agreement with the state or a political subdivision to meet the requirements for projects that are defined as "public works," thus expanding the types of projects that must meet these requirements.	MONITOR	4/26/17 Assembly Suspense File
SB 35 (Wiener)	Planning and zoning: affordable housing: streamlined approval process. Creates a streamlined, ministerial approval process for infill developments in localities that have failed to meet their regional housing needs assessment numbers.	MONITOR	4/26/17 Senate Rules Comm; passed policy committee

REVENUE

AB252 (Ridley-Thomas)	Local government: taxation: prohibition: video streaming services. Existing law authorizes counties, cities, and other local agencies to impose various taxes and fees in connection with activity or property within those jurisdictions. The California Constitution also authorizes a charter city to levy local taxes to raise revenues for local purposes, subject to restrictions imposed by that city's charter or preemption in matters of statewide concern.	<p>OPPOSE (3/23/17) (Ltr sent to author & Asm Rev & Tax Comm. 3/24/17)</p>	<p>4/25/17 Asm Revenue & Taxation Comm</p> <p>Subject matter to Assembly Rules Comm for assignment to proper committee for study</p>
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	<p>This bill, until January 1, 2023, prohibits the imposition by a city, city and county, or county, including a chartered city, city and county, or county, of a tax on video streaming services, including, but not limited to, any tax on the sale or use of video streaming services or utility user taxes.</p>		
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TRANSPORTATION

<p>SB 1 (Beall)</p>	<p>Transportation Funding. Raises revenue from variety of sources:</p> <ul style="list-style-type: none"> • A 12 cent increase to the gas tax (phased in over 3 years); • Ending the Board of Equalization’s “true up” process on the unreliable price based excise tax on gas; • A \$38 increase to the vehicle registration fee; • A \$100 vehicle registration fee on zero emission vehicles; • A 20 cent increase to the diesel excise tax; • \$300 million from existing cap and trade funds; and • \$500 million in vehicle weight fees phased in over five years. <p>Through these revenue sources, would generate an additional \$6 billion annually to provide funding for the state and local transportation network. In addition to raising revenue, the proposal includes a series of reforms to addressing efficiency, transparency, and accountability.</p>	<p>SUPPORT (3/23/17) (Ltr for SB 1 sent to Sen. Approp Comm 3/24/17)</p>	<p>4/26/17 Enrolled and To Governor</p>
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South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Actions of Steering Committee since last Board meeting

The Steering Committee has been delegated the authority by the Board of Directors to take action on any time critical issues that require it in those months that the Board of Directors does not meet.

In April, the Steering Committee took the following actions to approve:

- No cost contract extension with Urban Trans for consulting services for the Smart Mobility Tool project
- Amendment 1 to West Basin Municipal Water District contract scope of work
- Memorandum of Understanding with McGowan Consulting and \$6000 payment to the SBCCOG for adding to the South Bay website information on integrated pest management and other stormwater pollution prevention content for the Beach Cities and Peninsula Watershed Management groups
- Sending letter to South Bay Mayors asking them to consider signing on to the Climate Mayors letter to President Trump
- Appoint a Nominating Committee for 2017-2018 officers

More information on each of these actions is available on request.

RECOMMENDATION

Receive and file

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South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – March 2017

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

Strategic Growth Council (SGC) Grant

The following reports on the five greenhouse reduction measures that are under development as part of the SGC grant – Land use, transportation, waste, greening, and energy generation/storage. Once these sections are completed, cities will receive a final Climate Action Plan (CAP) for their council approval. In addition, this work includes developing a sub-regional CAP:

- Land use and transportation (LUT) (under the direction of Wally Siembab & Kim Fuentes): SBCCOG staff and consultant have met with all but one of the cities for the first round of Climate Action Planning (CAP). The SBCCOG staff and consultant are in the process of gathering the strategies cities are initially willing to adopt. The SBCCOG has continued with the NAIC analysis for the Neighborhood Oriented Development land use strategy and development of the chapters for the final report. Wally Siembab also presented the CAP work to the SBCCOG Senior Services Working Group.
- Energy Generation and Storage: SBCCOG staff continues to work with cities to finalize their staff approval of the Energy Generation and Storage strategies. All cities have staff sign-off with the exception of Inglewood.
- Waste and Greening: SBCCOG staff has received staff sign off from all cities. SBCCOG staff is working on drafting the chapters with the approved strategies.

Energy Efficiency

Energy Efficiency Partnership Program – Southern California Edison (SCE)

2017 Goal: 1,245,812 kWh (*progress toward goal will be reported in May after savings have been verified by Edison*)

PIPELINE TOTALS	Estimated kWh savings	Estimated Therm Savings	Estimated Incentive (\$)
	5,234,622	18,075	\$1,317,284

SBCCOG staff worked with our energy engineer to revise the city “At a Glance” sheets to provide more information about city facility projects that are in progress or delayed. In addition, the SBCCOG staff along with the engineer met with the cities of Carson, Inglewood, and Torrance to help expedite projects. These

meetings were extremely productive and city staff were very motivated to complete projects which will save their cities a significant amount of money. Elected officials can continue to help the SBCCOG to meet Edison goals by discussing projects with their staff, supporting project delivery, and letting the SBCCOG staff know of upcoming projects.

The following is a list of “pipeline” projects specific to electricity, but include co-benefits of gas savings. Each city’s Energy Leader Partnership (ELP) program status is also included.

City	Current ELP Tier Level	Energy Efficiency Measures (EEMs)	Estimated kWh savings	Estimated Therm Savings (co-benefit)	Estimated Incentive (\$)
Carson	Gold	Exterior Lighting	96,907	n/a	\$17,907
		Lighting/Pool Boiler/Water Heater/VFD	28,578	7,040	\$13,185
		Pool Pump VFD	51,758	n/a	\$11,646
		Exterior & Interior Lighting	688,002	n/a	\$108,758
		LED Streetlights	669,602	n/a	\$156,320
Gardena	Gold	Exterior & Interior Lighting	78,125	n/a	\$13,281
		Exterior & Interior Lighting	284,534	n/a	\$24,626
		LED Lighting	52,429	n/a	\$8,913
Hawthorne	Platinum	Police Department LED Lighting	50,320	n/a	\$11,284
Hermosa Beach	Gold	Exterior & Interior Lighting	316,925	n/a	\$44,798
		Pier Exterior Lighting	22,677	n/a	\$3,175
Inglewood	Gold	LED Steetlights	852,689	n/a	\$450,079
		Elevator Motor-Generator Set	121,900	n/a	\$26,208
		Chiller VFD/HVAC Controls	291,870	11,035	\$115,022
Manhattan Beach	Platinum	Exterior LED Lighting	62,825	n/a	\$16,335
Rancho Palos Verdes	Gold	LED Streetlights	38,269	n/a	\$6,506
Redondo Beach	Gold	LED Lighting	123,820	n/a	\$21,049
Torrance	Gold	Toyota Meeting Hall	16,741	n/a	\$4,604
		LED Lighting	837,954	n/a	\$164,370
		Exterior & Interior LED Lighting	125,300	n/a	\$21,301
		Interior LED Lighting	26,718	n/a	\$10,482
		VFD & Pump Motor	172,003	n/a	\$29,240
		LED Streetlights	224,676	n/a	\$38,195

Energy Efficiency Partnership Program – Southern California Gas Company (SCG)

2017 Goal: 10,000 therms *(progress toward goal will be reported in May after savings have been verified by SCG)*

The following is a list of gas specific “pipeline” projects along with their status:

Agency	Energy Efficiency Project	Therm Savings	Incentive	Status
Palos Verdes USD	Pool Cover	8,540	\$10,248	Planning
City of Inglewood	Replace 4x boilers	TBD*	TBD*	Planning
City of Carson	Replace 3x boilers	TBD*	TBD*	Planning
Torrance USD	New Pool, Pool heater maybe pool cover	TBD*	TBD*	Active
Marymount California University	Solar Thermal Heating	TBD*	TBD*	Planning
City of Carson	Boiler Replacement	4,500	\$6,750	Active
City of Carson	Tankless Water Heater Replacement	965	\$456	Planning
Inglewood USD	Pool Heater	3,480	\$4,176	Active
Inglewood USD	Boiler Replacement	TBD*	TBD*	Planning
Wiseburn USD	New high school with two new meters	TBD*	TBD*	Planning
Wiseburn USD	Cogen	TBD*	TBD*	Planning
Manhattan Beach USD	Pool Cover	4,500	\$4,500	Active
Total Therms Identified		21,985		

** Will be identified in the planning and utility verification processes.*

CEC Grant Assistance

The SBCCOG contract engineer, Greg Stevens, assisted the City of Hawthorne with applying for the CEC Local Government Challenge grant. He prepared some of the technical related documentation. The city applied for HVAC project funding at Memorial Center.

