

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, March 22, 2018 @ 6:00 pm SBCCOG Office 20285 Western Avenue Torrance, California 90501

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

The Board of Directors, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Written materials distributed to the Board within 72 hours of the Board meeting are available for public inspection immediately upon distribution in the SBCCOG/SBESC office at 20285 Western Avenue, Torrance, CA90501, during normal business hours.

Unless otherwise noted in the Agenda, the Public can only comment on SBCCOG related business that is within the jurisdiction of cities and/or items listed on the Agenda during the Public Comment portion of the meeting (Item #V). The time limit for comments is three (3) minutes per person. Before speaking to the Board, please come to the podium and state: Your name and residence and the organization you represent, if appropriate.

AGENDA

- I. **CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)**
Kurt Weideman, 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. **January Board Meeting Minutes (attachment) – Approve (Pages 3-8)**
 - B. **Consulting Services Contract with Agnes Walker for Preparation of the 2018-2019 Budget (attachments) – Approve (Pages 9-10)**
 - C. **60 Day Notice of Intention to Increase Dues – year 4 of 5-year program (attachments) – Approve (Pages 11-12)**
 - D. **Appointments to Outside Agencies (attachment) – Approve (Page 13)**
 - E. **Status of Legislation of Interest to SBCCOG (attachment) – Approve (Pages 15-18)**
 1. **Oppose SB 828 (Wiener)**
 - F. **Actions Approved by the Steering Committee (attachments) – Receive and file (Page 19)**
 - G. **Monthly Reports – Receive and File**

1. **South Bay Environmental Services Center Report** (*attachment*) (**Pages 21-27**)
2. **Transportation Report** (*attachment*) (**Pages 29-36**)

VII. PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)

- A. Face of the Program** (6:15 pm)
 1. Cierra Washington
- B. Adapting to Changing Climate** (6:20 pm)
 1. Dr. Neil Berg, UCLA Center for Climate Science
- C. Quarterly Energy Efficiency report** (6:50 pm)
 1. Greg Stevens, SBCCOG Contract Energy Engineer
- D. Wrap of Climate Action Planning** (7:00 pm)
 1. Kim Fuentes, SBCCOG Deputy Executive Director

VIII. TRANSPORTATION REPORTS

- A. Metro Report** by Board member James Butts/Mike Bohlke (7:10 pm)
- B. Service Council report** by Ralph Franklin, Chair (*attachments*) (7:15 pm) (**Pages 37-38**)
- C. Transportation Committee Report** - (7:20 pm)
 1. Public Participation Program for Measure M projects (*attachments*) (**Pages 39-41**)

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (7:30 pm)

- A.** General Assembly Lessons Learned
- B.** Homeless Services
 - i. Report on bus tour of permanent supportive housing
- C.** Broadband
- D.** Short Term Rental Task Force
- E.** Travel Pal
- F.** Grant Opportunities
- G.** Other

X. AGENCY REPORTS (7:40 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 & Tina Cox)
- C. SCAG & Committees** (*attachment*) (**Pages 43-48**)
 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 (Bill Brand/Suzanne Fuentes)
- E.** Community Choice Aggregation (Christian Horvath)
- F. Stormwater Funding** (*attachment*) – (**Pages 49-51**) *Full State MS4 Permit Audit Report available @ http://www.southbaycities.org/sites/default/files/board_directors/meeting/Report_State%20Audit%20Re_20MS4%20permits.pdf*
 1. CCCA/LCC Stormwater Funding Options Committee (Milton Herring & Hany Fangary)
 2. LA Flood Control Stormwater Funding Measure Stakeholder Advisory Committee (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.** South Bay Aerospace Alliance (Suzanne Fuentes)
- K.** California Association of Councils of Governments - CALCOG (Britt Huff)

XI. UPCOMING EVENTS & ANNOUNCEMENTS

XII. APRIL SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

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

XIII. ADJOURNMENT



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

SBCCOG MEETINGS: ATTENDANCE 2017 - 2018

| City | July - 17 | Aug - 17 | Sep - 17 | Oct - 17 | Nov - 17 | Jan - 18 | Mar - 18 |
|--|-----------|-----------------|-------------------------|-----------|-------------------|---------------------|----------|
| Carson | | Santarina | | | | Hicks | |
| El Segundo | | Boyles Brann | | Fuentes | | Brann | |
| Gardena | Medina | Medina | Medina | Medina | Medina | Medina | |
| Hawthorne | Valentine | Valentine | | Valentine | Valentine | Valentine | |
| Hermosa Beach | Fangary | Fangary | Duclos | Fangary | Fangary | Fangary Campbell | |
| Inglewood | | Franklin | | Franklin | | Franklin Butts | |
| Lawndale | Osborne | | Osborne Pullen-Miles | Suarez | Osborne Suarez | Suarez | |
| Lomita | Gazeley | | Gazeley | | Gazeley | Gazeley | |
| Los Angeles | | X | X | X | X | X | X |
| Manhattan Beach | Hersman | Hersman | Lesser | Hersman | | Hersman | |
| Palos Verdes Estates | | Kao | Kao | Kao | Kao | Kao | |
| Rancho Palos Verdes | Misetich | Misetich | Misetich | Misetich | Misetich | Alegria | |
| Redondo Beach | Emdee | Horvath | Horvath | Horvath | Horvath | Horvath | |
| Rolling Hills | Dieringer | Dieringer | Dieringer | Dieringer | Dieringer | Dieringer | |
| Rolling Hills Estates | Huff | Huff | Huff | Huff | Huff Zerunyan | Huff Zuckerman | |
| Torrance | Weideman | Weideman | Weideman | Weideman | Weideman | Weideman | |
| County of Los Angeles-2 nd District | | | Riccitiello | Sausedo | | Sausedo | |
| County of Los Angeles- 4 th District | | Velazquez | | | Velazquez | | |

| | | | | | | | |
|------------------------------|----|----|----|----|----|----|----|
| Number of Active Agencies | 18 | 17 | 17 | 17 | 17 | 17 | 17 |
| Quorum Required (50% +1) | 10 | 9 | 9 | 9 | 9 | 9 | 9 |
| Number of Agencies Attending | 11 | 14 | 12 | 14 | 12 | 16 | |

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, JANUARY 25, 2018
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS THEATER
20285 S. WESTERN AVENUE, 1ST FLOOR, TORRANCE, CA 90501**

I. CALL TO ORDER

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

II. INTRODUCTIONS**In attendance were the following voting elected officials:**

| | |
|-----------------------------|--------------------------------------|
| Cedric Hicks, Carson | Kenny Kao, Palos Verdes Estates |
| Don Brann, El Segundo | Eric Alegria, Rancho Palos Verdes |
| Dan Medina, Gardena | Christian Horvath, Redondo Beach |
| Olivia Valentine, Hawthorne | Bea Dieringer, Rolling Hills |
| Hany Fangary, Hermosa Beach | Britt Huff, Rolling Hills Estates |
| Bernadette Suarez, Lawndale | Kurt Weideman, Torrance |
| Jim Gazeley, Lomita | Robert Sausedo, LA County District 2 |

Other elected officials in attendance:

Mary Campbell, Hermosa Beach
Jim Butts, Inglewood
Steve Zuckerman, Rolling Hills Estates

Also in attendance were the following persons:

| | |
|--|-------------------------------|
| John Jones, Torrance | David Leger, SBCCOG |
| Michael Jackson, SBACC | Natalie Champion, SBCCOG |
| Connie Turner, SCE | Rosemary Lackow, SBCCOG |
| Isidro Panuco, Metro | Steve Lantz, SBCCOG |
| David Mieger, Metro | Jacki Bacharach, SBCCOG |
| Meghna Khanna, Metro | Grace Farwell, SBCCOG |
| Mark Dierking, Metro | Cierra Washington, SBCCOG |
| Greg Farr, Caltrans | Kim Fuentes, SBCCOG |
| Jeff Kiernan, League of CA Cities | Ray Tahir, TECS Environmental |
| Tina Cox, SCAQMD | Ted Hofman, Hofman & Son |
| Michael Schwartz, Charter Communications | Doris Hofman, Hofman & Son |

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**V. PUBLIC COMMENT**

Ray Tahir gave a brief update on the Gardena/MS4 Permit litigation that is ongoing. Mr. Tahir reported that in December, a state appellate court ruled that any MS4 Permit requirement that is not explicitly or expressly required by federal law is considered an unfunded mandate subject to reimbursement under the California Constitution. For more detail, Mr. Tahir's presentation is available online at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_MS4%20Ray%20Tahir%20Public%20Comment.pdf

VI. CONSENT CALENDAR

- A. November Meeting Minutes (attachment) – Approved**
- B. Contract with GSE Solutions for Engineering Services (attachment) – Approved**
- C. Equipment Replacement Schedule (attachment) – Approved**
- D. Actions Approved by the Steering Committee (attachment) – Received and Filed**
- E. Monthly Reports – Received and Filed**
 - 1. South Bay Environmental Services Center Report (attachment)**

2. Transportation Report (attachment)

MOTION by Board Member Franklin, seconded by Board Member Horvath, to **APPROVE** the Consent Calendar. No objection. Board Member Hicks abstained. So ordered.

VII. PRESENTATIONS

1. Face of the Program

Grace Farwell gave the inaugural “SBCCOG: Face of the Program” presentation, aimed at introducing SBCCOG staff and their program responsibilities to the Board of Directors. Ms. Farwell touched on her current responsibilities at the SBCCOG, her prior professional career, as well as personal interests. Her presentation can be viewed on the SBCCOG’s website at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_SBCCOG-Face%20of%20the%20Program_GF.pdf

2. Southern California Aerospace Alliance

Michael Jackson, of the South Bay Association of Chambers of Commerce (SBACC), briefly presented on the Southern California Aerospace Alliance (SCAA). Mr. Jackson explained that the SCAA formed as a result of years of work by the SBACC. The goal of the SCAA is to bring together key players in the South Bay region to help secure and protect the LA Air Force Base from the threat of future closures as part of cost-saving measures by the Federal Government. The LA Air Force Base is a crucial economic driver in the area and has faced possible closure during prior Base Alignment and Closure or “BRAC” cycles. Mr. Jackson is hoping to get as many cities involved as possible to show the interconnectedness of the LA Air Force Base and the surrounding communities.

3. Green Line Alignment for South Bay Extension

David Mieger and Megna Khanna, both of Metro, reviewed the status of the Green Line Extension to Torrance and the possible route alignments currently being considered. The Green Line Extension is currently in an alternatives analysis. This is Metro’s second round of outreach, building upon outreach done in Fall 2017. There are currently 4 route alignments being studied based on discussions with the residents in the cities of Lawndale, Redondo Beach, and Torrance. Ms. Khanna reviewed the route alignments and explained the cost differences associated with each, but noted that overall ridership would be approximately the same no matter which alignment is ultimately selected.

For more information and further detail, Metro’s presentation is available online at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_Metro%20South%20Bay%20Light%20Rail%20Extension%20Presentation.pdf

4. Status on the Measure A Implementation Steering Committee

Torrance Community Services Director and SBCCOG Park and Recreation Directors’ Chair, John Jones, gave a brief update on the status of the Measure A park bond that was approved by LA County voters in November 2016.

Mr. Jones explained that Measure A is a funding source for park/open space needs through both an annual formula allocation as well as a grant program. The Measure A Steering Committee has been working on a final implementation document that will guide the awarding of grants. Mr. Jones believes that the Measure A Steering Committee is deviating from the initial intent of the Measure by opening the grant applications to a wide array of possible community-based organizations. Mr. Jones asked for cities to send the Board of Supervisors letters of support, urging them to enact Measure A as promised to the voters.

5. Update on Stormwater Funding Committees

Board Member Fangary announced that there are efforts underway to get a measure on the November 2018 ballot that would provide a revenue source to address the stormwater needs of the region. Further updates will be provided via a written report to the Board of Directors.

VIII. Transportation Reports

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

Board Member Butts provided an update on the Metro Board of Directors’ actions. The Metro Board recently approved an advertising policy that would put advertising kiosks at various stations. Board Member Butts also

announced that Metro CEO Washington will be providing more frequent reports to the Board, covering things such as change orders/contract amendments to help increase the CEO's accountability to the Board. Board Member Butts then asked the SBCCOG Board if they were aware of the video on the news showing the interaction between the LAPD officer removing a Metro passenger from a Metro train car. Several SBCCOG Board Members raised their hands. Board Member Butts gave a brief background on the situation and provided information from the law enforcement point of view, as a result of his many years as a police officer and Police Chief. Board Member Butts explained that Metro has a Code of Conduct that all passengers agree to when purchasing their tickets and explained that Metro recently contracted with LA County Sheriff, LAPD, and LBPD to police Metro lines. There was discussion among the Board regarding the actions of the police officer and the passenger.

B. Service Council report by Ralph Franklin, Chair

Board Member Franklin provided a written update.

C. Transportation Committee Report

1. 2018-19 Measure R SBHP Metro Budget Request

Board Member Horvath gave a brief report on the January Transportation Committee meeting, noting that the Metro Budget Request was recommended to the Board for approval and recommendation to Metro.

MOTION by Board Member Sausedo, seconded by Board Member Gazeley, to **APPROVE** the 2018-19 Measure R SBHP Metro Budget Request. No objection. So ordered.

2. Development of Measure M Guidelines Update

Ms. Bacharach reported that the Administrative Guidelines are being approved by Metro's CEO and that the next step will be for the sub-regions to develop their sub-regional programs. Mr. Lantz explained that the SBCCOG and its cities, along with other possible stakeholders, must now develop project selection criteria and project performance measures. Ms. Bacharach encouraged the Palos Verdes Peninsula cities to participate in the development of these programs, particularly because they have been largely ineligible for funding through the Measure R South Bay Highway Program due to their lack of state highways.

3. ExpressLane Operations and Net Revenue Use

Mr. Lantz briefly reminded the Board that Metro is interested in borrowing Net Toll Revenues from the I-110 and I-10 ExpressLanes to help fund the construction of additional ExpressLanes throughout the County. The SBCCOG is opposed to this and believes that this policy is not keeping with State law that requires the funds be spent in the corridor in which they are collected.

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. Mid-Year Budget Adjustment and Forecast

Board Member Dieringer, seconded by Board Member Kao, made a motion to review this item after reviewing Agenda Item 9C, the Review of the Dues Formula. The motion did not pass.

