

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, March 28, 2019 @ 6:00 pm 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)**
Britt Huff, 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. **60 Day Notice of Intention to Increase Dues – year 5 of 5 year program (attachments) – Approve (Pages 9-10)**
 - C. **Contract Extension with Agnes Walker for Financial Services (attachment) – Approve (Page 11)**
 - D. **Status of Legislation of Interest to SBCCOG (attachment) – Approve (Pages 13-19)**
 1. Support AB 147, AB 245 and SB 5
 2. Oppose SB 50 (Wiener)
 - E. **Actions Approved by the Steering Committee (attachment) – Receive and file (Page 21)**
 - F. **Monthly Reports – Receive and File**
 1. **South Bay Environmental Services Center Report (attachment) (Pages 23-29)**
 2. **Transportation Report (attachment) (Pages 31-37)**
 3. **February & March Service Council reports by Ralph Franklin, Chair (attachments) (Pages 39-42)**

- VII. **PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)**
- A. **Face of the Program (6:15 pm)**
 - 1. Aaron Baum
 - B. **Update on Legislation Regarding Voting District Authorization for Clean Air (attachment) (6:20 pm)**
 - 1. Wayne Nastri, AQMD Executive Officer (**Page 43**)
 - C. **Impacts of Proposed State Legislation Regulating Land Use in the South Bay & Mounting Local Opposition (6:40 pm)**
 - 1. Bill Brand, Mayor, Redondo Beach
- VIII. **TRANSPORTATION REPORTS**
- A. Metro Report by Board member James Butts/Mike Bohlke (**7:00 pm**)
 - B. SBCCOG Transportation Update by Steve Lantz - (**7:05 pm**)
 - 1. Approve Tier 2 South Bay Measure M MSP Projects (*attachment*) – **Approve (Pages 45-46)**
 - 2. Re-imagining Metro Board Actions Related to Metro’s & “28 By 2028” Initiatives (*attachment*) (**Pages 47-50**)
- IX. **SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (7:15 pm)**
- A. General Assembly Lessons Learned
 - B. EE funding from incentives
 - C. Senior Services
 - D. Homeless Services
 - E. Regional Broadband Initiative
 - F. Slow Speed/Local Travel Network Project
 - G. Other
- X. **AGENCY REPORTS (7:30 pm)**
- A. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan)
 - B. Air Quality Management District (Judy Mitchell, Joe Buscaino, Janice Hahn & Denny Shaw)
 - C. SCAG & Committees (*attachment*) (**Pages 51-53**)
 - 1. Energy and Environment (Judy Mitchell, Jim Osborne)
 - 2. Transportation (Dan Medina, James Gazeley, Drew Boyles)
 - 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/Jeff Duclos)
 - E. Stormwater Funding
 - 1. CCCA/LCC Stormwater Funding Options Committee (Milton Herring & Hany Fangary)
 - F. South Bay Association of Chambers of Commerce (Olivia Valentine)
 - G. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)
 - H. South Bay Workforce Investment Board (Chris Cagle)
 - I. California Association of Councils of Governments - CALCOG (Britt Huff)
- XI. **UPCOMING EVENTS & ANNOUNCEMENTS**
- May 10 Housing Forum co-sponsored with South Bay Association of Boards of Realtors (*attachment*) (**Page 55**)
- XII. **UPCOMING SBCCOG COMMITTEE MEETINGS & WORKING GROUPS**
- Consult website for specific times and places for other meetings – www.southbaycities.org
- XIII. **ADJOURNMENT**