HERO

The SBCCOG has two parts to its partnership with HERO: 1) Direct payment for our services - Renewable South Bay – focused on solar outreach to the community as well as working with cities to obtain solar permit information; and 2) Payments to SBCCOG based on HERO programs that are completed in the South Bay – SBCCOG activities are focused on promoting PACE financing for homeowners.

Renewable South Bay activities:

- PACE/HERO information has been incorporated into the PowerPoint presentation template for presentations and workshops.
- During March, the SBCCOG team and the Renovate America team met to discuss the planned launch of Renewable South Bay. Details include:
 - Renewable South Bay will be launched as part of the City of Inglewood’s Earth Day and Jazz Fest Celebration
 - Development in process - co-branded collateral
 - Development in process - landing page for SBCCOG website
 - Development in process - toolkit of resource on renewables
 - Overview of program
 - FAQs
 - Sustainability guide
- SBCCOG staff has collected 2016 solar permit data from 9 cities to date (Gardena, Hawthorne, Hermosa Beach, Lomita, Manhattan Beach, Rancho Palos Verdes, Redondo Beach, Rolling Hills, and Rolling Hills Estates). This information will be used to help target implementation and provide baselines.

HERO PACE: The spreadsheet below covers the activity from each South Bay members' jurisdiction since the launch date through March 31, 2017. Proceeds from HERO to date are: \$2,290.79 for Oct-Dec 2016. Total since it started - \$21,643.92. Proceeds are received quarterly.



California HERO Activity Report
 South Bay Cities Council of Governments
 Launch Date through February 28, 2017

Program Activity through February 28, 2017

Member	Launch Date	Eligible Housing Units*	Total Applications Received	Applications Approved	Approved Amount	Funded Projects	Funded Amount	Jobs Created***	Type of Products			Solar kW Installed	Annual kWh Saved	Annual CO2 Reduced (Tons)
									Energy	Water	Renewable			
Carson	5/23/14	21,374	1,511	1,004	\$67,924,066	559	\$14,452,358	123	947	57	144	322	3,451,794	847
El Segundo	5/23/14	4,209	45	37	\$6,218,587	22	\$990,518	5	26	5	8	18	141,518	35
Gardena	5/23/14	12,360	540	365	\$24,185,638	190	\$4,549,336	39	298	19	28	55	907,282	220
Hawthorne	5/23/14	11,621	419	305	\$23,505,737	161	\$3,706,221	31	243	7	28	52	743,998	183
Hermosa Beach	5/23/14	6,473	48	37	\$7,854,896	15	\$319,764	3	16	2	6	15	73,528	19
Inglewood	5/23/14	19,038	1,086	741	\$49,875,040	398	\$10,385,791	88	656	43	44	101	1,849,538	451
Lawndale	5/23/14	5,262	108	73	\$5,240,573	37	\$843,399	7	63	3	8	19	193,091	48
Lomita	5/23/14	4,606	85	72	\$6,819,170	37	\$852,080	7	56	6	10	32	292,667	71
Manhattan Beach	5/25/15	12,403	76	68	\$15,590,521	30	\$936,227	8	39	1	18	67	330,549	84
Palos Verdes Estates	5/28/15	5,115	30	27	\$6,004,406	10	\$527,780	4	15	4	4	11	78,276	20
Rancho Palos Verdes	5/23/14	14,759	182	160	\$26,160,386	71	\$1,849,679	16	102	7	16	59	532,685	130
Redondo Beach	3/24/15	20,292	160	132	\$17,516,490	71	\$1,431,665	12	103	4	16	33	403,881	99
Rolling Hills	5/23/14	698	5	5	\$1,381,678	2	\$119,637	1	2	0	0	0	995	0
Rolling Hills Estates	5/23/14	3,090	35	32	\$5,972,925	18	\$580,512	5	24	2	6	20	152,922	38
Torrance	5/23/14	37,899	612	509	\$54,282,890	284	\$6,464,218	55	385	29	90	219	1,655,283	413
Total		179,199	4,942	3,567	\$ 318,533,003	1,905	\$ 47,609,184	404	2,975	189	426	1,023	10,808,007	2,657

* 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 \$117,000 invested.

YGRENE – PACE

Just as we have an agreement with HERO for the SBCCOG to receive funding for a small percentage of their activities in the South Bay in return for promoting PACE, we have a similar arrangement with Ygrene. Ygrene reported approved projects totaling \$6,290,789.75 for 2016 and payment to the SBCCOG of \$3,145.39 based on our agreement (0.05%). City breakdown by project listed below:

Ygrene Energy Fund SBCCOG Inception to 2.28.17																			
Project Type		Residential						Commercial						Project Type					
District	Launch Date	Eligible Housing Units	Applications	Approvals	Approved Amount	# Completed Contracts	Completed Contract Amount	Applications	Approvals	Approved Amount	# Completed Contracts	Completed Contract Amount	Jobs Created	Energy	Water	Renewable Energy	Solar MW Installed	Lifetime kWh Saved	Lifetime CO2 Reduced (Mtons)
Lomita	8/26/2015	7,036	9	6	\$680,634	5	\$81,668	1	1	\$393,160	0	\$0	1	3	1	1	0.01	564,179	98
Carson	10/6/2015	32,266	319	210	\$21,642,205	134	\$3,845,459	-	-	-	-	-	58	99	16	19	0.24	27,194,343	4,615
Rolling Hills Estates	10/13/2015	2,740	6	4	\$1,391,419	3	\$145,424	-	-	-	-	-	2	1	1	1	0.01	989,812	175
Torrance	10/13/2015	49,076	61	44	\$6,890,753	26	\$894,246	5	2	\$2,323,874	2	\$204,000	16	17	7	4	0.07	7,552,428	1,318
Hawthorne	10/13/2015	29,360	112	89	\$8,491,353	50	\$1,167,152	1	0	\$0	0	\$0	18	42	2	6	0.07	5,043,097	1,401
El Segundo	12/15/2015	5,660	10	9	\$1,606,427	6	\$109,142	-	-	-	-	-	2	3	1	2	0.01	845,611	131
Gardena	1/12/2016	20,412	89	62	\$5,941,238	44	\$1,076,414	1	1	\$44,445	1	\$38,250	17	34	7	4	0.07	8,773,837	1,338
Redondo Beach	1/19/2016	23,332	14	14	\$2,133,189	12	\$366,653	-	-	-	-	-	5	5	2	5	0.02	2,598,017	438
Totals		169,882	620	438	\$48,777,219	280	\$7,686,157	8	4	\$2,761,480	3	\$242,250	119	204	37	42	0.5	53,561,324	9514

Green Building Challenge

The current focus of the Green Building Challenge is to facilitate activities that reduce energy use, water consumption, and waste while maximizing the use of incentives and rebates. SBCCOG staff continues to schedule free Level 1 audits for participants. Two audits were conducted in March - B & R Burgers in Hawthorne and the Palos Verdes Golf Club in Palos Verdes Estates. Staff began a phone outreach effort to identify businesses currently engaged in energy efficiency and water conservation projects to provide technical assistance. A targeted outreach effort at Golden Cove Plaza in Rancho Palos Verdes was conducted this month with a new business recruited - State Farm Insurance. Staff was also invited by Hawthorne Councilmember Olivia Valentine to participate in the City of Hawthorne Business Expo on

March 22. It was a successful event and a valuable opportunity to exhibit and provide two presentations about the GBC program.