Ms. Bacharach explained that at the beginning of the fiscal year there was an approximate \$60,000 deficit in the SBCCOG budget. Ms. Bacharach was pleased to note that budget deficit was eliminated, and the budget is now balanced.

MOTION by Board Member Gazeley, seconded by Board Member Franklin, to **APPROVE** the mid-year budget adjustment and forecast.

B. General Assembly Planning

Ms. Bacharach reported that Larry Kosmont is assisting in development of the program. He will be speaking as well, addressing the changes in retail industry.

C. Review of Dues Formula

Ms. Bacharach began the discussion by informing the Board that there was not much participation in the Ad Hoc Dues Formula Committee. A proposal was developed that would create a \$.37 per capita dues formula (based off the 2010 census) with a \$3,500 minimum/base, which would be effective July 2019.

Chairman Weideman explained that the Steering Committee, which was attended by 10 jurisdictions, considered the proposal. Chairman Weideman reported that the Steering Committee decided to keep the dues formula the same and not recommend a change at this time. He also pointed the Board to a letter from Board Member Valentine and the City of Hawthorne on this issue. The letter is available here: http://southbaycities.org/sites/default/files/board_directors/meeting/HANDOUT_Hawthorne%20Letter%20.pdf

Board Member Valentine explained that her letter expressed Hawthorne's concern that a purely population-based formula is unfair to cities because it was overly simplistic, indicating that a large population does not mean a large revenue source.

There was considerable discussion amongst the Board of Directors as to what formula is fair, their goals of keeping the SBCCOG united, as well as services received from the SBCCOG, while still hearing the concerns of cities.

MOTION by Board Member Hersman, seconded by Board Member Alegria, to return the issue to the Ad-Hoc Dues Committee for additional input from as many cities as possible, and to bring options to the Steering Committee.

Board Member Sausedo asked for an amendment to the motion to stipulate that any new formula be introduced after the completion of the five-year dues increase plan. The amendment was not accepted.

SUBSTITUTE MOTION by Board Member Sausedo, seconded by Board Member Fangary, to **RETURN** the issue to the Ad-Hoc Dues Committee for additional input from as many cities as possible, and that any recommended changes be implemented after the completion of the five-year dues increase plan. Ayes: Carson, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Redondo Beach, Torrance, and LA County District 2. Nays: Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates. The motion **PASSES**.

D. Climate Action Planning

The Forum took place on December 13th and was very well attended. Handouts were made available to the Board. They are available online at:

http://southbaycities.org/sites/default/files/board_directors/meeting/HANDOUT_CAP%20Forum%20Information%20Documents.pdf

E. Homeless Services

Ms. Bacharach reported that there are performance metrics in the agenda packet and noted that the SBCCOG is working on extending PATH services funding.

F. Broadband

Ms. Bacharach noted that Supervisor Hahn will not be providing funding for the project, but that the SBWIB will be getting funding from Supervisor Ridley-Thomas. Work on the RFP will begin in about a week.

G. Short Term Rental Task Force

The last meet was very informative. Ms. Bacharach asked for additional participation by Council Members as their attendance is important in the discussion.

H. Grant Opportunities

Ms. Bacharach reported that she was recently in Sacramento meeting with CARB and the CEC. The SBCCOG is working with those agencies as well as the AQMD on a possible neighborhood electric vehicle buy-down program.

There are efforts underway to bring in funding to provide educational services for Coyote Management.

I. Other

Ms. Bacharach informed the Board that there is a CALCOG conference in Monterey. There will also be a request for nominations to various SCAG and Metro Service Council committees.

X. AGENCY REPORTS

A. League of California Cities & LA Division Legislative Committee

Jeff Kiernan reported that Governor Brown released his proposed budget earlier in the month. The State of the State took place today. Mr. Kiernan reported that the League is supporting ACA 5, which will protect SB1 dollars from the Legislature, ensuring that the money goes towards its intended purposes. Mr. Kiernan also warned the Board of several housing bills being considered, particularly SB827, which would require transit-oriented development along major public transportation routes. This could dramatically affect the South Bay.

Board Member Dieringer announced that the League's Women Caucus will be hosting a free sexual harassment prevention training at a date to be determined.

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

C. SCAG & Committees

1. **Energy and Environment** – No report given.

2. **Transportation**

Board Member Medina reported that SCAG has moved in to a new office building.

3. **Community, Economic, & Human Development** – No report given.

4. **Regional Council** – No report given.

Board Member Medina reported that Judy Mitchell was reappointed to the SCAQMD Board.

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

E. LA County Community Choice Aggregation Task Force – No report given.

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

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

H. South Bay Association of Chambers of Commerce – No report given.

I. California Association of Councils of Governments

Ms. Bacharach reported that there will be a Leadership Conference in March.

XI. UPCOMING EVENTS & ANNOUNCEMENTS

Huff (Rolling Hills Estates): The SBCCOG Senior Services is working with Metro to encourage seniors to attend a February 12th event in Hawthorne to teach seniors how to ride Metro.

Franklin (Inglewood): Encouraged the consideration of a wall or room dedicated to the memory of SBESC Volunteer Ingrid Nugent.

XII. FEBRUARY & MARCH SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

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

XIII. ADJOURNMENT IN MEMORY OF SBESC VOLUNTEER INGRID NUGENT

MOTION by Chair Weideman, seconded by Board Member Campbell (Board member Fangary was no longer present), to adjourn the meeting in memory of SBESC Volunteer Ingrid Nugent. No Objection. So ordered. The meeting was adjourned at 9:04 pm to Thursday, March 22, 2018 at 6:00 pm.

David Leger
Assistant Board Secretary

South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

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

SUBJECT: 2018-19 Budget Preparation Assistance

Adherence to the Strategic Plan

Goal D: Organizational Stability. Be a high performing organization with a clear path to long-term financial health, staffing continuity, and sustained board commitment.

Background

The South Bay Cities Council of Government (SBCCOG) operations has recently had an organizational restructuring effecting the Administrative Officer position. As a result, the SBCCOG requires outside technical assistance in preparing the 2018-19 budget.

Solicitation for Consultant Assistance

Several technical professionals were contacted, however only Agnes Walker indicated interested in providing services. Mrs. Walker has over 30 years of public finance experience and has worked for many of the SBCCOG member cities including Carson, El Segundo, Hawthorne, Hermosa Beach and Redondo Beach. Her bio is attached. Her fees are reasonable for the tasks required.

Tasks

Mrs. Walker will work with Brooke Heri, SBCCOG Accountant, to prepare the 2018-2019 SBCCOG Budget and make recommendations on budget format as necessary. She is available to work in the SBCCOG offices two days a week to help expedite the work.

RECOMMENDATION

Recommend Board approval for budget preparation assistance with Agnes T. Walker for \$90.00 per hour for an amount not to exceed \$10,000 for a period **March 26** through June 30, 2018.

NOTE: The Steering Committee approved this contract to start on April 2 but the consultant can start on March 26, which would be helpful to the SBCCOG.

March 7, 2018

Ms. Kim Fuentes
Deputy Executive Director
SBCCOG
20285 S. Western Avenue #100
Torrance, CA 90501

Dear Kim:

Thank you for calling me on Monday regarding SBCCOG's need for assistance with preparing the budget for the coming year. As we discussed, I am providing you a brief history of my education and experience.

I have a BS degree major in accounting and I am also a Certified Public Finance Officer, a certification offered by the national organization, Governmental Finance Officers' Association (GFOA). In addition, I completed GFOA's "Advanced Government Finance Institute," a weeklong program at the University of Wisconsin in Madison.

My experience encompasses 30 years working for various municipalities including the Cities of Costa Mesa; Long Beach; Redondo Beach; Buena Park; and Carson. I have also done consulting work with the Cities of El Segundo; Hawthorne; and Hermosa Beach. My last full-time job before I retired in 2011 was with the South Bay Regional Communications Authority. In these organizations, I held upper and middle-management positions with direct hands-on experience in all phases of Public Finance such as: budgeting; accounting; financial reporting; investing; and accounting operations - accounts payable/receivables; cash receipts; bank reconciliation; journal entries; payroll; and so forth. I managed up to seven staff members.

I was very active in the California Society of Municipal Finance Officers (CSMFO), a statewide organization. At some point, I was a Board member; a Vice-Chair/Chair/Senior Adviser of CSMFO's Budget Awards Program; and, the South Bay Chapter Chair.

I have reviewed the SBCCOG current budget posted online and am interested in assisting the organization in its budget preparation and other financial related issues through June 30, 2018. My fee for services is \$90.00 per hour and I anticipate that it will require approximately 111 hours to complete the work (terms for additional services can be discussed as needed). If you can provide a workstation, I am available to come into your office two days a week on Wed. and Thursdays as well as occasionally on Fridays. You can reach me at (310) 320-7726 or at agnes_w@hotmail.com. Excellent references will be provided if needed.

Sincerely yours,

Agnes T. Walker

South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: 2018-2019 Dues – Notice of Intention to Consider an Increase

Adherence to Strategic Plan:

Goal D: Organizational Stability. Be a high performing organization with a clear path to long-term financial health, staffing continuity and sustained board commitment.

BACKGROUND

It is necessary at this time to ratify the amount for next year's dues so that the draft 2018-2019 budget can be prepared for presentation to the Board at the May meeting.

Following the recommendation of the Ad Hoc Finance Committee which met during the FY2014-2015 period and the consensus of city managers at that time, dues were to be increased just under 7% - or \$20,000 - each year for 5 years to build the SBCCOG's reserves.

The attached table shows the allocation to each city of the \$20,000 increase to the total dues collected for the FY2018-2019. Each city will share in equal proportion with a 5.7% increase.

Per the Bylaws, which require a 60 day notice for any increase in the dues, the requested action is to approve a notice of intention to consider a dues increase at the March 22, 2018 Board of Directors meeting so that the 2018-2019 budget presented to the Board in May reflects the dues revenue projected.

The actual Bylaws provision reads as follow: *Dues. The Members of the Council shall be responsible for the payment to the Council annually, of dues and the amounts periodically budgeted by the Governing Board, as and for the operating costs of the Council ("Dues"). Sixty (60) days' notice shall be provided to Members of the date of the meeting at which any increase in the Dues is to be determined for the following year. If an increase in dues is proposed from the previous year, an affirmative vote of two-thirds (2/3) of the total voting membership of the Governing Board is required to set the new dues.*

RECOMMENDATION

The Steering Committee recommends that the Board state its intention to consider a 5.7% dues increase for the coming year for a total of \$20,000 per the attached table. This vote on this issue will be on the May 24, 2018 Board meeting agenda.

SBCCOG DUES Calculations based upon proportional increases - Increase \$100,000 over 5 year period

| | | | | | | | 2015-2016 | 2016-2017 | 2017-2018 | NEW DUES - 2018-2019 | NEW DUES - 2019-2020 | |
|----|-----------------------|------------------------|--------------|---------------|---------|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---|
| | CITY | 2010 CENSUS POPULATION | POPULATION % | 2012 BUDGETS | EXP % | Current Dues based on year 2000 data plus assessment | Increase \$20,000/yr. | Increase \$20,000/yr. | Increase \$20,000/yr. | Increase \$20,000/yr. | Increase \$20,000/yr. | % change proposed dues increase 2018-2019 |
| 1 | CARSON | 91,714 | 0.088450 | 78,718,066 | 0.05035 | \$ 19,989.00 | \$ 21,360 | \$ 22,727 | \$ 24,094 | \$ 25,461 | \$ 26,828 | 5.7% |
| 2 | EL SEGUNDO | 16,654 | 0.016061 | 87,793,379 | 0.05616 | \$ 12,332.00 | \$ 13,178 | \$ 14,021 | \$ 14,865 | \$ 15,708 | \$ 16,551 | 5.7% |
| 3 | GARDENA | 58,829 | 0.056736 | 68,544,017 | 0.04384 | \$ 16,244.00 | \$ 17,358 | \$ 18,469 | \$ 19,580 | \$ 20,691 | \$ 21,802 | 5.7% |
| 4 | HAWTHORNE | 84,293 | 0.081293 | 92,515,065 | 0.05918 | \$ 20,417.00 | \$ 21,817 | \$ 23,214 | \$ 24,610 | \$ 26,006 | \$ 27,403 | 5.7% |
| 5 | HERMOSA BEACH | 19,506 | 0.018812 | 27,313,810 | 0.01747 | \$ 8,991.00 | \$ 9,608 | \$ 10,223 | \$ 10,837 | \$ 11,452 | \$ 12,067 | 5.7% |
| 6 | INGLEWOOD | 109,673 | 0.105770 | 180,375,719 | 0.11538 | \$ 30,268.00 | \$ 32,344 | \$ 34,414 | \$ 36,484 | \$ 38,554 | \$ 40,624 | 5.7% |
| 7 | LAWDALE | 32,769 | 0.031603 | 14,968,417 | 0.00957 | \$ 10,666.00 | \$ 11,398 | \$ 12,127 | \$ 12,856 | \$ 13,586 | \$ 14,315 | 5.7% |
| 8 | LOMITA | 20,256 | 0.019535 | 15,752,474 | 0.01008 | \$ 8,006.00 | \$ 8,555 | \$ 9,103 | \$ 9,650 | \$ 10,198 | \$ 10,745 | 5.7% |
| 9 | LOS ANGELES | 145,438 | 0.140262 | 258,394,355 | 0.16528 | \$ 34,399.00 | \$ 36,758 | \$ 39,111 | \$ 41,463 | \$ 43,816 | \$ 46,168 | 5.7% |
| 10 | MANHATTAN BEACH | 35,135 | 0.033885 | 70,820,376 | 0.04530 | \$ 12,989.00 | \$ 13,880 | \$ 14,768 | \$ 15,656 | \$ 16,545 | \$ 17,433 | 5.7% |
| 11 | PALOS VERDES ESTATES | 13,438 | 0.012960 | 15,136,759 | 0.00968 | \$ 7,559.00 | \$ 8,077 | \$ 8,594 | \$ 9,111 | \$ 9,628 | \$ 10,145 | 5.7% |
| 12 | RANCHO PALOS VERDES | 41,643 | 0.040161 | 22,463,355 | 0.01437 | \$ 11,568.00 | \$ 12,361 | \$ 13,153 | \$ 13,944 | \$ 14,735 | \$ 15,526 | 5.7% |
| 13 | REDONDO BEACH | 66,748 | 0.064373 | 103,573,993 | 0.06625 | \$ 18,056.00 | \$ 19,294 | \$ 20,529 | \$ 21,764 | \$ 22,999 | \$ 24,234 | 5.7% |
| 14 | ROLLING HILLS ESTATES | 8,067 | 0.007780 | 7,630,943 | 0.00488 | \$ 6,685.00 | \$ 7,143 | \$ 7,601 | \$ 8,058 | \$ 8,515 | \$ 8,972 | 5.7% |
| 15 | ROLLING HILLS | 1,860 | 0.001794 | 2,559,483 | 0.00164 | \$ 4,625.00 | \$ 4,942 | \$ 5,259 | \$ 5,575 | \$ 5,891 | \$ 6,207 | 5.7% |
| 16 | TORRANCE | 145,438 | 0.140262 | 258,394,355 | 0.16528 | \$ 34,399.00 | \$ 36,758 | \$ 39,111 | \$ 41,463 | \$ 43,816 | \$ 46,168 | 5.7% |
| 17 | COUNTY OF LOS ANGELES | 145,438 | 0.140262 | 258,394,355 | 0.16528 | \$ 35,250.00 | \$ 37,668 | \$ 40,078 | \$ 42,489 | \$ 44,900 | \$ 47,311 | 5.7% |
| | | 1,036,899 | 1.000000 | 1,563,348,921 | 1.00000 | \$ 292,443.00 | \$ 312,500.00 | \$ 332,500.00 | \$ 352,500.00 | \$ 372,500.00 | \$ 392,500.00 | |
| | | | | | | Total Dues: | \$ 312,500.00 | \$ 332,500.00 | \$ 352,500.00 | \$ 372,500.00 | \$ 392,500.00 | |

source => <http://www.sco.ca.gov/Files-ARD-Local/LocRep/1112cities.pdf>

South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: Appointments to Outside Agencies