Next Board meeting - Thursday, April 25, 2019



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

SBCCOG MEETINGS: ATTENDANCE 2018 – 2019

City	Jul - 18	Aug - 18	Sept - 18	Oct - 18	Nov - 18	Jan - 19	Mar - 19
Carson				Hicks	Hicks	Hicks	
El Segundo	Pirsztuk			Boyles	Boyles	Boyles	
Gardena	Medina	Medina	Medina	Medina			
Hawthorne	Valentine	Valentine	Valentine		Valentine	Monteiro	
Hermosa Beach	Fangary	Fangary	Fangary	Fangary	Fangary	Fangary	
Inglewood	Franklin	Franklin	Franklin	Franklin		Franklin	
Lawndale	Osborne	Osborne Pullen-Miles	Osborne	Osborne	Osborne Suarez	Osborne Suarez Pullen-Miles	
Lomita	Gazeley	Gazeley	Gazeley	Gazeley	Gazeley	Gazeley	
Los Angeles			X	Buscaino			
Manhattan Beach	Hersman	Hersman	Hersman	Hersman	Hersman	Hersman	
Palos Verdes Estates	Kao		Kao	Kao	Vandever	Kao	
Rancho Palos Verdes	Alegria	Alegria	Alegria	Alegria	Alegria	Cruikshank	
Redondo Beach	Horvath	Horvath	Horvath	Emdee		Horvath	
Rolling Hills	Dieringer		Dieringer		Dieringer	Dieringer	
Rolling Hills Estates	Huff	Zuckerman	Huff	Huff	Huff	Huff	
Torrance	Herring	Rizzo		Rizzo			
County of Los Angeles-2 nd District	Sausedo	Sausedo				Sausedo	
County of Los Angeles- 4 th District		X	LaMarque		LaMarque		

Number of Active Agencies	18	17	17	18	18	18	
Quorum Required (50% +1)	10	9	9	10	10	10	
Number of Agencies Attending	15	12	13	14	11	14	

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, JANUARY 24, 2019
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS THEATER
20285 S. WESTERN AVENUE, 1ST FLOOR, TORRANCE, CA 90501**

I. CALL TO ORDER

Chair Huff called the SBCCOG Board of Directors meeting to order at 6:08pm.

II. INTRODUCTIONS

In attendance were the following voting elected officials:

Cedrick Hicks, Carson	Nancy Hersman, Manhattan Beach
Drew Boyles, El Segundo	Kenneth Kao, Palos Verdes Estates
Alex Monteiro, Hawthorne	John Cruikshank, Rancho Palos Verdes
Hany Fangary, Hermosa Beach	Christian Horvath, Redondo Beach
Ralph Franklin, Inglewood	Bea Dieringer, Rolling Hills
Jim Osborne, Lawndale	Britt Huff, Rolling Hills Estates
Jim Gazeley, Lomita	Robert Sausedo, LA County D-2

Other elected officials in attendance:

Bernadette Suarez, Lawndale
Robert Pullen-Miles, Lawndale

Also in attendance were the following persons

Greg Farr, Caltrans	Grace Farwell, SBCCOG
Jeff Kiernan, League of CA Cities	Brooke Heri, SBCCOG
Tina Cox, SCAQMD	David Leger, SBCCOG
Steven Sawyer, Charter/Spectrum	Natalie Champion, SBCCOG
Drew Penner, Frequency Horizon	Rosemary Lackow, SBCCOG
Jacki Bacharach, SBCCOG	Erin Cornelius, SBCCOG
Kim Fuentes, SBCCOG	Carolyn Yvellez, SBCCOG
Steve Lantz, SBCCOG	

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

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

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

Ms. Bacharach announced that Alan Wapner is no longer able to attend the meeting tonight to present a SCAG update (Item VII-B). Chair Huff then announced that instead of the presentation, she will ask the Board of Directors to share ideas/topics of interest after the Adaptation Presentation (Item VII-C). Board Member Franklin noted that he believes it's redundant to add this item because it could be covered under Item IX. Chair Huff explained that she is not looking for input from every single Board Member, only those who have ideas that they'd like to share, particularly ideas or issues that may be addressed as a sub-region.

V. PUBLIC COMMENT

No public comment was received.

VI. CONSENT CALENDAR

- A. November Board Meeting Minutes (attachment) – Approved**
- B. Actions Approved by the Steering Committee (attachment) – Received and Filed**
- C. Monthly Reports – Received and Filed**
 - 1. South Bay Environmental Services Center Report (attachment)**
 - 2. Transportation Report (attachment)**

Board Member Dieringer requested that full items from the Steering Committee actions be included with future reports on action taken by the Steering Committee. Ms. Bacharach explained that it could lead to a lot of wasted

paper. It was agreed upon that one full copy of the items would be available at each meeting should anybody want to see the full items.