Standings by city: Torrance (35), Lawndale (26), Redondo Beach (16), Gardena (15), El Segundo (15), Hawthorne (14), Carson (11), Inglewood (8), Manhattan Beach (8), Palos Verdes Estates (8), Rancho Palos Verdes (6), Hermosa Beach (5), Rolling Hills Estates (4), Lomita (3), Lennox (2), and Los Angeles County – Community of Westmont (1).

Water Conservation

West Basin Municipal Water District Programs (West Basin) Contract year is Sept. 1, 2016 through Aug. 31, 2017
SBCCOG staff presented the mid-year review to the West Basin Communications Committee on March 17. Four of the five Directors were in attendance. Directors Dear, Gray, and Houston commented on how pleased they are with the very successful partnership between West Basin and the SBCCOG. Director Gray commented that “SBESC is everywhere promoting West Basin programs.” Director Houston shared his appreciation for the video presented at the General Assembly and how it showcased the successful water conservation programs of West Basin.

Water Reliability (WR)

Contract goals are being revised as West Basin is reworking the Water Reliability Program; however current goals remain in place until April 2017. Current goals and achievements are:

- Contract goals: Up to 25 Water Reliability related presentations to various organizations, groups, and SBCCOG meetings to be scheduled.
 - Status of goals: 2 have been scheduled as of February 28, 2017
- Contract goals: Up to 20 table-top briefings, targeting business executives and other influential business leaders.
 - Status of goals: 0 have been scheduled as of February 28, 2017
- Contract goals: Up to 25 support letters and/or support cards; as well as 300 support cards at outreach events
 - Status of goals: 3 letters of support received and 20 support cards collected as of February 28, 2017

Smart Controller Exchange Events

Contract goals: Up to 3

- Status of goals: 5 completed; **Goal exceeded**

Rain Barrel

Contract goals: 5

- Status of goals: 6 completed; **Goal exceeded**

Cash for Kitchens

Contract goals: 45 kitchen audits

- Status of goals: 10

Contract goals: 10 follow up visits

- Status of goals: 2

Contract goals: 3 training sessions

- Status of goals: 2

The tasks for Cash for Kitchens will also be revised by West Basin to focus on agency kitchens such as schools and particularly identify locations where ice makers can be replaced for more efficient

units. However, SBCCOG staff is still conducting appointments based on current contract until May 2017.

Car Wash Program

Contract goal: Re-enroll current 9 car wash companies that are participating in the program.

- Status of goal: 5

California Friendly Landscape Training (CFLT) and Turf Removal Classes (TR)

Contract goals: minimum of 6; maximum of 12 to be scheduled

- Status of goals: 7 completed; 3 additional classes have been scheduled in April and May (4/5/17-CFLT, 5/11/17-TR, and 5/17/17-TR)

Greywater Workshops

Contract goals: 5 workshops (1 in each Director's division)

- Status of goals: 0 completed; 3 scheduled in April, May, and June (4/12/17 in Carson, 5/9/17 in El Segundo, and 6/10/17 in Redondo Beach)

Water Harvest

Contract goals: Assist West Basin with its Annual Water Harvest Event – October 22, 2016

- Status of goals: **Goal Met**

Torrance

SBCCOG staff met with Torrance Public Works staff in March to discuss the Cash for Kitchens program and water conservation classes (California Friendly Landscape Training and Greywater). The May 20th Greywater workshop was postponed to a later date due to Torrance staff having problems identifying a location. The SBCCOG offered to host the workshop at our offices. Torrance staff will review this option.

MWD Caucus Meeting

The March meeting included a presentation about the MWD 2017 Annual Operating Plan. Due to the amount of rain in the region, the plan includes details about a surplus from the State Water Project and plans for storage.

IRWMP South Bay Steering Committee Meeting

The March meeting included a discussion about Non-Governmental Organization (NGO) participation in the Disadvantaged Community Committee (DAC). The Steering Committee voted and approved a recommendation to present to the Leadership Committee that will increase the current DAC Committee from two members to three members to include a NGO representative from each sub-region for a total of 15 members; and any NGO who may directly benefit on an item that is being voted on will be asked to recuse themselves from the process to eliminate conflict of interest.

Sanitation Districts of LA County (LACSD)

Contract goals: Schedule 5 Sanitation Districts-related presentations to be completed by December 31, 2017

- Status of goals: 2 presentations have been scheduled; researching groups for future presentations

The new area of focus for the 2017 Scope of Work will be to provide assistance on outreach related to construction of a new Joint Water Pollution Control Plant effluent tunnel. We are waiting for further instruction from LACSD.

Los Angeles Department of Water and Power (LADWP) Contract year is April 1, 2016-March 31, 2017

All Goals met

- 6-10 targeted special events exhibit events
- 1 training session to be provided on residential LADWP programs and services
- 1 training for SBCCOG Volunteers on LADWP programs
- 3-5 commercial kitchens to be identified for water assessments and conservation training
 - o water assessments were conducted at 3 commercial kitchens during March (2 in San Pedro; 1 in Harbor City)

Contract extension approval has been completed, with additional goals for April 1-December 31, 2017.

Transportation

Vanpool Program (Contract period Feb. 1, 2013 – Nov. 30, 2018)

Contract goals: 72 outreach events; 18 information/formation meetings

- Status of goals: 117 outreach events; 5 information/formation meetings

In March, collateral material was distributed at three SBCCOG outreach events. SBCCOG staff also reached out to Cal State University Dominguez Hills to restart the university's van pool program. Contact was made with the Enterprise Rental sales and marketing team to coordinate South Bay van pool marketing and outreach. A follow-up meeting was held with the Los Angeles Air Force Base to explore how the SBCCOG might be of assistance with their sustainability and organizational TDM efforts.

Metro Express Lanes (MEL) (Contract period Aug. 1, 2015 – Jul. 31, 2017)

Contract goal: 30 outreach events; 2 presentations (This goal is dependent upon the availability of the mobile van).

- Status of goal: **Goal met** 156 community events and 12 presentations of the MEL Promotional Marketing have been completed. In addition, 14 SBESC e-newsletter articles have been facilitated by SBCCOG staff.

SBCCOG continues to send multiple invitations and notices to Metro staff about future South Bay MEL events that would be of value. SBCCOG staff met with Metro MEL staff to discuss 2017 goals, projects, and special events (including new MEL efforts on the 105 Freeway and the 5th year anniversary of MEL on the 110 corridor). In advance of the MEL contract termination date, a contract extension was submitted to Metro by the SBCCOG.

Electric Vehicle Charging Station Siting and Installation - CEC grant (Contract period Feb. 25, 2015 – Jan. 30, 2017) (under the direction of Wally Siembab and his team)

This program focuses on identifying and eliminating the barriers to electric vehicle charging stations (EVCS) at multi-residential dwellings (MUD). SBCCOG staff completed and submitted the "Draft Final Report" to the CEC; the report has been posted to the SBCCOG web site. Pending final approval and release by the CEC the project report will be distributed to SCAG and other interested stakeholders.