Adherence to Strategic Plan:

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

BACKGROUND

The SBCCOG makes appointments to represent the organization on several other agency Boards and Committees. Some of the appointments have their own terms but if they don't, consistent with Board policy, these appointments expire every two years in order to make sure that those that are interested in serving have a chance to do so.

The appointments listed below are due to expire by June 30, 2018. These appointment opportunities are open for any Mayor or Councilmember in the South Bay but the SBCCOG does request that any appointee be prepared to provide regular reports to the SBCCOG Board of Directors. The new terms will be July 1, 2018 to June 30, 2020.

The current opportunities to serve and the nominations received are:

- I-710 Project Advisory Committee – non-voting (incumbent is Judy Mitchell)
 - Only Judy Mitchell nominated
- SCAG Community Economic Development & Housing Committee (incumbent is Mark Waronek)
 - Only Mark Waronek nominated
- Santa Monica Bay Restoration Commission Alternate (incumbent Suzanne Fuentes is not running for re-election in April)
 - No one applied and SMBRC does not require an alternate
- South Bay Association of Chambers of Commerce – non-voting (incumbent is Britt Huff)
 - Hawthorne Councilmember Olivia Valentine & Palos Verdes Estates Councilmember Sanford Davison applied

NOTE: The following elections are for specified by SCAG and Metro. The SCAG election is complete and the incumbents were re-elected. The Metro election & recommendation to the Metro Board will take place at the April 26 SBCCOG Board meeting.

- SCAG Regional Council District #28 - incumbent is Dan Medina
- SCAG Regional Council District #40 - incumbent is Judy Mitchell
- Metro Service Council – 3 seats (incumbents are Don Szerlip, Charles Michel Deemer & Dan Medina) – nominations close March 16

RECOMMENDATION

The Steering Committee recommends that the Board take the following actions:

- I-710 Project Advisory Committee – Re-appoint Judy Mitchell
- SCAG Community Economic Development & Housing Committee – Re-appoint Mark Waronek
- Santa Monica Bay Restoration Commission Alternate – Take no action, alternate not required
- South Bay Association of Chambers of Commerce – Appoint Hawthorne Councilmember Olivia Valentine

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South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

FROM: Steering Committee

RE: Bills to Monitor and for Action – **Status as of March 21, 2018**

Adherence to Strategic Plan:

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

ADMINISTRATIVE PROCEDURES

| | | | |
|-----------------------------------|--|---|---|
| <p>AB 1250 (Jones-Sawyer)</p> | <p>Counties: contracts for personal services. Would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. Among other things, would require the county to clearly demonstrate that the proposed contract will result in actual overall costs savings to the county and also to show that the contract does not cause the displacement of county workers. Would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions.</p> | <p>OPPOSE (5/8/17) (Ltr faxed to Asm Approps 5/9/17)</p> | <p>9/5/17 Senate Rules Committee LCC opposition removed</p> |
|-----------------------------------|--|---|---|

ECONOMIC DEVELOPMENT

| | | | |
|--------------------------------|--|--|--------------------------------|
| <p>AB 427 (Muratsuchi)</p> | <p>California Aerospace Commission: Would establish the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. Would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the commission to report and provide recommendations to the Governor and the Legislature, as specified. Would require operations of the commission be supported through</p> | <p>SUPPORT (2/12/18) (Ltr faxed to Sen Rules 3/19/18)</p> | <p>1/29/18 Senate Desk</p> |
|--------------------------------|--|--|--------------------------------|

| | | | |
|--|---|--|--|
| | <p>nonstate moneys and would require that funds received by the commission be deposited in the Aerospace and Aviation Account, which the bill would create in the California Economic Development Fund, to be used by the commission upon appropriation by the Legislature.</p> | | |
|--|---|--|--|

ENVIRONMENT

| | | | |
|---|--|--|---|
| <p>AB 1775 (Muratsuchi)</p> <p>SB 834 (Jackson)</p> | <p>State lands: leasing: oil and gas. Would prohibit the State Lands Commission and the local trustees of granted public trust lands from entering into any new lease or other conveyance or from entering into any lease renewal, extension, or modification that authorizes a lessee to engage in new or additional exploration, development, or production of oil or natural gas upon lands owned by the state and under the jurisdiction of the commission that are located seaward of the ordinary high water mark for tidal waterways and the ordinary low water mark for navigable nontidal waterways that would result in the increase of oil or natural gas production from federal waters. The bill would apply the exceptions applicable to the California Coastal Sanctuary to these provisions. The bill would authorize the commission to establish guidelines for the implementation of these provisions.</p> | <p>SUPPORT (2/12/18)</p> <p>(Ltr faxed to Asm Nat Res 3/19/18)</p> <p>(Ltr faxed to Sen Nat Res 3/19/18)</p> | <p>AB 1775 Assembly Natural Resources Committee Hearing Date: 4/9/18</p> <p>SB 834 Senate Natural Resources and Water Committee Hearing Date: 4/16/18</p> |
|---|--|--|---|

HOUSING

| | | | |
|----------------------------|--|--|---|
| <p>SB 827 (Wiener)</p> | <p>Planning and zoning: transit-rich housing bonus. Would authorize a transit-rich housing project to receive a transit-rich housing bonus. Would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a high-quality transit corridor, as those terms are further defined. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking</p> | <p>OPPOSE (2/12/18)</p> <p>(Ltr faxed to Sen Transp and Housing 3/19/18)</p> | <p>1/16/18 Senate Transportation & Housing Committee</p> <p>LCC opposes</p> |
|----------------------------|--|--|---|

| | | | |
|--------------------|--|-----------------------------|--|
| | requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided. | | |
| SB 828 (Wiener) | <p>Land use: housing element. AMENDED 3/14/18</p> <p>The Planning and Zoning Law requires a city or county to adopt a general plan to include a housing element and requires a planning agency to submit a draft of the housing element to the Department of Housing and Community Development for review, as specified.</p> <p>This bill would increase the percentage of the need for housing for very low and low-income households that the program is required to accommodate to 200%. Would require the final regional housing need plan to reflect equitable allocations for housing of all income levels, and not demonstrate disparities that promote racial or wealth disparities throughout a region. Also requires the plan, in particular communities, to demonstrate a high rate of new housing production for households of all income levels and that median rent or home prices available for rent or sale that exceed levels affordable to median income households shall be alleviated, as specified.</p> | RECOMMEND OPPOSE | <p>3/14/18 Senate Rules Committee</p> <p>LCC watch</p> |

PUBLIC SAFETY

| | | | |
|---------------------|---|----------------------|--|
| AB 1795 (Gipson) | <p>Expanding Access to Community Paramedicine: Would authorize a local emergency medical services agency to submit, as part of its emergency services plan, a plan to transport specified patients to a community care facility, as defined, in lieu of transportation to a general acute care hospital. The bill would make conforming changes to the definition of advanced life support to include prehospital emergency care provided before and during, transport to a community care facility, as specified. The bill would also direct the Emergency Medical Services Authority to authorize a local EMS agency to add to its scope of practice for specified emergency personnel those activities necessary for the assessment, treatment, and transport of a patient to a community care facility.</p> | SUPPORT (2/12/18) | <p>1/22/18 Assembly Health Committee</p> <p>Priority for Supervisor Hahn</p> |
|---------------------|---|----------------------|--|

| | | | |
|----------------------|---|---------|--|
| SB 10 (Hertzberg) | Bail: pretrial release. Would declare the intent of the Legislature to enact legislation that would safely reduce the number of people detained pretrial, while addressing racial & economic disparities in the pretrial system, & to ensure that people are not held in pretrial detention simply because of their inability to afford money bail. | MONITOR | 9/6/17 Assembly Appropriations Committee |
|----------------------|---|---------|--|

FEDERAL

| | | | |
|---|---|---------|---|
| HR 1958 (Sherman) & S. 838 (Cotton) | <p>PACE Act of 2017 – Protecting Americans from Credit Entanglements Act of 2017 – Amends the Truth in Lending Act to extend that Act's requirements to real property retrofit loans. A "real property retrofit loan" is a loan that is: (1) secured by an interest in real property; (2) repayable in installment payments made concurrently with the payment of property taxes on the real property; and (3) used to finance real property retrofits, including energy-efficiency upgrades, renewable-energy installations, seismic retrofits, water-conservation upgrades, and other similar improvements.</p> <p>At the time of application for a real property retrofit loan, the creditor must disclose that the loan will result in a lien on the real property securing the loan.</p> | MONITOR | <p>4/5/17 HR 1958: House Comm. on Financial Services</p> <p>S. 838 Senate Committee on Banking, Housing, and Urban Affairs</p> <p>@ request of S.B. Board of Realtors</p> |
| HR 5045 (Barragan) | STOP (Services, Tools and Opportunities to Prevent) Homelessness Act of 2018 – Would create a voluntary check-off donation box on tax returns to fund housing and support services. Every dollar would be matched 1:1 by the federal government. | MONITOR | 2/15/18 House Ways and Means Committee |
| | President's Infrastructure Plan - no legislation introduced to date | MONITOR | |

South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Actions of Steering Committee since last Board meeting

Adherence to Strategic Plan:

Goal C: Member Networking and Communications. Sustain and strengthen Board and member commitment to SBCCOG and its initiatives.

The Steering Committee has been delegated the authority by the Board of Directors to take action on time critical and administrative items.

In keeping with the policy approved by the Board for delegating authority to the Steering committee, the following items were approved by the Steering Committee with the requirement that the Board be informed at their next meeting. Governing Board members can ask for review and possible reconsideration of the item at the Board meeting.

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

- Contract with Patrick Doyle not to exceed \$5000 for Measure R work to be paid from Measure R funds
- Contract amendment with GSE Solutions not to exceed \$12,500 for SCE/SCG Strategic Plan work to be paid for from those funds.
- SBACC meetings to be held at SBCCOG office
 - From February 2018 to December 2018 on the first Tuesday at 8 am, the SBCCOG will host the SBACC Board meetings. SBCCOG will supply the coffee and SBACC will pay \$25/meeting.
- Allocate \$50,000 of Measure M funds from Transportation System and Mobility Improvements Project Criteria funding source for the local match for an application to Caltrans Planning Grant for a Feasibility Study of the Slow Speed Network identified in a Metro report for the South Bay – application needed to be submitted February 23.
- Legislative positions
 - Support AB 427 (Muratsuchi) – California Aerospace Commission
 - Support AB 1775 (Muratsuchi) & SB 834 (Jackson) – State lands: leasing: oil & gas
 - Oppose SB 827 (Wiener) - Planning and zoning: transit-rich housing bonus
 - Support AB 1795 (Gipson) - Expanding Access to Community Paramedicine

More information on these items is available on request.

RECOMMENDATION

Receive and file

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South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – February 2018

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

City CAPs - Presentations to city councils continued in Feb. 12 cities approved or took a positive council action on their CAPs. The three others are as follows:

- Manhattan Beach Council has identified the document as the foundation for a more comprehensive CAP to be completed in 2018.
- Hermosa Beach already has a qualified GHG General Plan; however, the City sent a letter stating that the plan developed with the assistance of the SBCCOG will serve as a guide to assess and prioritize future projects and be used as a tool to identify opportunities where implementation of GHG emission reduction programs can be accomplished more effectively.
- Palos Verdes Estates is scheduled for council review in the spring.

Project Closeout – SBCCOG team is finalizing the subregional CAP and compiling the final submission packet for the SGC.

Energy Efficiency

Energy Efficiency Partnership Program – Southern California Edison (SCE)

2018 Energy Saving Goal: 1,245,812 kWh **2018 Status:** 51,654 **Goal:** 4.1% achieved

2018 Demand Reduction Goal: 78 kW **Goal Status:** 0

Energy Leader Partnership - The SBCCOG staff along with our energy engineer worked with Carson, Inglewood, and Rolling Hills Estates to complete the SCE required incentive documentation for the streetlighting projects. Cities also continued working with the SBCCOG team on community park lighting projects. Gardena was presented with their Gold Energy Leader certificate at their February 27, 2018 City Council meeting. Elected officials can continue to help the SBCCOG meet Edison goals by discussing projects with their staff, supporting project delivery, and notifying the SBCCOG staff of upcoming projects.