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

VII. PRESENTATIONS

1. Face of the Program

Erin Cornelius gave her “SBCCOG: Face of the Program” presentation, which introduces SBCCOG staff and their program responsibilities to the Board of Directors. Ms. Cornelius reviewed her path to the SBCCOG, including her educational background at UC Santa Cruz where she graduated with a B.A. in Environmental Studies. She also touched on her internship with the Ventana Wilderness Alliance and previous jobs such as a snowboard instructor. In 2016, Ms. Cornelius moved to Los Angeles and began working part-time at the SBCCOG assisting on the Climate Action Planning work. Ms. Cornelius was hired on full-time in September 2017 and currently works on the Green Business Program and various energy programs. Outside of work, Ms. Cornelius enjoys spending time outside, reading, and participating in snow sports.

Ms. Cornelius’s presentation can be viewed on the SBCCOG’s website at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_Face%20of%20the%20COG%20Erin%201.19.pdf

2. SCAG Update

No presentation was given. See Item IV above for detail.

3. Adaptation Planning Overview

Carolyn Yvellez, a Civic Spark Fellow currently working at the SBCCOG, introduced herself and gave a brief background of the Civic Spark program. She then gave a brief overview of the project, explaining that the SBCCOG will develop a robust climate vulnerability assessment (South Bay sub-region and city-specific) and a sub-regional climate adaptation plan to provide a strong framework for adaptation planning throughout the region. She further explained the goals of Climate Adaptation Planning, noting that a plan aims to: prepare the community for the impacts of climate change; making the community safer and healthier; meets applicable local and state requirements; considers economic, social, and environmental co-benefits; and builds off existing initiatives. Ms. Yvellez briefly reviewed the Adaptation Planning Timeline, which anticipates that the SBCCOG Board of Directors will review and consider adoption of a sub-regional plan summer 2019.

For more details included in the presentation, it can be viewed in its entirety on the SBCCOG website at:

http://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_City%20Adaptation%20Presentation_Board%201.19.pdf

4. New Item: Board Member Sharing

- Chair Huff: The SBCCOG should consider facilitating workshops on creating age-friendly communities through the AARP program that was discussed at the Senior Services Working Group meeting. She also hoped the SBCCOG could look into emergency preparedness and encouraging commercial development and how to keep brick and mortar businesses in the South Bay.
- Board Member Sausedo: Building off Chair Huff’s suggestion of emergency preparedness, ensuring that all relevant parties are at the table to discuss the issues that will be faced in the aftermath of an emergency.
- Board Member Cruikshank: continue fighting transit-oriented development mandates from the state.

VIII. Transportation Reports

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

Ms. Bacharach announced that Metro CEO Phil Washington has started discussing congestion pricing and a by-product may include free transit rides. Mr. Lantz elaborated that the Metro Board passed a motion instructing staff to conduct a feasibility study on the proposal. Mr. Lantz added that the Board also approved a pilot “[pay as you use]” model for the ExpressLanes, eliminating the need for transponders and utilizing license plate readers instead. Mr. Lantz concluded by reporting that the Metro Board also approved a request that the Legislature allow Metro to issue tax credit bonds that would replace the debt service model that Metro currently operates under. This could allow Metro to borrow more money than they currently are able to.

B. Service Council report by Ralph Franklin, Chair

Board Member Franklin provided a written update in the agenda packet.

C. Transportation Committee Report

1. 2019-20 Measure R SBHP Metro Budget Request (attachments) - APPROVED

Mr. Lantz explained that there have been minor updates to the SBHP Metro Budget Request since the agenda packet was mailed out, pointing the Board to the update memo that was handed out. Mr. Lantz noted that upon Board action, the project applications will be reviewed by Metro Staff and that further refinement is possible before the item is sent to the Metro Board for approval.

The updated memo that was handed out is available online at:

http://southbaycities.org/sites/default/files/board_directors/meeting/HANDOUT_Updated%20MBR%20Memo.pdf

MOTION by Board Member Franklin, seconded by Board Member Gazeley, to **APPROVE** the South Bay Highway Program Budget Request and Recommend Metro Board Approval. No objection. So ordered.

2. Measure M Budget request – Ms. Bacharach explained that SBCCOG Staff is requesting the Board delegate approval authority to the Steering Committee so there is additional time to straighten out any eligibility disputes with Metro.

MOTION by Board Member Franklin, seconded by Board Member Osborne, to **DELEGATE** approval authority of the initial Measure M project list to the February Steering Committee. No objection. So ordered.