Travel Pal – Smart Mobility Tool (Contract period Aug. 1, 2015 – Aug. 31, 2017)

Statistics are from May 2016 - Mar. 2017: 689 Registered Users; 9 Sub-Networks; 678 Trips Logged; 1009 People have “Used” Travel Pal – at least once; 1749 total “Sessions” – actively engaging in the Travel Pal; 57% of all sessions are estimated as being conducted by “New Visitors”.

Because the Travel Pal launch began later than expected, SBCCOG staff has formally requested a contract extension from Metro. The request asks for additional time through February, 2018, but does not ask for additional funding.

SBCCOG staff and consultant (Urban Trans) continue to develop the uses of Travel Pal. For the month of March staff worked with:

- The Forum to direct patrons to off-site parking and shuttle services.
- The Beach Cities Health District's (BCHD) assisting with trip planning for various monthly activities including:
 - o Trip planning and environmental awareness (transportation carbon footprint) for Moai walking groups.
 - o Logging work/commute related trips for the BCHD Blue Zone group to understand their organization's "Transportation Carbon Footprint" and is considering other ways to integrate the platform into their organization’s new planning/tracking tool for daily activities/mission.

SBCCOG and consultant also continued outreach and marketing efforts for this past month including:

- Scheduling an Earth Day marketing/registration campaign with PCT Commercial Property group in El Segundo to implement a "campus-wide" test of the platform for over 90 companies located within the properties’ 3 buildings.
- Supporting transportation messaging efforts for:
 - o The Manhattan Beach Volley Ball Tournament
 - o Hermosa Beach’s Summer Fiesta Days Event
 - o The Norris Theater’s summer/fall season
 - o San Pedro Lobster Festival
 - o The South Bay Summer concert series
 - o Special events at the El Segundo Automobile Museum

In addition, the SBCCOG staff and consultant have begun an outreach and marketing effort to recruit local South Bay Service Clubs (Rotary, Kiwanis, etc.) through an “incentivized challenge/contest” that would recruit new Travel Pal members and test the use of Travel Pal as a trip planning and/or environmental awareness tool.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops, Trainings & Exchanges

The following chart lists an overview of all registration events held in March 2017:

Event Date	Event Name	No. Attended/No. of RSVPs	Marketing Info. (how did they hear about the Workshop)	Staff Lead
3/29/17	Calif. Friendly Landscape Training – Lomita	15/46	Email: 25 Friend or Family: 3 Local Publication: 1 Social Media: 7 Website: 7 Other: 3	GF

Outreach Events

- 4 community events in March; 9 scheduled for April
- 1 business event in March
- 0 presentations in March; 2 presentations/workshops scheduled for April

Calendar year-to-date through March 2017:

- 6 community events
- 1 business event
- 3 presentations/workshops

SCE Workshops – The SBCCOG, in collaboration with SCE, hosted 2 seminars in Q1 of 2017: CALGreen Title 24 on January 27, 2017 and Basic HVAC on February 10, 2017. In addition, SBCCOG staff scheduled: CALGreen Title 24 on July 7, 2017 and Basic HVAC on August 4, 2017.

SBESC Media

Social Media

- Earned Social Media
 - “Moving Toward Zero Waste,” Palos Verdes Patch, March 2017
 - “West Basin California Friendly Landscape Training Lomita March 29,” Nextdoor, March 8, 2017
 - “West Basin California Friendly Landscape Training Hawthorne April 5,” Nextdoor, March 21, 2017
- Totals for Social Media
 - Twitter: 481 followers, 1,382 impressions*
 - Facebook: 656 likes, 880 impressions
 - LinkedIn: 106 followers, 252 impressions

**Impressions: the number of times a post has been viewed*

Top Tweet earned 288 impressions

#ZeroWaste #WaterConservation
#TurfRemoval #Greywater: RSVP for
FREE workshops in the #SouthBay:
ow.ly/MVP4309UsSg

↻ 2 ♥ 5

Press Releases/Press Interviews/Articles

“Moving Toward Zero Waste”

Earned Print Media

“The CEO and founder of E3 Vehicles shares why NEVs are great for the environment and perfect for the South Bay,” South Bay Magazine, March 14, 2017

“South Bay cities begin to share strategies for dealing with urban coyotes,” Daily Breeze, March 23, 2017

“Hermosa Beach Receives Gold Tier Level Award for Achievement in the SCE/SBCCOG Energy Leader Partnership,” Hermosa Beach City Council Agenda, March 28, 2017

“Living and Doing Business in a Sustainable South Bay Seminar,” Hawthorne Business Expo Brochure, March 2017

“Moving Toward Zero Waste,” South Bay Adult School Catalog, Spring 2017

Cable TV

“SBCCOG Staff Energy Leader Gold Tier Level presentation to Hermosa Beach City Council,” Hermosa City Cable March 28

SBCCOG Media

The SBCCOG Facebook and Twitter accounts were launched in the month March. Already, the new messages were successful in reaching out to the public about programs such as Travel Pal and as a result, Torrance CitiCable news contacted the SBCCOG to obtain more information about this program.

Volunteer Program

Status of Program:

69.25 hours for March 2017

2017 thus far = 252.25 hours

Grand total as of 3/31/17 = 16,984.43 (starting April 2008)

The SBCCOG was invited to participate next month at the El Camino College Annual Career and Internship Fair. At this event, staff will be providing information about our programs and recruiting volunteers.

South Bay Cities Council of Governments

April 27, 2017

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director
Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update – April 2017

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.

FEDERAL

Trump’s Proposed “Skinny Budget” Includes Major Transportation Funding Cuts

President Trump’s Administration kicked off the federal budget season on March 16th with a summary budget document, known as the “Skinny Budget”. In a budget "blueprint" for the 2018 fiscal year that starts Oct. 1st, President Trump proposed cutting an array of programs across numerous federal programs including transportation programs both within and outside of the U.S. Department of Transportation.

In order to increase defense spending by \$54 billion in 2018 without adding to the Federal deficit, the Trump Administration’s budget proposes \$16.2 billion for U. S. Department of Transportation discretionary programs, a \$2.4 billion (13%) decrease from the Fiscal Year 2017 budget. Beyond the transportation cuts, the “Skinny Budget” would cut the Environmental Protection Agency budget by 31%, would eliminate Community Development Block Grants administered by the U. S. Department of Housing and Urban Development, and reduce HUD’s public housing capital fund (\$1.3 billion) and its public housing operating fund (\$600 million).

The proposed budget would retain federal highway formula funds that support new highway construction. However, the proposed DOT budget would impact [a host of programs](#) that benefit both urban and rural communities. The Administration’s plan would eliminate the USDOT’s annual "TIGER" infrastructure grant program and eliminate funding for “new-starts” transit capital projects that have yet to receive federal full-funding grant agreements, including the Los Angeles Downtown Streetcar and Purple Line Segment 3 subway between Century City and Westwood. Last year, federal funds amounted to about 18 percent of L.A. Metro’s budget and paid for nearly half of Metro’s big projects including the Purple Line subway to Westwood and Regional Connector in Downtown Los Angeles.

The plan also would end federal subsidies for Amtrak’s long-distance passenger trains outside the lucrative Northeast Corridor, would privatize air traffic control, and end the Federal Aviation Administration’s Essential Air Service subsidies that support commercial air travel in smaller, rural communities. Energy and Commerce department grant programs that support advanced

vehicles and economic development-related transportation projects would be eliminated and the budget for the Army Corps of Engineers, which maintains inland and coastal navigation channels, would be cut \$1 billion, or 16.3%.

To reduce the impact of their proposed budget cuts, the Administration noted that a "more complete picture" would come when the White House Budget Office releases its final budget in May and the President's 10-year, \$1 trillion infrastructure investment plan takes shape over the summer (see article below).

Infrastructure advocacy groups immediately opposed the cuts, including the American Association of Port Authorities, Transportation for America, National Association of Rail Passengers, the American Public Transit Association, the National Association of Counties and the National Association of City Transportation Officials.