The following is a list of “pipeline” projects specific to electricity. Each city’s Energy Leader Partnership (ELP) program status is also included.

| City | Current ELP Tier Level | Energy Efficiency Measures (EEMs) | Estimated Completion Date | Estimated kWh savings | Estimated Incentive (\$) |
|-----------------------|------------------------|---------------------------------------|---------------------------|-----------------------|--------------------------|
| Carson | Gold | Lighting/Pool Boiler/Water Heater/VFD | Q1 2018 | 28,578 | \$6,144 |
| | | Pool Pump VFD | Q3 2018 | 51,758 | \$11,646 |
| | | Exterior & Interior Lighting | Q3 2018 | 729,931 | \$156,667 |
| | | LED Streetlights | Q1 2018 | 588,596 | \$234,752 |
| | | LED Sports Lighters | Q4 2018 | 733,452 | \$124,687 |
| Gardena | Gold | Exterior & Interior Lighting | Q4 2018 | 78,125 | \$13,281 |
| | | Exterior & Interior Lighting | Q4 2018 | 284,534 | \$24,626 |
| Hermosa Beach | Platinum | Exterior LED Lighting | Q4 2018 | 29,574 | \$5,915 |
| Inglewood | Gold | LED Streetlights | Q1 2018 | 646,254 | \$396,830 |
| | | Elevator Motor-Generator Set | Q2 2018 | 121,900 | \$29,007 |
| Manhattan Beach | Platinum | LED Sports Lighters | Q4 2018 | 305,597 | \$61,119 |
| | | Exterior LED Lighting | Q2 2018 | 55,305 | \$13,890 |
| Palos Verdes Estates | Platinum | LED Lighting | Q4 2018 | 33,739 | \$7,240 |
| Rancho Palos Verdes | Gold | LED Streetlights | Q1 2018 | 22,079 | \$9,075 |
| | | LED LS-1 to LS-2 Conversion | Q2 2019 | 557,976 | \$240,992 |
| Redondo Beach | Gold | LED Lighting | Q2 2018 | 42,311 | \$7,193 |
| Rolling Hills Estates | Gold | LED Streetlights | Q1 2018 | 58,409 | \$10,327 |
| Torrance | Gold | Interior LED Lighting | Q3 2018 | 837,954 | \$164,370 |
| | | Exterior & Interior LED Lighting | Q1 2018 | 35,899 | \$38,285 |
| | | Interior LED Lighting | Q1 2018 | 15,755 | \$115,221 |
| | | VFD & Pump Motor | Q4 2018 | 172,003 | \$29,240 |
| | | Interior LED Lighting | Q3 2018 | 16,741 | \$4,604 |
| | | | Total | 5,446,470 | \$1,605,111 |

Energy Management Information - This SCE/SCG Strategic Plan project received the Notice to Proceed February 1. A kick-off meeting was held with SBCCOG staff and energy engineer to go over program tasks. Funds will be used to benchmark facilities which will help identify energy efficiency projects. In addition, the funds will be used to investigate an energy management tool to help cities manage their electric and gas usage.

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

2018 Goal: 10,000 therms **2018 Status:** 6,532 therms

2018 Incentives Received: 0

SBCCOG staff met with SCG staff to formulate plans to identify gas projects for 2018. In addition, the SCE/SCG Strategic Plan benchmarking activities will identify opportunities to reduce gas usage at municipal facilities.

| <i>Agency</i> | <i>Project</i> | <i>Therm Savings</i> | <i>Incentive</i> | <i>Project Completion</i> | <i>Comments</i> |
|-------------------|--------------------|----------------------|------------------|---------------------------|-------------------------|
| City of Inglewood | Replace 4x boilers | TBD | TBD | | No application in house |

HERO – PACE: SBCCOG continues to promote PACE financing for homeowners. The spreadsheet below covers the activity from each South Bay members’ jurisdiction since the launch date through December 2017. Proceeds from HERO for 2017 Q4 = \$1,195.73. Proceeds for 2018 Q1 are expected in April 2018. Total since program start in 2014 = \$27,597.12. Payments to SBCCOG are based on HERO programs that are completed in the South Bay. Activity through January 2018 listed below:

| Member | Launch Date | Eligible Housing Units * | Total Applications Received | Applications Approved | Approved Amount | Funded Projects | Funded Amount | Jobs Created*** | Energy | Water | Renewable | Solar kW Installed | Annual kWh Saved | Annual CO2 Reduced (Tons) |
|-----------------------|-------------|--------------------------|-----------------------------|-----------------------|----------------------|-----------------|----------------------|-----------------|--------------|------------|------------|--------------------|-------------------|---------------------------|
| Carson | 5/23/14 | 21,375 | 1,853 | 1,235 | \$86,363,164 | 706 | \$ 18,248,017 | 164 | 1,190 | 68 | 179 | 414 | 4,329,144 | 1,062 |
| El Segundo | 5/23/14 | 4,209 | 51 | 42 | \$7,182,297 | 24 | \$ 629,058 | 6 | 30 | 4 | 8 | 18 | 168,929 | 41 |
| Gardena | 5/23/14 | 12,360 | 653 | 442 | \$30,366,706 | 239 | \$ 5,994,076 | 54 | 391 | 24 | 36 | 71 | 1,150,561 | 279 |
| Hawthorne | 5/23/14 | 11,621 | 511 | 371 | \$29,270,879 | 208 | \$ 4,765,523 | 43 | 327 | 10 | 38 | 73 | 1,067,092 | 260 |
| Hermosa Beach | 5/23/14 | 6,473 | 54 | 40 | \$8,413,706 | 19 | \$ 395,206 | 4 | 20 | 0 | 10 | 23 | 96,974 | 26 |
| Inglewood | 5/23/14 | 19,038 | 1,267 | 848 | \$59,066,012 | 469 | \$ 12,077,321 | 109 | 756 | 50 | 48 | 111 | 2,182,061 | 529 |
| Lawndale | 5/23/14 | 5,262 | 142 | 94 | \$7,235,826 | 45 | \$ 1,040,438 | 9 | 74 | 5 | 10 | 21 | 224,264 | 56 |
| Lomita | 5/23/14 | 4,606 | 102 | 86 | \$8,158,849 | 42 | \$ 1,008,111 | 9 | 68 | 6 | 12 | 36 | 312,674 | 77 |
| Manhattan Beach | 5/28/15 | 12,403 | 89 | 80 | \$18,104,211 | 39 | \$ 1,289,800 | 12 | 68 | 7 | 24 | 85 | 426,488 | 110 |
| Palos Verdes Estates | 5/28/15 | 5,115 | 36 | 32 | \$7,062,522 | 10 | \$ 527,780 | 5 | 16 | 3 | 4 | 11 | 78,276 | 20 |
| Rancho Palos Verdes | 5/23/14 | 14,759 | 208 | 184 | \$29,859,927 | 84 | \$ 2,299,533 | 21 | 131 | 5 | 16 | 59 | 649,589 | 156 |
| Redondo Beach | 3/24/15 | 20,292 | 183 | 151 | \$20,060,893 | 78 | \$ 1,554,437 | 14 | 113 | 3 | 18 | 37 | 428,518 | 105 |
| Rolling Hills | 5/23/14 | 698 | 6 | 6 | \$1,631,678 | 2 | \$ 119,637 | 1 | 2 | 0 | 0 | 0 | 995 | 0 |
| Rolling Hills Estates | 5/23/14 | 3,090 | 41 | 36 | \$6,914,523 | 20 | \$ 673,760 | 6 | 26 | 2 | 8 | 35 | 193,244 | 49 |
| Torrance | 5/23/14 | 37,899 | 708 | 580 | \$62,548,927 | 321 | \$ 7,289,956 | 66 | 450 | 32 | 100 | 239 | 1,896,454 | 471 |
| Total | | 179,200 | 5,904 | 4,227 | \$382,240,121 | 2,306 | \$ 57,912,654 | 522 | 3,662 | 219 | 511 | 1,234 | 13,205,263 | 3,240 |

* 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

The SBCCOG receives funding for Ygrene activities in the South Bay in return for promoting PACE. Ygrene total payments to the SBCCOG for 2017 are \$3,296.99. Since the program started in 2016, payments have totaled \$6,487.86. Payments to SBCCOG are based on Ygrene programs that are completed in the South Bay. City breakdown by project listed below for activity through January 2018:

| Project Type | District | Launch Date | Residential | | | | Commercial | | | | Project Type | | | | | | | | | | | | |
|---------------|-----------------------|-------------|-------------|-----------------------|-------------|-----------------------|------------------|---------------------|----------|---------------------|--------------|--------------------|------------------|---------------|--------------|----------|----------|-------------|------------------|--------------------|--------------------|------------------------------|-----|
| | | | # Apps | Eligible Amount | # Approvals | Approved Amount | # Funded Project | Funded Amount | # Apps | Eligible Amount | # Approvals | Approved Amount | # Funded Project | Funded Amount | Jobs Created | Energy | Water | Seismic | Renewable | Solar MW Installed | Lifetime kWh Saved | Lifetime CO2 Reduced (Mtons) | |
| | Carson | 10/6/2015 | 12 | \$777,281 | 5 | \$1,036,455 | 4 | \$80,246 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 544,532 | 96 |
| | Inglewood | 8/9/2017 | 6 | \$516,434 | 2 | \$1,172,362 | 4 | \$253,343 | 0 | \$0 | 1 | \$39,475 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,351,063 | 352 |
| | Gardena | 1/12/2016 | 9 | \$683,714 | 5 | \$683,714 | 1 | \$9,340 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 83,379 | 11 |
| | Hawthorne | 10/13/2015 | 7 | \$329,687 | 4 | \$576,716 | 3 | \$115,041 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 780,640 | 138 |
| | Lomita | 8/26/2015 | 0 | \$0 | 0 | \$101,196 | 1 | \$45,176 | 0 | \$0 | 0 | \$0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 306,553 | 54 |
| | El Segundo | 12/15/2015 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rolling Hills Estates | 10/13/2015 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Torrance | 10/13/2015 | 2 | \$228,577 | 0 | \$342,314 | 1 | \$16,769 | 1 | \$234,000 | 1 | \$234,000 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 113,790 | 20 |
| | Redondo Beach | 1/19/2016 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | \$0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | 38 | \$2,535,692.56 | 16 | \$3,913,356.77 | 14 | \$520,514.71 | 1 | \$234,000.00 | 1 | \$39,475.17 | 8 | 11 | 2 | 1 | 1 | 0.02 | 3,799,957 | 671 | | | |

South Bay Sustainable Green Business Program (formerly Green Building Challenge)

SBCCOG staff is developing a flyer describing the program and how businesses can benefit. Currently the participating businesses are receiving a monthly e-newsletter with information on programs and training opportunities. Participants by city: Torrance (35), Lawndale (26), Redondo Beach (16), El Segundo (15), Gardena (15), Hawthorne (15), Carson (12), Inglewood (10), Manhattan Beach (8), Palos Verdes Estates (7), Rancho Palos Verdes (7), Hermosa Beach (5), Rolling Hills Estates (4), Lomita (3), Lennox (2), and Los Angeles County – Community of Westmont (1) for a total of 181 businesses in the program as of the end of February 2018.

Water Conservation

West Basin Municipal Water District Programs (West Basin) Contract year is Sept. 1, 2017 through Aug. 31, 2018

Task 1. Educational Outreach Support

Water Reliability Support Cards

Contract goals: 300 support cards

Status of goal: 82 collected as of the end of February 2018; SBCCOG staff was informed in mid-February by West Basin staff that we are no longer to collect the WR support cards. The Public Information & Education Department at West Basin is re-working some of the West Basin outreach programs.

Task 2. Support for Workshops & Events

Educational Classes

Contract goal: minimum of 12 and a maximum of 24

Status of goals: 3 completed; 1 scheduled (March)

Rain Barrel Giveaway

Contract goal: 5

Status of goal: 2 completed; 3 scheduled: 3/17/18 - Lawndale, 4/7/18 - Manhattan Beach, 5/19/18 - Inglewood

Greywater Workshops

Contract goal: 10 workshops: 5 symposiums and 5 technical workshops (2 in each Director's division)

Status of goal: 2 workshops completed: 2/15/18 and 2/27/18 in Redondo Beach; 8 workshops scheduled: 3/14/18 and 3/20/18 in Inglewood; 4/11/18 and 4/18/18 in Culver City (for El Segundo residents); 5/16/18 and 5/22/18 in Hawthorne; 6/13/18 and 6/20/18 in Carson

Water Harvest

Contract goal: support West Basin with Water Harvest Event

Status of goal: completed; event was held October 14, 2017.

Task 3. Water Reliability Program

Contract goal: schedule up to 6 Water Reliability related presentations.

Status of goal: waiting for direction from West Basin staff; the Public Information & Education Department at West Basin is re-working some of the West Basin outreach programs.

Task 4. Cash for Kitchens

Contract goal: target up to 75 institutional facilities (Schools Districts, Cities, Hospitals, Colleges, Community Centers, Churches, and Convalescent Senior Centers) with food service and/or kitchen operations on-site total.

Status of goal: 18 water surveys completed; no surveys were conducted in February due to West Basin putting a hold on the program. Program activities are being re-evaluated. A meeting has been scheduled in early March with SBCCOG staff and West Basin staff to discuss the direction of the CFK program.

SBCCOG staff updated files and dropped-off reports to businesses in Hawthorne and Lawndale.

Task 5. Disadvantaged Community (DAC) Water-Energy Initiative Program (Clothes-Washer)

Contract goal: provide outreach to DAC areas within West Basin's service area and provide free installation of high-efficiency showerheads, faucet aerators, and clothes washers.

Status of goal: SBCCOG staff continues with outreach efforts to develop contacts for this program.

According to West Basin staff, the start of the program has been delayed, although SBCCOG staff does continue to cultivate relationships in the DAC communities. A meeting has been scheduled in early March with SBCCOG staff and West Basin staff to discuss the direction of the DAC Water-Energy Initiative Program.

Task 6. Translation Services

Contract goal: as needed

Status of goal: translation services were provided in the month of February. Document translated: "Rain Barrel Flyer"

Torrance Water

Task 1: Support for educational classes (California Friendly Landscape Training (CFLT) or Turf Removal (TR)

Class and community events

Contract goal: as requested

Status of goal: 1 CFLT class completed; 4 scheduled: 3/10/18 (CFLT), 4/7/18 (TR), 6/30/18 (CFLT), and 9/8/18 (TR). Torrance will be hosting the City Yard Open House on 6/2/18.