3. Funding Options/Critical issues concerning South Bay projects (attachment)

Mr. Lantz explained that the item is a basic roadmap for issues that need to be discussed at/with Metro in the coming months and the advocacy that will be required. The memo identifies the different funding programs the SBCCOG participates in, the scope, schedule, 5-year budgets, and funding sources of those programs.

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. Mid-Year Budget Adjustment and Forecast (attachments) – APPROVED

Ms. Heri reported that revenue increased by \$102,000 but that expenses were up by \$55,000, so there was a net increase of \$47,000, largely due to new grants that came in. Ms. Bacharach added that the audit is wrapping up and should be available next week.

B. General Assembly Planning

Ms. Bacharach explained that cities will be exhibiting in the morning, highlighting the history and/or future of the city. There will be a local historian panel; a discussion on diverse populations; a story map highlighting the SBCCOG's work; a keynote by Dr. Patrick Soon-Shiong; a discussion by Bob Lanter of the California Workforce Association; and a panel on wellbeing and happiness. Ms. Bacharach reported that there are currently around 200 RSVPs.

C. Homeless Services (attachments)

Ms. Farwell reported that the Task Force met on January 9th. Ms. Farwell added that the 3rd annual Homeless Initiative Conference is taking place on February 7th. She added that Supervisor Ridley-Thomas' office is looking at different approaches to dealing with homeless individuals including, particularly the faith-based communities creating "hospitality hubs". This is something that may work in the South Bay as well. The SBCCOG has also organized a showing of "American Street Kid" at 7pm on January 31st at the Redondo Beach Performing Arts Center. The film is a documentary focusing on youth experiencing homelessness and will be followed by a discussion with the producer, filmmaker, and hopefully some of the youth in the movie. Ms. Farwell also reported that the Beach Cities (Redondo, Hermosa, and Manhattan) grant proposal was partially funded by the County, securing \$150,000 (out of the \$210,000 requested) for a homeless coordinator. The proposals from Hawthorne and Inglewood were not awarded this cycle, but they are able to reapply.

D. Regional Broadband Initiative

Ms. Bacharach explained that site surveys have been conducted and will hopefully refine the costs of the project.

E. Slow Speed/Local Travel Network Project

Ms. Bacharach reported that the SBCCOG received the Caltrans grant to identify the slow speed network that would be safe for NEVs and other slower speed vehicles to travel locally. The grant ends in 2021, a year later than previously thought, so the timeline will be revised to accommodate the extra time available.

F. Other

Ms. Bacharach reported that the first Cannabis Workshop was held today and was very well attended. There was also a workshop on Goods Movement prior to the Board meeting. Ms. Fuentes briefly reported on the Solsmart grant, explaining that the SBCCOG has worked with seven cities in the South Bay to participate in the national program that recognizes cities for being solar ready. There is additional funding available for further participation in the current budget. She noted that the SBCCOG doubled the participation in California with the cities we added.

X. AGENCY REPORTS

A. League of California Cities & LA Division Legislative Committee

Mr. Kiernan reported that Governor Newsom released his budget which identifies \$500M in one-time funding for homelessness, as well as \$25M in aid for local firefighters for mutual aid. There were also funds identified for more CalFire aircraft. Mr. Kiernan passed out information on SB 50 (available online at http://southbaycities.org/sites/default/files/board_directors/meeting/HANDOUT_League%20of%20CA%20Cities%20SB%2050%20Wiener%20Equitable%20Communities%20Incentive.pdf).

Mr. Kiernan also reported that the League is considering legal action against the Bureau of Cannabis Control regarding the final regulations that usurped local control on delivery of cannabis. Board Member Dieringer added that it could be worthwhile to fight the State regarding the cannabis delivery issue, asserting local control on the issue. Mr. Kiernan added that an Assemblymember is considering a bill that would restrict delivery service to medical cannabis only.

Mr. Kiernan then provided an update on the Small Cell issue, reminding the Board that the FCC order did everything that SB649 would have done. The National League of Cities and several State League’s joined together to fight it. The 10th Circuit Court of Appeals ruled against the League but kicked the case over to the 9th Circuit which may be more favorable to the League’s position due to other precedents. Mr. Kiernan noted that compliance is now required because the stay was not supported, and the rule came into effect January 14th. Lastly, Mr. Kiernan reminded the Board of the Legislative Meet and Greet taking place on Friday, February 1st at the Lawndale Community Center.