Trump Proposes Eliminating New Transit Capital and TIGER Funding in Current Year

The Trump Administration doesn't want to wait until FY 2018 to cut TIGER and new transit construction funding. You might recall that the federal government failed to pass a FY2017 budget and is operating on a continuing resolution. The Administration announced on March 28th that it is proposing in its FY17 budget negotiations to suspend additional projects from entering the TIGER grant and "New Starts" transit capital grant programs.

Fed. Lawmakers Seek Offshore Tax Reform To Fund \$1 Trillion Transportation Bill

A bipartisan group of federal lawmakers thinks the key to uniting Republicans and Democrats around President Trump's \$1 trillion infrastructure package is to couple it with tax reform in the form of a "repatriation" tax holiday to pay for part of the investment plan. The process involves taxing corporate earnings that are being stored abroad when that money returns to the U.S.

Representatives John Delaney (D-Md.), Ted Yoho (R-Fla.) and Rodney Davis (R-Ill.) introduced two bills during the week of March 20th aimed at tapping into cash overseas that would use the money to upgrade U.S. roads, bridges and other public works. An estimated \$2 trillion in earnings is stashed overseas, they say.

One of the bills, from Delaney and Yoho, would allow U.S. multinational corporations to repatriate earnings at a mandatory, one-time tax of 8.75%, a discount on the current 35% rate and deferral option. Those revenues would be used to improve the nation's infrastructure, with an estimated \$120 billion going to the Highway Trust Fund, \$50 billion going to an infrastructure bank and \$25 million going to a pilot program focused on rural infrastructure. The legislation also sets an 18-month deadline for international tax reform and creates a panel to explore long-term funding solutions for financing the ailing Highway Trust Fund.

The other measure, sponsored by Delaney and Davis, would establish the \$50 billion infrastructure bank to finance local transportation, energy, water and education projects. The bank would be funded through the sale of 50-year bonds to U.S. corporations that want to repatriate overseas earnings. In turn, the companies would be allowed to bring a certain amount of overseas earnings back to the U.S. with no federal tax liability for every \$1 invested in the bonds.

The trio believes their legislation can bridge the partisan gap in Congress. Fiscal conservatives have been reluctant to back massive federal spending on transportation, especially if it adds to

the federal deficit. Even though Trump and Congress have both signaled interest in tackling tax reform and infrastructure this year, that doesn't mean they will dovetail together since the lawmakers tasked with writing tax laws have been reluctant to commit to spending the cash from repatriation on infrastructure. Instead, they prefer to use that money to ensure their overhaul of the tax code doesn't add to the deficit, and there are questions over whether there's enough revenue to effectively accomplish both.

STATE

Governor and Legislature Reach Accord On State Transportation Funding Bill

If approved by 2/3 vote in the State Senate and Assembly, S. B. 1 / A. B. 1, known as the Road Repair and Accountability Act of 2017, would generate an estimated \$52 billion in new revenues and \$10 billion in revenues recaptured from the state General Fund over the next 10 years to chip away at the state's \$140+ billion backlog in highway and road repairs. Both bills would increase excise taxes on gasoline by 12 cents to 17.3 cents per gallon, increase diesel fuel tax by 20 cents to 36 cents per gallon and boost the sales tax on diesel fuel by 4% to 9.75%. These rates would be adjusted every three years to reflect changes in the Consumer Price Index.

The annual state vehicle registration fee would be increased using a sliding scale based on the value of the vehicle. The fee would range from \$25 for a vehicle valued less than \$5,000 to \$75 for a vehicle valued higher than \$60,000. A new fee of \$100 a year would be levied on electric vehicles beginning on July 1, 2020 in recognition of the fact the electric cars do not pay a fuel tax as they use California roads.

Over the next decade, the revenues would be allocated as follows:

- \$30 billion to repair and upgrade state highways and local roads split 50/50 between the state and local jurisdictions
- \$11 billion for State Transportation Improvement Program grants
- \$7.5 billion for transit, split 50/50 between capital and operating subsidies
- \$4 billion for state highway bridge and culvert repairs
- \$3 billion for freight, trade corridors and goods movement
- \$2.5 billion for Congested Community grants in major commute corridors
- \$2 billion for the State-Local Partnership Program
- \$1 billion for the state Active Transportation Program
- \$275 million for transit and intercity rail capital projects and operations
- \$250 million for local transportation planning grants
- \$70 million to CSU and UC for transportation research and workforce development

The accountability aspect of the bills comes from empowering the California Transportation Commission to hold state and local governments accountable for project delivery, creating an Office of Transportation Inspector General with independent audit and investigation authority, and creating an Advanced Mitigation program for transportation projects that are planned over the next 20 years. The Natural Resources Agency would establish mitigation banks that could lend funds to implement mitigation measures that would be reimbursed from project budgets.

California Legislature To Consider Several Other Transportation Bills

In addition to SB 1 / AB 1, several other transportation bills have been introduced. Key transportation bills include:

- **SCA 2** would prohibit the state from borrowing money from vehicle fees and gas taxes for use by non-transportation programs.
- **A.B. 179** would require future appointees to the California Transportation Commission (CTC) to include members with expertise in social equity, sustainable transportation, air quality, public health effects of transportation, and climate change mitigation. It would require that two commissioners have experience working in or be members of communities that are burdened by high levels of pollution. The bill also would require the CTC to meet twice annually with the California Air Resources Board to coordinate transportation policy implementation.
- **A.B. 1103** would allow bike riders to treat stop signs as yield signs.
- **A.B. 694** would clarify the rules around when bikes have to stick to the right side of the road, specifically what exceptions allow them to move to the left.
- **S.B. 760** would require projects on state highways that cut through cities to prioritize active transportation modes like walking and bicycling. That includes South Bay state highways like Pacific Coast Highway, Sepulveda Boulevard, Hawthorne Boulevard and Western Avenue.
- **A.B. 390** would change the law regarding pedestrian countdown signals. Current law prohibits pedestrians from entering a crosswalk once a pedestrian signal begins flashing, whether it's flashing a number or a hand or a "Don't Walk" signal. This bill would authorize a pedestrian facing a "countdown" signal to proceed across the roadway in the direction of the signal if there is sufficient time left on the countdown to reasonably complete the crossing safely.
- **S.B. 672** would make permanent an existing law that expires next January that requires any traffic signals that are "traffic actuated" to be able to detect bicycles and motorcycles.
- **A.B. 1640** would require regional transportation planning agencies to set aside at least a quarter of the money they receive under the state transportation improvement process for projects "that provide direct, meaningful, and assured benefits to low-income individuals . . . or to riders of transit service that connect low-income residents to critical amenities and services." It also requires the state to help low-income residents participate in the development of guidelines for how to select those projects.
- **S.B. 263** would create a technical assistance program to help local community organizations, cities, and small businesses apply for and benefit from funding from the state's cap-and-trade program.

REGION

Southern California Gets \$56 million For New Bike Lanes, Walkways; South Bay Gets \$0

The California Transportation Commission on March 16th awarded \$56 million to 25 active transportation projects in 6 counties throughout the state for bike lanes, sidewalks and safer ways to walk to school in cities.