Task 2: Cash for Kitchens

Contract goal: 10 new commercial kitchens; 10 follow-up site visits

Status of goal: Torrance staff has ordered the water-saving devices and SBCCOG staff is waiting for delivery. Torrance is also developing the English/Spanish posters. The goal is to begin outreach in March.

MWD Caucus Meeting

The February meeting provided MWD's proposed rates and charges and budget for Fiscal Year 2018/19 by Gary Breau, Chief Financial Officer and Assistant General Manager, Metropolitan Water District. A second presentation covered L.A. County's proposed Safe, Clean Water Program by Russ Bryden, Principal Engineer, Los Angeles County Department of Public Works. This program will be on the mid-term ballot, November 2018. Information can be found at www.safecleanwaterla.org.

Water Replenishment District of Southern California (WRD) Contract year is August 24, 2017-March 31, 2018.

SBCCOG placed a WRD article focusing on the Water Independence Now (WIN) program in the SBESC e-newsletter, promoted with e-blast and hard copy invitations to elected officials and community leaders the February 6, 2018 Ribbon Cutting for the WRD/City of Torrance Desalter Expansion. SBCCOG staff replenished WIN program brochures at the SBCCOG's Palos Verdes information kiosk. SBCCOG staff continues to research locations in the South Bay for WRD's Eco Gardener workshops. SBCCOG staff met with WRD to discuss contract renewal.

Sanitation Districts of LA County (LACSD) Contract year is January 1-December 31, 2018

Contract goals: Schedule 5 Sanitation Districts-related presentations

Status of goals: 2 have been scheduled: 3/20/18 and 4/19/18

SBCCOG staff met with LACSD staff regarding assistance in identifying potential residential and business organizations for upcoming workshops related to the Clearwater Project. The first workshop is scheduled for March at the Wilmington Senior Center.

Los Angeles Department of Water and Power (LADWP) Contract year is January 1-December 31, 2018

Contract goals:

- 8-12 targeted special exhibit events
Status of goal: 3 completed; 1 scheduled (3/31/18 in Harbor City)
- 1 training for SBCCOG Volunteers on LADWP programs
Status of goal: Training will be scheduled for early March 2018
- 6-8 commercial kitchens to be identified for water assessments and conservation training
Status of goal: SBCCOG staff in process of identifying potential commercial kitchens

Transportation

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

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

Status of goals: 205 outreach events **Goal met**; 8 information/formation meetings

In February, collateral materials were distributed at 8 SBCCOG outreach events. SBCCOG staff updated the South Bay 2017 analytics and vanpool maps the City of Torrance, Terranea Resort, and Carson. SBCCOG staff reached out to CSUDH to follow-up on marketing and support efforts for their existing TDM program. SBCCOG Staff met with Enterprise to explore joint supportive outreach efforts in the South Bay.

Metro Express Lanes (MEL) (Contract period Aug. 1, 2015 – Jul. 31, 2018)

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

Status of goal: 252 community events and 12 presentations completed. In addition, 23 SBESC e-newsletter articles have been facilitated by SBCCOG staff. **Goal met**

SBCCOG continues to send multiple invitations and notices to Metro staff about future South Bay MEL events that would be of value. SBCCOG staff began year-end review and marketing/outreach planning for 2018.

Travel Pal – Smart Mobility Tool (Contract period Aug. 1, 2015 – Feb. 28, 2018)

SBCCOG staff and consultant completed work on the project's Final Report which was submitted to Metro on February 28th. All of the SBCCOG interactive links to the Travel Pal site were decommissioned. Final invoicing and reporting will be completed in March.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops, Trainings, & Exchanges

The following chart provides an overview of all registration events held in February 2018:

| Event Date | Event Name | No. Attended/No. of RSVPs | Marketing Info. (how did they hear about the Workshop) | Staff Lead |
|------------|---|---------------------------|---|------------|
| 2/8/2018 | Making Your Home Healthier & More Comfortable the Energy & Water Efficiency Way | 9/25 | Email: 19, Flyer: 1, Local Publication: 1, Website: 1, Other: 3 | GF |
| 2/10/2018 | Rain Barrel Distribution – Carson (397 rain barrels distributed) | 284/472 | Comm. Org./Event: 9, Door Hanger: 10, Flyer: 39, Newspaper: 1, Online Calendar: 5, Other Social Media: 18, Postcard: 247, SBESC Email: 79, West Basin Social Media: 15, West Basin Website: 22, Word of Mouth: 27 | GF/AB |
| 2/15/2018 | Rainwater / Greywater Class | 26/82 | Comm. Org./Event: 4, Door Hanger: 1, Flyer: 2, Newspaper: 3, Online Calendar: 6, Other Social Media: 6, SBESC Email: 41, West Basin Social Media: 9, West Basin Website: 5, Word of Mouth: 5 | ML |
| 2/23/2018 | 19 th Annual General Assembly | ??/421 | Email: 266, Flyer: 17, Friend or Family: 33, Local Publication: 15, Other: 64, Social Media: 4, Website: 22 | ALL STAFF |

Outreach Events

- 4 community events in February
- 2 business events in February
- 1 residential workshop in February
- 1 SCE Seminar in February
- 1 presentation in February

Calendar year-to-date through February 2018:

- 7 community events
- 3 business events
- 1 presentation
- 1 SCE Seminar
- 1 residential workshop

Top Tweet earned 799 impressions

Environmental Sustainability Study Session
[#cityofmanhattanbeach](#)
pic.twitter.com/jmnEwgvcQG



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Media

Social Media

- SBCCOG -- Totals for Social Media (SBCCOG) (*top tweet – right*)
 - Twitter: 114 followers total, 4,200 impressions* month of February
 - Facebook: 63 likes total, 119 impressions month of February
- SBESC -- Totals for Social Media (*top tweet – right*)
 - Twitter: 517 followers total, 2,200 impressions* month of February
 - Facebook: 702 likes total, 628 impressions month of February
 - LinkedIn: 116 followers total, 586 impressions month of February

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

Top Tweet earned 212 impressions

Send an #eCard for #ValentinesDay...
ow.ly/NNCn30imo4i #greentip
#EcoMonday pic.twitter.com/vC2eSe7bBN



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Press Releases/Press Interviews/Articles/Network TV

“SBCCOG 19th Annual General Assembly - The Evolution of Retail & Its Challenges for Cities,”
February, 2018 submitted to media

“Forum on the Future of Retail,” CBS Channel 2 News, February 23, 2018

Earned Print Media/Online Media/Cable TV

“The Retail Revolution & Its Challenges for Cities,” Hermosa Beach Chamber E-News, February 6, 2018

“Healthy Homes,” Daily Breeze, February 7, 2018

“Healthy Homes,” Daily Breeze, February 8, 2018

“The Evolution of Retail & Its Challenges for Cities,” Hany Fangary E-Newsletter, February 9, 2018

“The Evolution of Retail & Its Challenges for Cities,” San Pedro Chamber E-News, February 9, 2018

“The Evolution of Retail & Its Challenges for Cities,” Daily Breeze, February 11, 2018

“The Evolution of Retail & Its Challenges for Cities,” Hermosa Beach Chamber E-News, February 14, 2018

“Public Agencies Prepare Baby Boomer Generation,” Easy Reader, February 16, 2018

“The Evolution of Retail & Its Challenges for Cities,” Hermosa Beach Chamber E-news, February 21, 2018

“Community Meeting,” Daily Breeze, February 23, 2018

<https://www.dailybreeze.com/2018/02/23/in-the-south-bay-retail-world-only-one-question-really-matters-is-it-millennial-ready/>

http://tbrnews.com/news/south-bay-galleria-s-millennial-appeal-could-be-retail-model/article_47416932-1901-11e8-be6f-db57e01f63fc.html

“Designing Shopping for Millennials,” Daily Breeze, February 24, 2018

“Mark’s Message,” Manhattan Beach Chamber E-News, February 27, 2018

Volunteer Program

Status of Program: 150.00 hours for February 2018; 2018 thus far = 183.75 hours

Grand total as of 2/28/18: 17,859.18 (starting April 2008)

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South Bay Cities Council of Governments

March 22, 2018

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update –February 2018

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

President Signs Two-Year Budget; Congress Starts \$1.5 Trillion Infrastructure Bill Debate

President Donald Trump signed a two-year budget deal on February 9th that authorizes \$300 billion in spending over the next two years with \$165 billion for defense, and \$131 billion for non-defense spending (including \$20 billion for infrastructure). The passage also postpones a potential federal government shutdown until March 23rd and clears the way for more substantive debate to begin on the Administration's \$1.5 trillion infrastructure proposal.

Three days later, the President released his \$1.5 trillion infrastructure plan to leverage \$200 billion in federal funds with local and private funding. He also backed a 25-cent federal gasoline tax hike to help pay for the \$1.5 trillion infrastructure package. The gas tax supports the Highway Trust Fund, which has not been raised in more than two decades.

The Administration's "Legislative Outline for Rebuilding Infrastructure in America" framework unveiled three new programs and other changes intended to provide \$200 billion in federal funding which, combined with state and local funds and private capital, could lead to \$1.5 trillion of new infrastructure investment. But his proposal may not be cobbled into a bill by Congress this year because the proposal is aimed at shaking up the federal government's role in infrastructure investment.

The outline's broad objective is to push state and local governments to innovate and explore new funding approaches not only to maximize the multiplier effect of limited federal funding but also to attract private investment. The proposal also pledges to dramatically shorten the time it takes to obtain permits, and outlines a host of other features that could revamp state and local governments' infrastructure investment decisions while opening the door to the private sector.

The Administration's proposal will need to be introduced as a bill debated by six committees in the House and five in the Senate. The legislative process is just beginning as the Senate Environment and Public Works Committee held its first hearing on Trump's outline on March 1st with Transportation Secretary Elaine Chao.

Transportation and Infrastructure Committee Chairman Bill Shuster hopes to pass a bill before Congress leaves Washington for its August recess, and if not, an option may be to vote after the November 2018 election.

Trump Sidelines Reviews Of Transportation Safety Rules

In response to President Trump's intention to reduce regulations the USDOT has withdrawn, repealed, delayed or put on the back burner at least a dozen significant safety rules over the past year. Some of those regulatory changes include:

- Delaying a 2016 proposed rule to require new cars and light trucks be able to communicate wirelessly with each other to avoid collisions.
- Extending the compliance deadline to September 1, 2020 for a rule adopted in 2016 that requires that new hybrid and electric vehicles emit sounds when traveling at low speeds to alert pedestrians and cyclists to their approach.
- Shifting a 2016 proposal to require software in new heavy trucks be set to limit maximum speeds from its list of active rulemakings to its long-term agenda.
- Withdrawing a potential rule in the early stages of writing to require that states annually inspect commercial buses and other passenger-carrying vehicles. Twenty-two states already conduct annual inspections, but some states say they can't afford an inspection program.

The administration has also deferred or withdrawn several proposed safety regulations related to railroads and pipelines.

STATE

State Approves Regulations To Test Driverless Autonomous Vehicles On Streets

Statewide regulations to permit and govern autonomous vehicle deployment — without a driver present — were approved by the California Office of Administrative Law on February 26th.

The move to approve California DMV's regulatory framework will allow deployment and also testing of autonomous vehicles without a driver behind the wheel. The regulations require a "communication link" be maintained between the testing vehicle and remote operators. The companies must also certify the vehicle is capable of operating without the presence of a driver and notify California Highway Patrol of a "law enforcement interaction plan" that will be available for first responders.

During deployment, those remote operators must monitor the status of the vehicle and be prepared to intercede "if the vehicle experiences any failures that would endanger the safety of the vehicle's passengers or other road users" according to the permit application.

The rules will also allow ride-hailing companies such as Uber and Lyft to begin selling rides in driverless cars, removing expensive human drivers from the equation.

The United States suffers nearly 40,000 traffic fatalities a year, with 94% caused by distraction and other human errors, according to the U.S. Department of Transportation

California AV Regulations May Be Preempted By Federal Regulation

Last fall, federal legislation was introduced in the Senate to regulate autonomous vehicle technology (American Vision for Safer Transportation Through Advancement of Revolutionary Technologies Act, S 1885). If enacted, the legislation could preempt state and local regulations pertaining to autonomous vehicles.

As currently worded the federal act would prohibit states and cities from adopting, maintaining, or enforcing “any rules or standards regulating the design, construction, or performance of Autonomous Vehicle (AV) systems with respect to safety, data recording, cybersecurity, human-machine interface, crash-worthiness, post-crash behavior, or automation function.” It would also prohibit states from promulgating any rules on any other issue regarding AVs, including requiring any of them to be electric or subjecting them to VMT fees. It would nullify California S.B. 1298, which in 2012 called for the California Department of Motor Vehicles to create safety rules for testing AVs in the state, and it could potentially nullify the rules that resulted from that law as well as prevent the DMV from updating them—although the DMV is in the process of doing so.

In response, the California Senate Transportation and Housing Committee held a hearing on February 20th to explore how the state legislature should prepare for the autonomous vehicle technology that could be coming as soon as 2019.

The California DMV submitted an update to its regulations on testing AVs to the Office on Administrative Law and is expecting to be able to put the new rules into effect on April 1st. If they are not precluded, the new regulations will cover requirements for testing fully autonomous vehicles, with no driver present, on public roads in California.

In addition to AV vehicle testing, panelists at the hearing called for state regulations that address potential AV impacts such as congestion and greenhouse gas emissions; job loss from increased automation; individual ownership / carsharing / transit serving / fleet deployment; equity; transportation finance; insurance; new infrastructure needed while maintaining current infrastructure; the potential impacts of reduced parking fees both from parking meters and citations; the potential for reduced citations and accompanying fees, and the impact of that on courts and police and fire services; AV driver training for new and used vehicles; updating current state regulations to apply to AVs that don’t need a steering wheel or column, brake pedal, or mirrors; and the need for data and transparency.

State Bill Could Make It Easier For Cities To Lower Speed Limits

Cities in California that want to reduce speed limits to improve safety are hamstrung by a state law that was enacted years ago to prevent local jurisdictions from creating speed traps as a revenue source.

If a town wants to lower a speed limit, for example as part of an effort to make their downtown safer, add a crosswalk bulbout, narrow lanes, or add a bikeway, it must conduct a speed survey of vehicles currently driving on the road. The new speed limit must match the rounded-down speed that 85 percent of the drivers are currently travelling. So, if most surveyed vehicles are speeding in an area, the results of the required speed survey may force the local jurisdiction to raise the speed limit instead of lowering it.