Board Member Osborne asked Mr. Kiernan about the possibility of redevelopment coming back with the new governor’s administration. Mr. Kiernan explained that there is more to discuss with the Governor and Legislature on this issue but explained that the Governor’s initial plans had been tampered down during the budget conference.

Board Member Franklin asked if there was any legislation proposed regarding drones. Mr. Kiernan had not heard of any legislation at this time but noted the League has developed a drone policy. Board Member Dieringer added that the League is trying to draft a policy that would be introduced as legislation in Sacramento that would authorize local police agencies to help enforce FAA rules and regulations on drones. Currently, only federal officers can enforce.

B. South Coast Air Quality Management District

Tina Cox reported that there is a new exchange program launching that will provide zero-emission exchanges for diesel/gas commercial lawn and landscape equipment. School districts and other agencies are eligible as well. There will be a list of dealers at which the exchanges are done.

C. SCAG & Committees – No reports given.

- 1. Energy and Environment

2. Transportation
3. Community, Economic, & Human Development
4. Regional Council

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

E. Stormwater Funding

1. **CCCA/LCC Stormwater Funding Options Committee** – Board Member Fangary reported that there will be a meeting on February 8th.
2. **County Water Resilience Working Group** – No report given.

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

G. South Bay Aerospace Alliance – No report given.

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

I. California Association of Councils of Governments

Chair Huff reported that there is a CALCOG meeting next week.

XI. UPCOMING EVENTS & ANNOUNCEMENTS

Franklin (Inglewood): LA Rams event at the Stadium this Sunday for celebrate them making it to the Super Bowl.

XII. UPCOMING SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

January 30: “American Streetkid” movie showing

January 31, Feb. 7, 14: Workshops on Cannabis Regulations (attachment)

January 31, Feb. 7: Workshops on Goods Movement (attachment)

February 1: Annual Legislative Meet and Greet co-sponsored by SBCCOG, SBACC and LCC (attachment)

February 28: General Assembly

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

XIII. ADJOURNMENT

Chair Huff adjourned the meeting at 8:02 pm to March 28th at 6:00 pm.

David Leger
Assistant Board Secretary

South Bay Cities Council of Governments

March 28, 2019

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: 2019-2020 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 2019-2020 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 FY2019-2020. Each city will share in equal proportion with a 5.4% 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 28, 2019 Board of Directors meeting so that the 2019-2020 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 5.4% dues increase for the coming year for a total of \$20,000 per the attached table. The vote on this issue will be on the May 23, 2019 Board meeting agenda as part of the FY 2019-2020 budget.

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

							2015-2016	2016-2017	2017-2018	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
1	CARSON	91,714	0.088450	78,718,066	0.05035	\$ 19,989.00	\$ 21,360	\$ 22,727	\$ 24,094	\$ 25,461	\$ 26,828	5.4%
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	5.4%
3	GARDENA	58,829	0.056736	68,544,017	0.04384	\$ 16,244.00	\$ 17,358	\$ 18,469	\$ 19,580	\$ 20,691	\$ 21,802	5.4%
4	HAWTHORNE	84,293	0.081293	92,515,065	0.05918	\$ 20,417.00	\$ 21,817	\$ 23,214	\$ 24,610	\$ 26,006	\$ 27,403	5.4%
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	5.4%
6	INGLEWOOD	109,673	0.105770	180,375,719	0.11538	\$ 30,268.00	\$ 32,344	\$ 34,414	\$ 36,484	\$ 38,554	\$ 40,624	5.4%
7	LAWDALE	32,769	0.031603	14,968,417	0.00957	\$ 10,666.00	\$ 11,398	\$ 12,127	\$ 12,856	\$ 13,586	\$ 14,315	5.4%
8	LOMITA	20,256	0.019535	15,752,474	0.01008	\$ 8,006.00	\$ 8,555	\$ 9,103	\$ 9,650	\$ 10,198	\$ 10,745	5.4%
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	5.4%
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	5.4%
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	5.4%
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	5.4%
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	5.4%
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	5.4%
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	5.4%
16	TORRANCE	145,438	0.140262	258,394,355	0.16528	\$ 34,399.00	\$ 36,758	\$ 39,111	\$ 41,463	\$ 43,816	\$ 46,168	5.4%
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	5.4%
		1,036,899	1.000000	1,563,348,921	1.000000	\$ 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 28, 2019

TO: SBCCOG Board of Directors

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

SUBJECT: Contract Renewal with Agnes T. Walker

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

Agnes T. Walker has had a contract with the SBCCOG to provide technical assistance in preparing the 2018-19 budget since March 2018. She has been invaluable in providing assistance not only with the budget, but with audit preparation and updating accounts.