Although there were no projects funded in the South Bay, there were 11 projects funded in L. A. County including:

- Downtown L.A. Arts District pedestrian and cyclist safety - \$14.9 million
- Long Beach: Atherton Bridge and campus connections - \$3 million
- El Monte: Mountain View School District's Safe Routes to School program \$583,000
- Baldwin Park: Maine Ave./Pacific Ave. complete streets improvements (phase 2) - \$183,400
- Vernon: Pacific Blvd./Vernon Ave. complete streets pedestrian, bike project - \$1.9 million:
- LA Metro: Reconnect Union Station to historic downtown L. A. communities - \$3.2 million
- Pasadena: City/Pasadena Uni. School. District Safe Routes to Schools program - \$462,000
- Pasadena: Union Street cycle track - \$3.7 million
- Commerce: city active transportation and safe routes to schools - \$245,000
- San Gabriel Valley COG: Greenway Network Implementation Plan - \$200,000
- Exposition Park Active Transportation Plan - \$200,000

Metro To Study New Rules And Rates For ExpressLanes And Carpool Lanes

The Metro Board of Directors voted on March 23rd to study ways to improve traffic flow in sluggish carpool and ExpressLanes on Los Angeles freeways, including increasing the number of passengers required for vehicles to use the area's carpool lanes and changing the ExpressLane fee structure.

Right now, you can use most high-occupancy vehicle lanes in the LA area if your vehicle has a minimum of two occupants. The study will investigate the potential effects of increasing that threshold to three occupants (a driver and two passengers). The changes could affect lanes considered to be "degraded" by federal standards, which require vehicles in those lanes to average speeds of 45 mph during peak hours over a six-month period.

The study will also examine possible changes to the ExpressLanes on the 10 and 110 freeways. Potential adjustments to the system could include a new pricing format that fluctuates based on demand and a program for identifying drivers who regularly break the rules regulating use of the lane. The motion proposing the study also suggested expanding the ExpressLane system and coordinating with Orange County on a region-wide approach to traffic mitigation.

L. A. City May Use Measure M Local Return For Safety Rather Than Street Repairs

The Los Angeles City Council Transportation Committee voted 3-2 on March 28th to allocate 60% of the city's Measure M Local Return funds for the Department of Transportation's Vision Zero Initiative and the balance for sidewalk repairs, pedestrian refuge and median islands, curb extensions, and to expand the city's bicycle infrastructure.

A staff report recommended that the city dedicate two-thirds of the Measure M Local Return money to repaving the city's most deteriorated streets based on its estimate that nearly \$4 billion

would be required to fix the worst streets. However, the city leads the nation in pedestrian deaths, with more than 200 recorded in 2014.

In Los Angeles, local return money is expected to total around \$53 million in the first full year after the measure goes into effect. The city currently spends just over \$3 million annually on its Vision Zero initiative; New York, by comparison, spends more than \$100 million.

The use of Measure M Local Return will also be considered by the city's Public Works and Budget Committees before going to the full City Council.

LAWA Approves \$5.5 Billion LAX Ground Facility Improvement Program

After a special joint session on March 23rd, the Los Angeles City Planning Commission and the Board of Airport Commissioners signed off on a \$5.5 billion plan to reduce auto traffic and congestion at Los Angeles International Airport. The plan includes roadway improvements, two new intermodal transportation facilities, and a Consolidated Rent-A-Car Center (CONRAC) that will move more than 20 car rental offices to one location. The project also includes a 2.25-mile Automated People Mover to connect the terminals, the CONRAC project and the Metro Crenshaw/LAX 96th Street station by Aviation Boulevard. CONRAC will eliminate the need for rental car courtesy vehicles to circle around the Central Terminal Area and reduce the number of autos driving in and out of LAX by 3,200 each day.

TRENDS

A Dutch Town Embeds Traffic Lights In The Sidewalk

Public sidewalks these days are a free-for-all of pedestrians meandering along while staring intently at the screens of their phones. As well as infuriating other pedestrians, there's some evidence that this behavior increases our chances of being hit by a car at crosswalks.

To avoid that fate for its smartphone-addicted residents, Bodegraven, a town in the Netherlands, has initiated a pilot program to put traffic lights where everyone is already looking. The city has installed LED light strips on the sidewalk at intersections that synchronize with traffic signals and turn red or green at pedestrian crossings, so that people can't miss them even if their eyes are cast down toward their smartphone screens.

Lyft will let software developers manage rides

You don't need a Lyft account to order a Lyft ride anymore. The company has introduced a new application known as the Dispatch Developer Program on Lyft's open API, or application program interface. The new program will allow (and require) the software developer to handle everything: hailing the ride, any customer responses during the ride, and billing.

Lyft's new program will let startups implement new services such as arranging rides for senior citizens who might not have smartphones, or giving car dealerships the ability to arrange rides for customers while their vehicles are in the shop. Lyft and Uber have let select partners run pilot programs like this before, especially in non-emergency medical transportation. The pilot projects have mostly been aimed at the 30% of Americans that don't own a smartphone, most of whom

are seniors that just want to make a phone call to arrange and pay for a ride. Now, any developer will be able to offer a similar service to any target market.

Ideo Envisions New Car For The Automated and Shared Mobility Age

As ride-sharing becomes more popular and autonomous vehicles more capable, one thing becomes clear: Society needs a new kind of car. A new project from Ideo presents one of the most compelling visions to date of an autonomous, ride-sharing future.

Ideo's vision places the car at the center of a new marketplace, one where owners of an autonomous vehicle can toggle between ride sharing, car sharing, and private use. Drivers can choose to ride solo or offset the cost of their car by picking up passengers or renting it to others. The passengers, too, can reduce the price of their trips by agreeing to run errands for the owner. Ideo's concept envisions what happens when private vehicles become a public resource. The firm created a new design to encourage car manufacturers to start thinking about this notion of designed interiors that facilitate seamless sharing.

Ideo's futuristic minivan is a glassy four-seater designed to shuttle multiple passengers who may or may not know each other. Riders can book a seat in advance and set it to social or private mode. Privacy mode activates noise cancellation technology, while social mode triggers acoustic enhancements that makes it easier to hear your fellow passengers. Each seat functions as a discrete environment.

Looking beyond privacy, Ideo imagined ways to make the riding experience as seamless as possible. It designed the doors to open and close automatically, to ease entry and exit. Lighting beneath each seat ensures riders don't forget their belongings when they leave. A screen on the front of the car can display passenger information during pickup, to make finding an unfamiliar car less of a hassle. Car trunks front and rear that can be marketed as delivery drop off points. Because ride-sharing won't eclipse individual ownership anytime soon, design studios like Ideo are imagining systems that cater to both realities.

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April 27, 2017

DRAFT 4.23.17

Honorable John Fasana, Chairman
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Fasana:

The South Bay Cities Council of Governments (SBCCOG) appreciates the opportunity to partner with Metro in the development of Measure M Guidelines. We support Metro's goal of delivering Measure M projects efficiently and expeditiously. Several of the SBCCOG's recommended changes focus on a common major theme that the draft guidelines do not recognize a central role for the COGs in developing and delivering the sub-regional programs that are specified in the Measure M Ordinance.

We believe implementing the following recommendations will be integral towards meeting Metro's stated goals while concurrently creating flexibility and improvements in Metro's Sub-regional and Local partnerships. Eight of our comments refer to text on specific pages in the draft guidelines. The remaining eight comments relate to new concerns for which we could not identify a specific page reference. We request that the Guidelines be modified to capture the following priorities:

1. (p. 10) The Guidelines allow the Metro Board to change the Sub-regional boundaries starting in 2047. The Guidelines should require concurrence from the sub-regions.
2. (p. 10) The Guidelines should add COGs to the recipients currently listed to receive any Notices of Public Hearing related to changes to or amendment of the Measure M Guidelines.
3. (p. 14-15) The draft guidelines appear to make sub-regional capital funds subordinate. There is nothing in the ordinance that supports that interpretation. Sub-regional capital funds should not be considered subordinate obligations that are conditionally programmed funding after Metro Administration, Transit Operating & Maintenance, and Local Return / Regional Rail Sub-fund needs are met. By definition, Multi-Year Sub-regional Programs (MSPs) are neither Local Return nor Regional Projects and Programs. A discrete amount of Measure M funding was included in the Measure M Expenditure Plan Attachment A for each sub-regional program. These commitments need to have the same priority for programming as the other primary funding categories listed in the Ordinance. COGs and lead agencies need assurance that Metro will allow projects to have the funding that they need to proceed from development to delivery. In addition, Measure M MSP funds should receive the same consideration for bonding and borrowing as major regional capital projects.
4. (p. 16) The Guidelines for the MSP allow lead agency project sponsors to borrow from one MSP Program to fund a different MSP project sub-fund that may not be available until a later year with the consent of the Metro Board and the "affected sub-region(s)". Although the flexibility is appreciated, the Guidelines language should be changed to explicitly require consent of the "affected Council of Government(s)". The Guidelines should also describe the basis and process for obtaining COG and Metro Board approval of the request. There should be language added that

ensures that Metro will not approve loans without prior COG approval and that such approval will not be unreasonably withheld by the COG or METRO.