But that obstacle to reducing speed limits may change if A. B. 2363 is signed into law. The bill would allow local jurisdictions to make an exception to the 85% rule and lower the speed limit if an area is found to have a high crash rate. The bill does not yet include the amount of reduction that would be allowable and it is not clear which agency (Caltrans, local jurisdictions?) would have the authority to make such a change. Also, since local jurisdictions are provided design immunity if they comply with the California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD), local jurisdictions would want the MUTCD to be revised to reflect the new law before they would take action to reduce speeds below the 85% threshold.

SB 1 Is Fast-Tracking Road Repair Projects

Caltrans has spent \$118 million in SB 1 funding since November 2017 on maintenance projects, completing 11 jobs and awarding contracts for 15 others. Another 26 large road and highway improvement projects are in the design and pre-construction stages in Los Angeles County. In addition, planning work has begun on 252 others.

Starting Nov. 1, 2017, SB 1 raised the state excise tax on gasoline by 12 cents, and increased the excise tax on diesel fuel by 20 cents. The sales tax rate on diesel was boosted from 9% to 13%. The SB 1 taxes and fees, when fully implemented, are expected to generate \$5.4 billion annually. For this budget year, which ends June 30, the revenue is estimated to be \$2.8 billion. Next year, that will rise to \$4.6 billion.

In addition to projects on state facilities, some of the money will go to cities and counties. In January, the California Transportation Commission awarded more than \$173 million to 57 local projects that will be allocated in fiscal years 2017-18 and 2018-19.

Trump Infrastructure Plan Being Used To Defend California SB 1 Gas Tax Increase

The California GOP has committed \$200,000 to support the November 2018 ballot measure to repeal SB 1 and the repeal proponents are well on their way to qualifying the initiative for the November 2018 ballot. But, ironically, the Trump administration's plan to rebuild American infrastructure is encouraging supporters of SB 1 to point out that Trump's plan puts the onus on states and local governments to contribute about 80 percent of revenues for major projects (rather than the historic 80% federal share), and focuses incentives for local and private matching funds.

The irony is not being lost on gas tax supporters which have taken aim at House Majority Leader Kevin McCarthy, R-Bakersfield, for supporting the Trump proposal but opposing the state's gas tax hike. McCarthy has donated money toward the "Stop The Gas Tax" petition drive to repeal SB 1.

Although most of California's new SB 1 funds are designated for maintenance and rehabilitation, SB 1 allocates \$5.5 billion, or 10 percent of its total revenues, to major freeway improvements for faster freight movement and to unclog commute corridors. These types of projects would be attractive in the Trump plan because the state funds would leverage \$200 billion in federal funds for road and other infrastructure projects. It's the only way the Infrastructure Plan will achieve its \$1.5 Trillion investment promise.

REGION

Pedestrian Deaths Rose Sharply In Los Angeles In 2017

L. A. City Mayor Garcetti created Vision Zero in 2015 with a goal of reducing traffic deaths by 20% by 2017 and to eliminate traffic deaths by 2025. During 2017, overall traffic deaths fell by 3%. The city also had a decrease in deaths involving cyclists, drunk driving and hit-and-run crashes.

From 2012 to 2016, pedestrians were involved in 8% of the traffic collisions in L.A. but represented 44% of the deaths. In 2015, 74 pedestrians were killed by drivers in Los Angeles. That figure rose to 134 in 2017, the highest number in more than 15 years.

Los Angeles officials spent more than a year studying collision data to pinpoint the city's most dangerous streets for pedestrians and cyclists. In 2017, they worked to make changes along 40 of those corridors. Last year alone, the city made 1,120 changes to streets and intersections.

Transportation officials have added concrete medians, more visible crosswalks, signs alerting drivers to pedestrians at mid-block crossings, and plastic reflectors and posts designed to slow drivers down as they turn right.

Enforcement also was a key strategy last year. State law requires that cities update traffic studies every 10 years on streets with speed limits higher than 25 mph. If the survey of a particular street expires — and many had, along L.A.'s thousands of miles of streets — police officers cannot use laser or radar enforcement to write tickets until the studies are updated.

The city has recently completed its survey updates. On February 28th, Mayor Garcetti announced speed limits on most of the streets will remain the same. There will be increases on 94.32 miles of road, and decreases on 52.63 miles. Some of the streets that will have higher speed limits are among the deadliest in the city. But city officials say they have no choice, because rules about setting speed limits are determined by the state.

They say the silver lining is that increasing the speed limits could make streets safer, because police can resume issuing speeding tickets. California law also says speed citations can only be issued on streets where speed studies have been conducted in the last five to 10 years. Armed with updated speed surveys, the LAPD wrote 27% more speeding tickets last year and plans to actively enforce speed limits along high-injury streets with an additional \$1.5 million for overtime shifts to patrol high-injury routes this fiscal year. In addition, the city will spend more money in 2018 on a campaign to remind Angelenos of the impact of unsafe driving.

Dockless Bikes Raise Community Concerns

Cities around L. A. County are scrambling to cope with the negative impacts of a new mode of transportation known as dockless bikes. The dockless program differentiates itself from other bike sharing programs that require that the bikes be returned to a designated docking station.

Offered by LimeBike and other emerging competitors, the programs allow riders to borrow or rent a bike (or other mobility device), then drop it off at their destination, wherever that might be, once they are done. A smartphone application and a GPS tag on the equipment allows the next rider to locate the devices that are nearest to their location and borrow or rent them for their trip.

But careless users have been leaving the dockless bikes in places they shouldn't be, such as on private property, or "strewn about" on a sidewalk, often blocking pedestrian and wheelchair access.

LimeBike began offering its shareable dockless bikes in San Pedro, Wilmington and Watts last year. Mitch Englander, a Los Angeles councilman from the San Fernando Valley, has received complaints of the bikes being "strewn about" the communities surrounding California State University Northridge. He is seeking an "emergency moratorium" on any future dockless bike-sharing programs and says more regulation should be considered for them. Staff from South Bay cities are also meeting to determine what focus regulations should have. In addition to the safety issues, they are concerned with balancing the potential community sustainability benefits with economic competitive effects the dockless bike and other mobility device rentals may have on long-standing bicycle rental stores, especially in beach communities.

TRENDS

New Uber Express Pool Program launches in LA; Metro's Microtransit Option Next?

Starting February 21st, Uber introduced its Express Pool service in Los Angeles. The service was tested in November in San Francisco and Boston and has found enough ridership to support it 24 hours a day. Round-the-clock service was also rolled out last week in Philadelphia, Washington, Miami, San Diego and Denver, with more cities to follow.

The Express Pool system allows customers to trade the convenience of being picked up wherever they are for a transit-like experience in which Uber instructs users to walk to a set destination so that drivers don't have to go too far out of their way to find them.

Instead of providing door-to-door service, Uber's new Express Pool product asks app users to walk a block or two to a meeting spot. They might be dropped off a block or so away from their destination, too. The point is to save drivers and riders time by eliminating the lengthy, loopy bits of shared rides, those runs around the block to grab a fellow pooler from wherever they're standing when they tap on the app.

In exchange for the walk inconvenience that improves the efficiency of the shared ride trip, Uber estimates that trips with the new system will be around half the price of a Pool ride and up to 75 percent less than the conventional UberX option, in which just one passenger hails a ride to a single destination.

The new option is designed to iron out some of the wrinkles in the Pool system that Uber introduced in 2015, which has been criticized by drivers and riders alike for its unpredictability, which often leads to long detours and circuitous routes to enable a shared ride. Express Pool passengers can expect to wait for 1 to 2 minutes for their pick up location instructions while the app pairs them with other riders traveling along a similar route.

Uber—which lost \$4.5 billion last year—craves consistent, constant riders, who think about opening the app every time they leave to go somewhere else. So the company is going after the people who move from the office to the house and then back again every day, with a product that mimics the public transit systems many already use.

The new system is similar to a “microtransit” program that L. A. Metro is planning to improve first/last mile connectivity for the regional transit system. Metro's program would also rely on smartphone technology and would allow passengers to get picked up along flexible routes that could change depending on rider demand. If Uber (and Lyft) pull off this sort of service the way they'd like, and win the commute, it could be an existential crisis for the urban bus system.

Ride-hailing Companies Taking Big Bite Out Of Parking, Car Rentals and Taxi Revenues

Parking expert Casey Wagner, who hosts a National Parking Association webinar on the rise of the shared economy, said Uber and Lyft are taking a big bite out of the parking, car rental and taxi industries. His analysis of the effects in San Diego may prove instructive for the future of cities' parking and transit investments.

In San Diego, Ace Parking is experiencing as much as 50 percent less traffic at nightclubs, a 25 percent drop at restaurant valets, and a 5% decrease in overnight parking at hotels. In 2017, 68 percent of business travelers chose Uber or Lyft, while 25 percent chose rental cars. Only 7 percent hopped in taxis, according to Certify, which tracks business travel spending. And at San

Diego International Airport, parking revenue has been flat while plane traffic is up 7 percent this fiscal year.

In downtown San Diego, city planners are looking at the decline in parking demand as they update parking guidelines — which could lead to changes in how curb lanes are used, how much off-street public parking is built, and what parking ratios are appropriate for new urban developments.

The city also is experimenting with a designated pick-up, drop-off lane for ride-share cars on Fifth Avenue in the Gaslamp Quarter, after a study determined that a community valet wouldn't be successful.

Parking chains are fighting back with technology that improves convenience with smartphone-available pricing, space availability, reservations and payments. But consultants are predicting that ride-share competition may push down parking prices.

Waymo Announces Driverless Taxi-vans Will Soon Serve Phoenix And Other Markets

Waymo, formerly known as the Google self-driving car project, announced in January it plans to add “thousands” of completely driverless Chrysler Pacifica Hybrid vans that will start serving Phoenix as rideshare vans and taxis and then expand into other U.S. markets.

A study released last December by the Boston Consulting Group predicted as much as 20 percent of the miles Americans clock on the road each year will be in driverless ride-sharing vehicles.

Despite cautionary calls from safety advocates and agencies, Waymo officials insist they are confident the driverless vehicles can operate safely. Its various prototype and pilot vehicles have already clocked more than 4 million miles test driven in the real world in seven states and 25 U.S. cities and Waymo is logging another 10,000 miles daily while continuing to clock “billions of miles” in its computer simulators.

Waymo could sharply undercut its competition on pricing, as drivers make up the biggest line item when it comes to operating costs for ride-sharing and taxi services. That's why it costs about \$1.40 a mile to use a service like Lyft, compared to an average \$0.80 a mile to own and operate a personal car.

Toyota and Ford are working on their own driverless technologies and have expressed interest in entering the “mobility services” field as a way to compensate for that potential decline in traditional sales. General Motors is waiting for federal approval to start testing a completely driverless version of its Chevrolet Bolt battery-electric vehicle. GM could also provide some of the driverless vehicles to Lyft, the ride-sharing service in which it now owns a large stake.

Cisco Makes 7 Internet of Things Predictions For Connected Transportation

Cisco is one of the biggest proponents — and potential beneficiaries — of the Internet of Things (IoT). The networking giant is pushing IoT solutions in a number of areas, not least of which is the transportation sector. So what does their in-house guru predict for transportation technology?

1. Data will be the new oil - In the past, government and transportation agencies have not gone much beyond storing IoT transportation data. But going forward, he expects those agencies to find innovative ways to leverage analytics to create revenue streams, improve quality of life for

citizens, and offset costs of new technologies that provide true situational awareness and eliminate major accidents.

2. More MaaS and TaaS - The growth of Mobility-as-a-Service (MaaS) and Transportation-as-a-Service (TaaS) will enhance the passenger experience. MaaS and TaaS reflect the move away from personally owned transportation (private cars) toward mobility services such as Uber or Lyft. 2018 will see broader use of MaaS across different modes of transportation, providing passengers with a seamless travel experience — from bikeshares, to rideshares, to mass transit systems and everywhere in between.”

3. Artificial intelligence (AI) and machine learning will play key supporting roles - AI and machine learning will become much more widespread in the transportation sector, enabling more automated, predictive analytics and, therefore, better decision making. For example, the technologies could be used to better deploy emergency response vehicles, tow trucks, and snow plows and even “preemptively deploy salt trucks to roadways that often ice over just before they begin to freeze.”

4. IoT in transportation is primarily an infrastructure play - Modern networks and data architectures are essential to enable the myriad IoT connections from smart devices and other consumer technologies. For example, for consumers to use and benefit from a smart parking mobile application that helps them locate and reserve parking spots, we first need a modern network infrastructure in place to ensure secure, reliable connectivity between the app, the vehicle, and sensors within the parking facility.

5. Uncertainty surrounding data privacy and ownership is a big barrier - Determining who owns the data being stored in smart devices is a source of debate. For example, data can come from vehicles owned by private companies, by transportation agencies, or even cities. It can also be collected from sensors on traffic lights, venues, weather agencies, and bridges or roads. But sorting out who is allowed to access, share, and monetize that information will require clear new legislation and policy especially when multiple agencies are involved in managing a transportation facility.

6. IoT will impact the lifespan of vehicles and transportation infrastructures – The IoT data collected and analyzed from connected cars and infrastructures can help extend the life of these vehicles and the transportation system through predictive analytics and preventative maintenance. For example, by aggregating and analyzing traffic data from IoT sensors on streetlights, transportation agencies can determine which roads are most frequently traveled and service and maintain them first. Connected cars also can alert drivers when maintenance is needed to keep the vehicles running smoothly. And with vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) connections optimizing routes, alleviating congestion and helping drivers avoid road hazards, there will be fewer accidents.

7. We need to choose a standard for V2V and V2I communication – There isn’t universal agreement on the communications protocols needed for vehicles to communicate with one another and with the transportation infrastructure. The impending choice is between Dedicated Short Range Communications (DSRC) or 5G. The mobile carriers support the emerging 5G, carmakers have backed DSRC due to its rigorous testing for automotive safety

MEMORANDUM

TO: JACKI BACHARACH
FROM: RALPH L. FRANKLIN, CHAIR: METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR FEBRUARY 2018
DATE: FEBRUARY 13, 2018

The Metro Staff presented a report on the New Fare Subsidy Program called the LIFE (Low Income Fare is Easy) Coupon Program. The mission of the program will be to provide transportation assistance to the most economically-vulnerable and transit-dependent citizens in Los Angeles County. This program is income-based and qualified persons must meet the Persons in Household/Annual Income per HUD Poverty Guidelines. Currently there are 540 Agencies that provide these subsidies and the LIFE coupons are also being used by municipal operators including Culver CityBus, LADOT Transit, Long Beach Transit and Torrance Transit to name a few.