The scope of this renewal would include: preparation of SBCCOG 2019-2020 budget and 2018-2019 audit and other financial related issues as needed.

Ms. Walker has done an excellent job for the SBCCOG over the last year. She has substantial experience working for various municipalities, including the Cities of Redondo Beach, Carson, El Segundo, Hawthorne, Hermosa Beach, Costa Mesa, Long Beach, and Buena Park. She is well versed in all phases of public finance and; therefore, able to help with all facets of SBCCOG finance and accounting.

RECOMMENDATION

Recommend that the Board of Directors renew the SBCCOG agreement with Agnes T. Walker for the period from April 1, 2019 to June 30, 2020 at \$90.00 per hour for an amount not to exceed \$20,000.

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South Bay Cities Council of Governments

March 28, 2019

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – **Status as of March 20, 2019**

Adherence to Strategic Plan:

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

ECONOMIC DEVELOPMENT

<p>AB 245 (Muratsuchi)</p>	<p>California Aerospace and Aviation Commission: Would establish, within the Governor's Office of Business and Economic Development, 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</p>	<p>RECOMMEND SUPPORT</p>	<p>Assembly Jobs, Economic Development and the Economy Committee Hearing Date: 4/2/19</p>
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ENVIRONMENT

<p>AB 470 (Limón)</p>	<p>California Green Business Program. Would establish the California Green Business Program within the California Environmental Protection Agency. Would require the California Green Business Program to, among other things, develop baseline, beyond compliance, sector-specific environmental standards, as defined, for green business certification programs operated by local governments or their designees. Would also provide for the establishment of these local programs, which would certify small- and medium-sized businesses and public agencies as California green businesses, or an equivalent designation of the local program's choosing, for voluntarily adopting environmentally preferable business practices, including, but not limited to, increased energy efficiency, pollution prevention, reduced greenhouse gas emissions reduction, water conservation, waste reduction practices, & efficient and active transportation initiatives.</p>	<p>MONITOR</p>	<p>Assembly Natural Resources Committee Hearing Date: 3/25/19</p>
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FINANCE

<p>AB 147 (Burke)</p>	<p>Use taxes: collection: retailer engaged in business in this state: marketplace facilitators. Specifies that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000. Would allow the department to grant relief to certain retailers engaged in business in this state for specified interest or penalties imposed on use tax liabilities due and payable for tax reporting periods beginning April 1, 2019 and ending December 31, 2022. URGENCY LEGISLATION TO TAKE EFFECT IMMEDIATELY</p> <p>ANALYSIS: the fiscal effect of these new rules will be the collection of use tax revenue of approximately \$10 million per year from retailers who sell into California but who do not have a physical presence in the state.</p>	<p>RECOMMEND SUPPORT</p> <p>LCC supports</p>	<p>3/14/19 Senate Desk</p>
<p>SB 5 (Beall)</p>	<p>Local-State Sustainable Investment Incentive Program. Would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. Would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria. Would require the Sustainable Investment Incentive Committee to adopt guidelines for applications and approve no more than \$200,000,000 per year from July 1, 2020, to June 30, 2025, and \$250,000,000 per year from July 1, 2025, to June 30, 2029, in reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. Would provide that eligible projects include, among other things, construction of workforce and affordable housing, certain transit oriented development, and projects promoting strong neighborhoods.</p>	<p>RECOMMEND SUPPORT</p> <p>LCC supports</p>	<p>Senate Government & Finance Committee and Senate Housing Committee Hearing Date: 3/20/19</p>