5. (p. 22) Sub-regional projects should be prioritized and recommended for programming in a manner similar to the current process used by Metro and the SBCCOG for the successful Measure R South Bay Highway Program (SBHP). We believe this model allows better efficiency and sub-regional customization than what is currently proposed in the draft guidelines – a regional approach in which local jurisdictions must use their Local Return funds to develop projects for consideration by Metro in a process similar to the current Regional Call for Projects. With local jurisdictions being part of the development of projects, the SBHP process currently employed for project development ensures project acceptance by local jurisdictions.
6. (p. 22) Sub-regions should be able to use Measure M funding for the entire life of a project - to develop sub-regional projects lists, for corridor planning and coordination, and for subsequent project development and delivery. These early steps should all be considered pre-construction activities. They allow the sub-region to ensure that projects complement each other and maximize mobility and/or sustainability. These funds should be available to the COG and the lead agencies to get the projects ready. COGs should also be allowed to use Sub-regional funds to assist lead agencies in preparing project applications for any applicable federal, state and regional transportation grant programs that are consistent with Measure M eligibility requirements. In addition, Sub-regional Highway Sub-funds should be eligible for the project development process for projects that were not included in the pre-election Mobility Matrices.
7. (p. 22) Metro should hold the sub-regions accountable for complying with the ordinance but it should not establish criteria beyond those needed to ensure legal compliance with the ordinance. For example, under current Measure R regional programs and in the model proposed in the draft Measure M Guidelines, Metro retains the authority to unilaterally disallow or defer a project that has been included in a sub-regional list. While this may be appropriate for the regional programs in Measure R, it is not appropriate for Measure M sub-regional programs in which the allocation of funding and eligibility criteria should be the purview of each sub-region, not Metro especially since the Sub-regional program is the product of early collaboration between the lead agencies in each sub-region.(New)To clarify the process that we believe should be used to develop, fund, and deliver Sub-regional Measure M projects, we have attached a flow chart of the steps we believe appropriately involves Metro, lead agencies and the COGs.
8. (p. 25) MSP Highway Guidelines state, “It is expected that local jurisdictions will contribute to total project costs.” Sub-regional projects and programs should be completely funded using the sub-regional funding allocations in the Ordinance. Local funding was not required in the Ordinance for sub-regional projects. It is unrealistic and inequitable to require Local funds for sub-regional projects when such uses were not called out in the Measure M Ordinance. Sub-regional projects should not require a project sponsor match beyond the initial definition required for pre-construction activities. No additional local investments in sub-regional projects should be required during the planning, development, design, right-of-way, or construction phases of a sub-regional project.

9. (p. 26) For projects using Measure M Highway Efficiency and Operational Improvement Sub-regional funds, Metro and the relevant COG should review project applications and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities. Authorization to proceed should require concurrence of the COG and Metro Boards of Directors. (p. 27) Examples accompanying the definition of eligible Highway Efficiency and Operational Improvements should include Traffic Signalization / Communications with Motorists Improvements and Autonomous-vehicle-to-infrastructure communications improvements.
10. (p. 37) The First/Last Mile Measure M Guidelines should include as eligible programs, strategies that eliminate trips or support ridesharing. In the last sentence of the section, “information and technology that eases travel...”, the guidelines should also specify transportation demand management strategies as eligible. This would allow Measure M to be used for a broad range of communications technology applications and for innovative mobility approaches like smart transit applications, slow speed lanes, and citywide gigabit fiber to homes and businesses.
11. (p. 48) The Visionary Project Seed Funding Guidelines currently limit applicants to L. A. Metro, Municipal Operators, and local operators. Applicants are also encouraged to identify one or more research partners. SBCCOG recommends that this funding category be made available to any organization that presents a visionary project idea (e.g.: Metro and other transit operators, COG’s, non-profit organizations, academic institutions, and for profit organizations). The Guidelines also require a minimum of a 40% local match which may dissuade visionary projects from being proposed and may be difficult for some of the eligible applicants to meet. The match should be no more than 20% and the Guidelines should allow for in-kind contributions including staff efforts by all partners to be counted toward the match.
12. (p. 52) The Measure M Guidelines regarding Sub-Regional Equity funds should not allow Metro to meet its obligations using “any combination of federal, state or Metro controlled funds including, but not limited to, Measure M.” This flexibility being sought by Metro potentially places significant grant compliance requirements on sub-regions and lead agencies that were not specified in the Measure M Ordinance. Sub-regions may choose to leverage their Measure M funding with other grant sources, but such a decision should not be imposed by any unilateral Metro decision. The guidelines need to require the agreement of the affected COG(s) that they can accommodate the requirements of funds from other sources. Borrowing or bonding against future Measure M revenues to fund the Sub-regional-Equity Funds should be considered in keeping with the ordinance directives.
13. (p. 52) Sub-regional Equity projects should be developed using the sub-regional process led by the COGs rather than using the Metro-centric process based on “project readiness”. The Guidelines should not impose any special project readiness or local contribution requirements for these funds. In addition, consistent with the Metro Board action that created the Sub-Regional Equity program, these funds should be available at the same time Metro funds the West San Fernando Valley sub-regional equity project.

14. (p. 81) The Local Return Guidelines refer to using Measure M for taxi services. References to taxis should be expanded to include shared-ride hailing services.
15. (New) Throughout the Guidelines Metro has called for flexibility to allow innovation and the ability to respond to changes in future mobility options and strategies. In support of broader eligibility in the guidelines, the adopted Metro/SCAG First/Last Mile Strategic Plan clearly calls for this flexibility with the following statement, “The proliferation of personal mobility devices by all age groups, from skateboards to bicycles to electric mobility scooters, presents a tremendous opportunity to extend the reach of public transit investments. It is well known that the time it takes to walk to a station is the metric by which access sheds are realized. Supporting personal mobility devices that allow an aggregate increase in personal mobility speeds can dramatically increase regional access sheds. Better policies, new infrastructure and a careful look at mode integration is needed when assessing how best to realize the potential offered by the growing range of mobility options.”
16. (New) Because innovation is occurring in real time, all sub-regional funding programs and regional programs (such as First/Last Mile, Active Transportation, and Visionary Seed Funding) should be written to allow a broad range of emerging communications technologies and mobility options that will improve access to transit or eliminate single-occupant trips. In addition to innovative transit and shared-ride programs, the guidelines should allow Measure M funding to be used for emerging and future transportation demand management strategies including smart city technologies, broadband connectivity for residences and businesses, electric-powered neighborhood vehicles and charging infrastructure, slow speed lanes and smart neighborhoods. Lead agencies for these innovative strategies should not be restricted and should be encouraged to partner with Metro, local jurisdictions including their transit operators, COGs/JPAs, non-profit organizations and public/private partnerships.

In summary, the SBCCOG supports incorporating these policies into the draft Guidelines which would ensure that they are more equitable and would improve the prospects for efficient and timely use of the Measure M funds. Please contact us if you would like additional clarification on any of the changes we are advocating.