The program provides a subsidy for a 7–Day Pass and a 30–Day Pass. As an example, a 30-Day Pass that regularly costs \$100 but with the LIFE Coupon it would cost \$76 which is a savings of \$24. To apply for these savings and to obtain other information about this program, contact the Administrator for our area. In this case, it would be in the South Los Angeles/South Bay Region and the telephone number is (323) 870-8567.

We had another interesting presentation by a consultant and Metro Staff regarding a Bike/Bus Interface Study Overview. The study revealed that between 2006-2014 bicycle commuting increased by 81%. Since bicycles are now sharing the roads with more frequency, it is essential that cities and counties weigh-in on existing road designs. There are several working groups to educate and train Bus Operators and people on bicycles to know/learn how to share the road. Los Angeles County provides courses for bike riders and enlighten individuals regarding bus operator and bicycling perspectives through proactive safety education.

We received our monthly report by Metro’s Deputy Executive Officer on Regional Service Performance. Overall, the buses in the South Bay have been identified as very clean and for the past year have had great on–time performance. In the month of December 2017, in the South Bay, riders average 2.6% as noted by the bus operator recorded instances of not paying their fair share to ride the bus. In addition, we had less than 5 bus customer complaints per 100,000 passengers. The major reasons for complaints stem from bus schedule-related and pass-ups due to the limited number of space available for bicycles on the racks and handicapped-accessibility on the bus.

Again, Green Line closures commenced on Friday, January 26th and will continue through Saturday, April 7th. Free bus service is provided to replace the rail service at Aviation/LAX, Mariposa, El Segundo, Douglas and Redondo Beach Stations.

This concludes my report.

MEMORANDUM

TO: JACKI BACHARACH
FROM: RALPH L. FRANKLIN, CHAIRMAN: METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR MARCH, 2018
DATE: MARCH 22, 2018

The first presenter addressed the I-405/110 Highway Project Overview which has multiple Funding Sources, by Phases, for this project. 1. Project Study Report – Caltrans Funded, 2. Project Approval Environmental Document (PAED) – Measure R Funded, 3. Project Specifications Estimates (Design) – Caltrans Funded and 4. Construction – Caltrans Funded. The Project would include: the addition of a fourth lane travelling northbound (NB) on the I-110 Fwy through the I-110/I-405 interchange; realign the NB to the southbound (SB) I-110 ramp between abutments; and realign the SB system connector on the I-405 to the I-110 SB for auxiliary lane and the intersection improvements at the Torrance off-ramp. Currently this project is out for bid and the anticipated construction completion date is 2020.

Metro has formed a new Committee called, the “NextGen Bus Study Working Group”. As Metro prepares for the next generation of transit riders, it is critical that assessments be made on their preferred method of travel. Each Metro Service Council (5 Service Councils) was requested to have a representative assigned to this group. Currently, five (5) meeting dates have been scheduled between March 2018 and November 2018. We had two Service Council Members that wished to serve on our behalf and Ms. Meighan Langlois received the majority vote and will be our representative.

Metro staff presented the “Metro Complete Streets Policy”. “The term **Complete Streets** describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.” The purpose is to provide safety for all road users. For this policy to be successful, it will require cities/counties to include Complete Streets Policies in their General Plans.

Deputy Executive Officer Gary Spivack gave us an overview of the Metro Regional Service Performance. Focusing on the South Bay region, it was noted that Bus on-time performance by Metro averaged 74% and Contract Bus Lines averaged 77%. Ridership complaints per 100,000 passengers averaged 4.2% and Metro overall goal is to be under 4%. The majority of complaints stemmed from Bus pass ups, discourtesy by bus drivers and accessibility to get bus service. One of the biggest concerns is the weekday short fare and/or no fare made by the riders. In the month of January 2018, in the South Bay, riders average 2.3% as noted by the bus operator recorded instances of not paying their fair share. This is a major problem that will need to be resolved in order to have a viable public bus transit system.

There will be three (3) I-105 ExpressLanes Public Scoping Meetings. 1. Lennox (March 21), Los Angeles/Watts (March 22) and Paramount (March 24). If you are unable to attend any of these meetings, the March 22nd meeting will also be available as a live webcast.

In conclusion, we had the Council Members make their final comments and give line ride reports.

South Bay Cities Council of Governments

DATE: March 22, 2018

TO: SBCCOG Board of Directors

FROM: Steering Committee

RE: Measure M Subregional Funds; Public Outreach Program for initial Five-Year Programming Plan

BACKGROUND

In June, the Metro Board of Directors adopted the Measure M guidelines establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SBCCOG, through the development of a five-year subregional fund programming plan for each of the South Bay Measure M Multi-Year Subregional Programs. In accordance with Metro administrative MSP guidelines expected to be released in February, five-year project specific programming plans will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the annual cashflow committed by Metro to specific projects that fall within each of the South Bay MSP programs.

Under the adopted Measure M Guidelines, SBCCOG is responsible for developing a Public Participation Element that will cover how potential project sponsors and stakeholders are to be engaged in the development of the 5-year plan and the specific projects. To guide the required documentation, Metro has suggested a set of questions that must be answered in advance of a Metro/SBCCOG funding agreement being executed, and included within, the MSP 5-Year Plan “Public Participation Element.”

This Public Participation Element must be included in the MSP 5-Year Plan adopted by the SBCCOG Board and subsequently adopted by the Metro. At a minimum, the public participation element must address the interests of:

- The Subregion represented by the SBCCOG Cities;
- Potentially-eligible MSP Project Lead Agencies (L. A. County and other South Bay local jurisdictions
- Stakeholders. (Stakeholders may vary by program and MSP focus, but could include advocacy organizations, non-profits representing community interests, business interests, potential service providers and/or funders for the MSP program or project, etc.

Finally, the Public Participation Element must reference if, and to what extent, the subregion will address performance measurement as part of the MSP 5-Year Plan.

Staff recommends that the SBCCOG implement the following Public Participation Plan for the development of the South Bay Multi-Year Subregional Programs:

1. Staff will develop draft project selection criteria for each of the South Bay MSPs for which funding is projected to be available between FY 2019 and 2024. The criteria will be reviewed by the Infrastructure Working Group, the Transit Operators Working Group, and the Senior Services Working Group. The Transportation Committee will review all comments from the Working Groups and make a recommendation to the Board of Directors. The criteria will be approved by the Board of Directors.
2. SBCCOG Staff will distribute to eligible project sponsors the list of candidate projects that was included in the 2015 South Bay Mobility Matrix along with the project selection criteria and request candidate project descriptions from eligible project sponsors. Since the Mobility Matrix projects are already deemed eligible by Metro, project sponsors will be encouraged to give priority to these projects. However, the SBCCOG will also consider candidate projects that were not included in the Mobility Matrix project list. Project sponsors will be encouraged to engage community stakeholders in the development of their candidate projects and will be asked to describe their public outreach / participation process when they submit their candidate project list.
3. SBCCOG staff will develop a preliminary proposed 5-year project list using the South Bay Mobility Matrix list of projects and project lists submitted by eligible project sponsors for each sub-fund based on annual cash flow availability.
4. This preliminary list will be distributed to SBCCOG member agencies and other stakeholders and posted on the SBCCOG's website for comment.
5. The proposed project list, as well as any comments received, will be agendaized for the Infrastructure Working Group, Transit Operators Working Group and Senior Services Working Group for discussion and public input.
6. Recommendations from the working groups will be forwarded to the SBCCOG Transportation Committee and agendaized for discussion and public input.
7. Final recommendations from the SBCCOG Transportation Committee will be forwarded to the SBCCOG Board of Directors for public input and final approval.
8. The SBCCOG Board-approved 5-Year MSP funding plans will be transmitted to the Metro Board of Directors for approval.
9. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

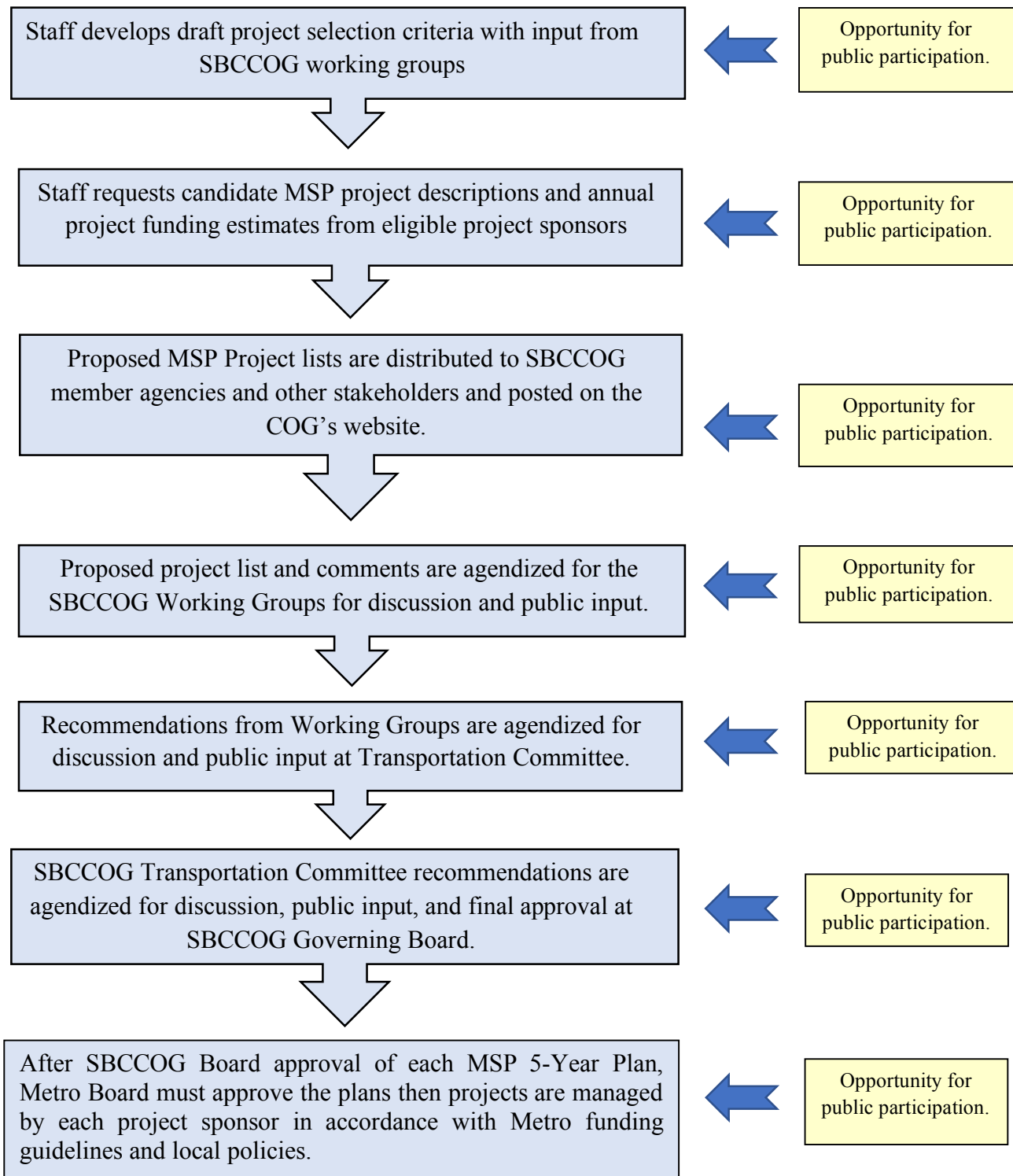
As shown in Exhibit 1, this proposed approach provides numerous opportunities for public participation and stakeholder engagement, and therefore, conforms to the requirements and intent of Metro Board direction.

RECOMMENDATION

The Steering Committee recommends that the Board approve the public participation process as described above and illustrated in Exhibit 1.

Exhibit 1

SBCCOG Plan for Public Participation and Stakeholder Engagement



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SPOTLIGHT

SCAG REGIONAL COUNCIL NEWSLETTER



March 1, 2018

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NEWS FROM THE EXECUTIVE DIRECTOR

- REGISTER TODAY FOR SCAG'S PREMIER ANNUAL EVENT
- SHARE YOUR INPUT ON SCAG'S DRAFT PUBLIC PARTICIPATION PLAN
- SCAG 2020 RTP/SCS LAUNCHES COLLABORATIVE OPEN-DATA MAPPING PROJECT
- UPDATE ON GREENHOUSE GAS EMISSION REDUCTION TARGETS
- APPLICATIONS AVAILABLE FOR 2018 SCAG SCHOLARSHIP PROGRAM

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

HIGHLIGHTS FROM THE MEETING



California Strategic Growth Council Executive Director Randall Winston presented updates on state funding programs investing in building more sustainable communities.

INFO

STRATEGIC GROWTH COUNCIL DIRECTOR DISCUSSES COMMUNITY INVESTMENT

Randall Winston, Executive Director of the California Strategic Growth Council, joined today's meeting of the Regional Council to share updates on the agency's community investment initiatives, including the Transformative Climate Communities (TCC) program. Supported through revenue generated by California's cap-and-trade system, the TCC program provides funding to help disadvantaged communities in the state become more sustainable, healthy and economically strong. Mr. Winston noted that the SCAG region had submitted a very high number of the TCC applications received in the past grant cycle, and applauded the results of increased technical assistance to prospective applicants.

He also highlighted the investments that have already been committed to the region: Early last month, it was announced that the City of Ontario and the Los Angeles neighborhood of Watts would receive \$35 million in grants through the TCC program. He had an engaged discussion with the Regional

California.

AGENDA

For current and archived Regional Council meeting agendas and videos, visit:

bit.ly/AgendaRC.

Council, who expressed commitment to ensuring that the SCAG region, which is home to nearly half of the state's population and two-thirds of its disadvantaged communities, receives the resources it needs. Further grants from the TCC program will be announced by the Strategic Growth Council later this year.

ACTION

REGIONAL COUNCIL ELECTS 2018-2019 BOARD OFFICERS



The Regional Council today unanimously approved the nominations for the SCAG 2018- 2019 Board Officers, as submitted by the Nominating Committee. Congratulations to Hon. Alan Wapner, from the City of Ontario and San Bernardino County Transportation Authority representative, who will serve as the new SCAG President; Mayor William "Bill" Jahn, City of Big Bear Lake, as First Vice President; and Hon. Randon Lane, City of Murrieta, as Second Vice President. The slate of new officers will be presented to the General Assembly for ratification at its meeting on May 3.

ACTION

REGIONAL COUNCIL ADOPTS 2018 LEGISLATIVE PRIORITIES

The Regional Council voted to approve legislative priorities for the 2018 state and federal legislative sessions. The adopted slate of priorities aligns with the agency's long-term objectives and builds on established Regional Council-endorsed policies. This follows approval from the Legislative/Communications & Membership Committee, who voted to recommend the adoption of the 2018 legislative priorities at their Feb. 20 meeting.

At the state level, SCAG is committed to supporting robust sources of transportation funding and revenue, regional equity in resource distribution under the state's cap-and-trade program and incentive-based approaches to increasing development of housing, including affordable housing. In Washington, we will pursue increased federal support for transportation systems and freight infrastructure. To read the 2018 Legislative Priorities in full, or to learn more about our Legislative Program, visit

scag.ca.gov/legislation.

ACTION

REGIONAL COUNCIL APPROVES DRAFT COMPREHENSIVE BUDGET FOR FISCAL YEAR 2019

The Regional Council has moved to approve SCAG's Draft Comprehensive Budget for Fiscal Year 2018-2019, including the Draft Overall Work Plan (OWP). This program outline's the agencies major strategic initiatives for this year, and aligns with SCAG's newly adopted Strategic Plan.

The Regional Council's vote also authorized the release of the Draft OWP for a 30-day period of public review. SCAG welcomes comments, which will be accepted until 5:00 p.m. on April 2. To view the full Draft FY 2018-2019 OWP and learn how to submit comments, visit:

scag.ca.gov/about/Pages/DraftFY2018-2019OWP.aspx.

At the close of the public comment period, the Final OWP will be submitted to the Regional Council for approval on May 3. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval, also in May.



Mayor James Butts of the City of Inglewood also made a presentation to the Regional Council, sharing a preview of major economic development coming to his city and to the region. Mayor Butts is pictured at center, along with Strategic Growth Council Executive Director Randall Winston (left) and SCAG Executive Director Hasan Ikhata (right).

NEWS FROM THE EXECUTIVE DIRECTOR

REGISTER TODAY FOR SCAG'S PREMIER ANNUAL EVENT



SCAG's 53rd Regional Conference and General Assembly will convene on May 3-4 at the Renaissance Indian Wells Resort & Spa in Indian Wells, CA. This year's program, themed "Southern California at a Crossroads," will feature a diverse slate of expert panels, keynote presentations and technical demonstrations designed to equip the region for navigating major changes. Nearly 1,000 of Southern California's most influential leaders and innovators are expected to attend, including local elected officials, CEOs, business and civic leaders, transportation and environmental stakeholders, local government staff and others. The conference will send attendees home with fresh insights and new resources to help them better address future challenges in their own communities. The event is free for elected officials and city managers in the region, and a special early bird is currently available. To register for the 2018 Regional Conference, visit scag.ca.gov/GA2018.

SHARE YOUR INPUT ON SCAG'S DRAFT PUBLIC PARTICIPATION PLAN

On Wednesday, Feb. 21, SCAG released for public review and comment our new Draft 2018 Public Participation Plan. This updated plan was developed to reflect changes in communication technologies and public engagement best practices. In addition, the plan has been revised from previous to be more readable and accessible to a general audience, and more adaptable in anticipation of evolving technologies and practices. This plan is key to ensuring that our approach to public engagement is effective and inclusive, so please share your input! SCAG's Draft 2018 Public Participation Plan is available for public review and comment period for 60 days, which will conclude on Saturday, April 21, at 11:59 p.m. (PST). The Draft Public Participation Plan is available on the SCAG website. At the end of the comment period, staff will review, address and incorporate as appropriate all comments received. We anticipate bringing a draft final plan to the Regional Council for adoption in Summer 2018. To submit comments, or ask any further questions, please contact Margaret de Larios at delarios@scag.ca.gov.

SCAG 2020 RTP/SCS LAUNCHES COLLABORATIVE OPEN-DATA MAPPING PROJECT

To assist with the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy, SCAG has launched a new crowd-sourced data project calling on college and university students to help identify and map transit-supportive features in the region's neighborhoods. The programs and policies that will be mapped for this project will help identify how our region is meeting its climate change goals. Students will have the opportunity to contribute data that will aid SCAG in better understanding how neighborhood-oriented policies can encourage residents to take transit and to walk or bike more in their communities—thereby reducing the number of vehicles on the road and in traffic. A prize of \$1,000 will be awarded to the student with the highest number of confirmed data field entries. Submissions are due by May 31 - more information is available on the [RTP/SCS website](#).

UPDATE ON GREENHOUSE GAS EMISSION REDUCTION TARGETS

On Feb. 21, the California Air Resources Board (CARB) shared an updated staff report that includes recommendations for regional targets for reducing per-capita greenhouse gas (GHG) emissions. Since Senate Bill 375 was passed in 2009, CARB has set targets at both the state and regional level for reducing greenhouse gas emissions. After an ongoing collaborative dialogue with SCAG and other agencies, CARB has proposed an updated target of a 19% per capita GHG reduction by 2035 in the SCAG region, which is consistent with the recommendation approved by the SCAG Regional Council in November 2017. This staff report makes recommendations for CARB Board actions at their March 22 meeting. In addition, CARB staff has proposed a broader target-update framework, with specifics to be further developed. The framework incorporates added reporting and tracking of investments, project performance analysis and implementation efforts related to the Regional Transportation Plan / Sustainable Communities Strategy. ARB staff is expected to convene working group meetings with the state's metropolitan planning organizations over the next several months to identify tools, incentives and tracking methodology, as well as to revise the SB 375 Program Guidelines. SCAG will continue to provide updates during this important process.

APPLICATIONS AVAILABLE FOR 2018 SCAG SCHOLARSHIP PROGRAM

SCAG is now accepting applications for its scholarship program through April 27. Our scholarship program offers financial support and professional development to the region's high school and community college students.

Seven scholarships of \$4,000 will be awarded to eligible students across the six-county SCAG region. Winners will also complete a two-week internship with a local planning agency or council of governments, getting the opportunity to meet with elected officials and practicing planners to learn more about careers in public service. Community college students or high school juniors and seniors who live in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino or Ventura are eligible to apply. Application materials and additional details are available at scag.ca.gov/scholarship. If you have questions, contact Houston Laney at laney@scag.ca.gov.

UPCOMING MEETINGS

March

- 15th Technical Working Group
- 20th Legislative/Communications & Membership Committee
- 27th Transportation Conformity Working Group
- 28th Modeling Task Force

April

- 5th Regional Council & Policy Committees
- 17th Legislative/Communications & Membership Committee
- 19th Technical Working Group
- 24th Transportation Conformity Working Group



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| Date: | March 5, 2018 |
| To: | Interested Parties |
| From: | Ray Tahir, TECS Environmental |
| Subject: | Results of Legislative Audit of MS4 Permit |

In June of 2017, Assembly Representative Al Muratsuchi asked the State’s Joint Legislative Audit Committee to look into MS4 (stormwater) permit costs through the State Auditor’s Office. That request was granted and the audit was conducted shortly thereafter. The audit was completed a few weeks ago and a report was released on March 1, 2018. The audit included a review of three MS4 programs administered by the Central Valley, Los Angeles, and San Francisco Regional Boards. In the conduct of its audit the State Auditor also included the State Water Resources Control Board.

I. Summary

The results of the audit were not favorable to the water boards, especially to the L.A. Regional Board. Among other things, it concluded:

- **The Regional Board did not adequately consider costs in connection with the enhanced and non-enhanced watershed management programs, which is estimated to cost \$20 billion over a twenty-year period.** This is a criticism that cities have made over and over again. It also ties-in with Gardena's litigation. The audit report points out that although the California Water Code requires water boards (State and Regional) to consider economics when imposing a permit requirement, the State Board has provided little guidance on what criteria should be considered when determining the economic impact on of the requirement on a permittee. The audit intimated that had the Regional Board been aware of MS4 Permit costs -- most of which are attributable to the E/WMPs and were not made known until two-and-a-half years after the permit was adopted -- it may not have approved the permit. The audit recommended that the State Board develop guidelines for the Regional Board for determining the cost impact on requirement on a municipal permittee.
- **The Regional and State Board erred in basing pollution control plans (E/WMPs) on inadequate or outdated water quality data.** This was a criticism communicated by Assembly Rep. Muratsuchi to the State Auditor team. It was also an issue raised by Gardena's stormwater consultant during a Regional Board workshop on the revised 303(d) list. The Dominguez Channel toxics TMDL was used as an example. The toxic pollutants placed on the 303(d) TMDL list were based on sampling data from the channel that was a decade old, ignoring the real possibility that water quality has changed and even improved over that time. A more vivid example is the metals TMDL for several segments of the San Gabriel River and Los Angeles River tributaries (Reach 2 of the Rio Hondo and all Reaches of the Arroyo Seco). Despite the fact that the 2010 303(d) list did not identify metals as an impairment for that water body requiring a TMDL, the 2012 MS4 permit lists metals impairments for several segments of the river. This grievous mistake resulted in the unnecessary expenditure of municipal resources.

- **The water boards required unnecessary monitoring.** As an example the audit uses bacteria, which was based on antiquated test indicators and incorrectly applied ocean monitoring methodologies to freshwater (e.g., Los Angeles River). As a result, municipalities subject to the bacteria TMDL for the Los Angeles River were required to spend resources needlessly.
- **The State Water Board failed to develop guidelines for MS4 Permittees to report MS4-related compliance costs.** The audit noted that jurisdictions used different methods for reporting compliance costs. The State Board responded by claiming that it did have the expertise in municipal finance to develop such guidelines. The auditor responded by recommending that the State Board hire a consultant that knows municipal finance.
- **The audit criticized the Regional Board for not providing adequate oversight of watershed management plans, specifically the EWMP submitted by the Rio Hondo/San Gabriel River EWMP group.** The EWMP group reported that its watershed management plan had overestimated its pollution problem (metals) by a factor of 10. This resulted in an overestimation of the need for green street infiltration controls that added significantly to the cost of compliance. The audit report made clear that the Regional Board should have caught the error during its review of the EWMP plan. Although not specified in the audit report, Regional Board staff, in being overly deferential to the consultant-led E/WMP groups, also failed to inform the Dominguez Channel EWMP group that the City of Lomita is not subject to the Dominguez Channel Harbor/Toxics TMDL. As a consequence, the City of Lomita is required to come up with \$58,456,951 to meet its milestones (compliance targets for the Dominguez Channel EWMP group).
- **The State Water Board erred when it adopted a state-wide policy for controlling trash from MS4s.** This policy is expressed in the L.A. Regional Board's Section 13383 water code order requiring all MS4 Permittees in Los Angeles County. This policy, codified as a basin plan amendment, was not based on any studies showing that cities subject to the trash policy had problems with trash. The audit report also revealed that a number of municipalities in the State did not believe they had a problem with trash as a pollutant. These cities mentioned that spending municipal funds on trash takes away from addressing more serious pollutants.

The Auditor General recommended that the State Board rescind its policy, which would, by extension, invalidate the Regional Board's Section 13383 Order, which is used to compel compliance. It should be noted that Assembly Rep. Muratsuchi's office was responsible for raising this issue to the State Auditor in response to concerns from the City of Gardena. The State Board, in its response to the audit's comments, held steadfast in its belief that the trash policy is necessary and has no intention of changing its stance on it. Let's see what the Auditor General does. Cities should weigh-in on this issue. Letters should be sent to the State Auditor, the legislative audit committee, and the water boards supporting the audit report's findings and recommendations. One of several criticisms cities should make is that the Regional Board was not encouraged by the State Board to conduct a public hearing on the trash policy (a basin plan amendment), which is required under the California Water Code.

II. Water Boards Response

Predictably, the water boards, for the most part, responded defensively to the audit report. The State Board accused the Auditor General's report of being over-generalized and inaccurate. The Auditor dismissed that accusation. Although the water boards agreed with some of the Auditor's recommendations, which they intend to put into practice, several boards complained about the short time-lines for complying with the auditor's recommendations. They include developing criteria for estimating cost impacts on municipalities and reporting costs in the annual compliance reports to the Regional Boards. The audit ignored that concern and recommended that the water boards adhere to the timelines.

The water boards also remained steadfast in their belief that monitoring (taking water quality samples) was not excessive. Again, the Auditor held its ground as well. The State Board, as mentioned, clung to its belief that its state-wide trash plan is justified. The Auditor countered by affirming that the trash policy was overly broad and that local jurisdictions should be given the discretion to channel their resources to more pressing water quality issues.

III. Auditor General's Leverage

The audit report was sent to the Governor's office and the legislature. The Auditor has no enforcement power; only the power to influence. The audit was made at the urging of the joint legislative committee (consisting of 15 State legislators) which was responding to the several complaints it received from several cities and other interested parties. While the Auditor General has no power to legally impose its recommendations on the water boards, the legislators do. They can enact legislation to require the water boards to comply with the legislature's demands. Legislators could, for example, require the water boards to provide up-to-date information on water quality for water bodies in the State such as the Dominguez Channel. And they now have the power to use the unfunded mandate decisions rendered by the State Supreme Court and expanded more recently by the Third Appellate Court. Specifically, the legislature can void an unfunded mandate requirement. The compliance requirements addressed by the audit report are all unfunded mandates because they exceed federal stormwater regulations. This includes excessive monitoring, the trash control requirements and compliance with watershed management plans. In fact, if the legislature voids the watershed management plans the entire MS4 Permit would collapse. It should kept in mind, however, that the Gardena litigation could accomplish the same end.

IV. Recommendation

The cities and interested persons should consider sending letters to their State legislative reps asking that they support the audit's recommendations. This should not be difficult since 15 state electeds that sit on the Joint Legislative Audit Committee had pushed the Auditor General to conduct the audit of the MS4 Permit and its costs.

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