Sincerely,

James Osborne, Chair
South Bay Cities Council of Governments
Councilmember, City of Lawndale

c.c.: SBCCOG Board of Directors
L. A. Metro Board of Directors
Phillip Washington, CEO, L. A. Metro
COGs of Los Angeles County



April 6, 2017

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ABOUT

The Regional Council is the governing board of the Southern California Association of Governments and consists of 86 elected officials representing 191 cities, six counties, county transportation commissions, transportation corridor agencies, tribal governments and air districts in Southern California.

AGENDA

For current and archived Regional Council meeting agendas and videos, visit: bit.ly/AgendaRC.

HIGHLIGHTS FROM THE MEETING



Members of the Regional Council met with California State Treasurer John Chiang to discuss regional economic concerns.

ACTION

RC APPROVES RECOMMENDED TARGET FOR REGIONAL GHG EMISSION REDUCTION

The Regional Council moved today to approve SCAG's submittal to the California Air Resources Board (CARB) of a recommended greenhouse gas (GHG) reduction target for the region. The recommendation, which sets a goal of reducing per capita GHG emissions 18% by 2035, remains consistent with performance outcomes of SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Under California's Sustainable Communities and Climate Protection Act, or SB 375, Metropolitan Planning Organizations like SCAG are required to develop a Sustainable Communities Strategy (SCS) alongside their Regional Transportation Plan (RTP) that can meet state-determined emission reduction targets.

SCAG's recommended target would apply to future cycles of the SCS as well. SCAG developed its recommendation based on SB 375 stress test results, additional considerations of impacts from Metro's Measure M projects, predicted increases in overall vehicle miles traveled due to enhanced fuel efficiency and collaborative discussion with other regional transportation planning agencies in California. The 18% target will require continuous bottom-up collaboration with stakeholders, as well as strong leadership from policymakers and funding support from state agencies.

ACTION

RC APPROVES ADDITIONAL SUPPORT FOR SUSTAINABILITY PLANNING GRANTS

The Regional Council today approved funding for 11 additional cities as part of the Sustainability Planning Grant Program. The Sustainability Planning Grant program is a competitive funding program designed to support active transportation and sustainability projects throughout the six-county region. On Feb. 2, the Regional Council approved the funding of 54 projects, totaling \$9.6 million. SCAG recently received an additional \$1.6 million in funding support from the Mobile Source Reduction Committee for qualified active transportation programs, and over the last two months SCAG has worked with unfunded applicants to better align their proposals with available resources. Through this process, 11 additional cities have been recommended for Sustainability Planning Grant funding, including: Culver City, Glendora, La Canada Flintridge, La Verne, Pomona, Rancho Palos Verdes, West Covina, El Segundo, Lake Elsinore, Ontario and Hemet.

ACTION

2016 RTP/SCS AMENDMENTS

The Regional Council voted today to adopt Amendment #1 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and a corresponding amendment to the 2017 Federal Transportation Improvement Program (FTIP). Staff will now forward the amendments to the applicable federal and state agencies for their review and approval. The Transportation Committee also moved today to release a Draft Amendment #2 for a 30-day period of public review and comment.

For the past several months, staff has been working with the region's County Transportation Commissions on two amendments to the 2016 RTP/SCS, the region's vision for balancing future mobility and housing needs with economic, environmental and public health goals. The proposed changes were to the plan's list of transportation projects, making additions or changes to project scopes, costs and/or schedules. Federal approvals of the two amendments will ensure that critical transportation projects in the region will be able to proceed towards implementation in a timely manner. For more information on the amendments and to make comments on the Draft Amendment #2, please visit: www.scagrtpscs.net.

NEWS FROM THE EXECUTIVE DIRECTOR

2017 REGIONAL CONFERENCE & GENERAL ASSEMBLY PROGRAM HIGHLIGHTS INNOVATION

SCAG is pleased to share an exciting program for SCAG 52nd Annual Regional Conference and General Assembly. This year's conference, "Innovating for a Better Tomorrow," will be held May 4-5 at the JW Marriott Desert Springs Resort & Spa in Palm Desert. The conference program includes guest speakers and breakout panels on a variety of topics including housing, smart city infrastructure and how automation and artificial intelligence will impact the future workforce. At the conference luncheon, SCAG will also present the winners of the 2017 Sustainability Awards, the region's highest honors for projects that promote and improve mobility, livability, prosperity and sustainability in Southern California. This year, a total of seven planning projects were selected. The event is free for elected officials and city managers. For other guests, there is a special \$250 early bird rate that's been extended until April 14. For more information, visit the conference website: scag.ca.gov/ga2017.

SCAG DELEGATION MEETS WITH STATE LAWMAKERS IN SACRAMENTO

On March 14-16, SCAG led a delegation of Southern California leaders to the state capitol to meet with a bipartisan group of state lawmakers and promote the region's legislative priorities. The visit, organized in partnership with the Southern California Leadership Council and including many cross-sector leaders, sought to develop more active and engaged legislators from Southern California. The SCAG delegation held meetings with 23 senators and assembly members and several legislative staff, discussing Southern California's regional priorities related to housing, transportation infrastructure and cap-and-trade funding. SCAG will continue to work with the region's elected leadership in Sacramento to advance its legislative priorities, which were formally adopted by the Regional Council in January. For more details, visit: newsletter.scag.ca.gov/scagupdate/032017.htm.

SCAG JOINS GOV. BROWN AND STATE LEADERS ON ROAD REPAIR BILL

On April 4, SCAG's Executive Director Hasan Ikhata joined Governor Edmund G. Brown Jr., Senate President pro Tempore Kevin de León and Assembly Speaker Anthony Rendon, along with city and county officials in Riverside, at a press conference to discuss the Road Repair and Accountability Act of 2017, or Senate Bill 1. The legislation invests \$52.4 billion over the next decade to fix roads, freeways and bridges in communities across California and put more dollars toward transit and safety. Governor Brown spoke in strong support of roads as the key to California's greatness. In his remarks, Hasan Ikhata emphasized the state of disrepair of our roads and bridges and corroborating the need for investment in infrastructure repair. A video excerpt from the press conference is available at: bit.ly/2oK6fJP.

GO HUMAN MEDIA CAMPAIGN RELAUNCHES ACROSS THE REGION

In partnership with county transportation commissions and health departments across the region, SCAG will relaunch its successful *Go Human* advertising campaign during the month of May to coincide with National Bike Month. The marketing campaign promotes traffic safety and encourages people to walk and bike. During the months of May and June, new advertisements featuring messages that encourage drivers to slow down and look for people walking and biking will begin appearing in all six SCAG counties. The campaign will include *Go Human* billboard, transit and bus shelter advertisements, digital ads and radio spots. Placement of advertisements are prioritized in places that have been designated as collision priority areas based on local data with the goal to reduce the number of injuries and fatalities to pedestrians and bicyclists. Financial support for this effort is provided by the Office of Traffic Safety.

SCAG's *Go Human* campaign is also partnering with the cities of Santa Ana and Rancho Cucamonga by co-hosting open-streets events that promote safer and more accessible bicycling. The events are part of a broader effort to support local planning projects and making walking and bicycling safer and more convenient. For more details, please visit the *Go Human* Events page: gohumansocal.org/Events.



2017 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL CONFERENCE & GENERAL ASSEMBLY



UPCOMING MEETINGS

April

- 6th Regional Council & Policy Committee Meetings
- 18th Legislative/Communications & Membership Committee
- 18th Legislative/Communications & Membership Committee
- 20th Technical Working Group
- 25th Transportation Conformity Working Group

May

- 4th SCAG 2017 Regional Conference & General Assembly
- 16th Legislative/Communications & Membership Committee
- 23rd Technical Working Group
- 29th Memorial Day Holiday Observed (*SCAG Offices Closed*)



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