HOUSING & HOMELESSNESS

<p>AB 36 (Bloom)</p>	<p>Affordable housing: rental prices. Would state that, among other things, affordable housing has reached a crisis stage that threatens the quality of life of millions of Californians as well as the state economic outlook. Would express the Legislature’s intent to enact legislation in order to stabilize rental prices and increase the availability of affordable rental housing.</p>	<p>MONITOR</p>	<p>12/4/18 From printer</p>
<p>AB 139 (Quirk-Silva)</p>	<p>Emergency and Transitional Housing Act of 2019. The Planning and Zoning Law requires, the planning agency to investigate and make recommendations regarding reasonable means to implement the general plan by April 1 of each year an annual report that includes a listing of sites rezoned to accommodate that portion of RHNA that can be accommodated. This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified.</p>	<p>MONITOR</p>	<p>1/24/19 Assembly Housing & Community Development Committee</p>
<p>AB 148 (Quirk-Silva)</p>	<p>Regional transportation plans: sustainable communities strategies. Would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified. For the 5th and each subsequent update to the sustainable communities strategy, would require the metropolitan planning organization to, among other things, (1) identify the region’s progress in the development of housing and emergency shelters in the areas within the region that were identified, in the prior sustainable communities strategy, as sufficient to house the 8-year projection of the region’s regional housing and emergency shelter needs, and (2) determine whether the development will successfully meet the 8-year projection. Would require the state board’s report, as described above, to include data-supported metrics that identify housing and emergency shelter developments related to the 8-year projection of the regional housing and emergency shelter needs that was assumed in the prior sustainable communities strategy, and the physical location of housing and emergency shelters identified in the most recently submitted sustainable communities strategy update.</p>	<p>MONITOR CALCOG opposes unless amended</p>	<p>1/24/19 Assembly Transportation Committee</p>

AB 302 (Berman)	Parking: homeless students. Would require a community college campus that has parking facilities on campus to grant overnight access to those facilities to any homeless student who is enrolled in coursework, has paid enrollment fees, and is in good standing with the community college, and would require the governing board of the community college district to determine a plan of action to implement this requirement. By imposing additional duties on community college districts, this bill would impose a state-mandated local program.	MONITOR	Assembly Higher Education Committee Hearing Date: 4/2/19
SB 6 (Beall)	Housing production. Would state the intent of the Legislature to enact legislation that would help encourage housing production throughout the state, including streamlining approval processes, identifying sufficient and adequate sites for housing construction, and penalizing local planning that restricts housing production.	MONITOR	Senate Housing Committee Hearing Date: 4/2/19
SB 50 (Wiener)	Planning and zoning: housing: equitable communities incentive. Would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. Would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. Would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions.	OPPOSE (2/11/19) (ltr to Sen Housing Comm 2/20/19)	Senate Housing Committee Hearing Date: 4/2/19
SB 127 (Wiener)	Transportation funding: active transportation: complete streets. Would require Caltrans, by January 1, 2021, "when undertaking any capital improvement project on a state highway or a local street crossing a state highway that is funded through the SHOPP	OPPOSE (2/11/19)	1/24/19 Senate Transportation Committee

	to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project." Would establish a Division of Active Transportation within Caltrans to oversee the existing Active Transportation Program and require that an undersecretary of the Transportation Agency be assigned to it.	(ltr to Sen Housing Comm 2/20/19	
SB 330 (Skinner)	Housing Crisis Act of 2019. This bill, until January 1, 2030, with respect to land where housing is an allowable use, would prohibit the legislative body of a county or city, defined to include the electorate exercising its local initiative or referendum power, in which specified conditions exist, from enacting an amendment to a general plan or adopting or amending any zoning ordinance that would have the effect of (A) changing the zoning classification of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018; (B) imposing a moratorium on housing development within all or a portion of the jurisdiction of the county or city, except as provided; (C) imposing design standards that are more costly than those in effect on January 1, 2019; or (D) establishing a maximum number of conditional use or other discretionary permits that the county or city will issue for the development of housing within all or a portion of the county or city, or otherwise imposing a cap on the number of housing units within or the population of the county or city. Would, notwithstanding these prohibitions, allow a city or county to prohibit the commercial use of land zoned for residential use consistent with the authority of the city or county conferred by other law. Would state that these prohibitions would apply to any zoning ordinance adopted or amended on or after January 1, 2018, and that any zoning ordinance adopted, or amendment to an existing ordinance or to an adopted general plan, on or after that date that does not comply would be deemed void.	RECOMMEND OPPOSE	2/28/19 Senate Government & Finance Committee

PUBLIC SAFETY

AB 1190 (Irwin)	Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. Would include the operation of small unmanned aircraft systems within the definition of hazardous recreational	MONITOR	3/11/19 Assembly Privacy and Consumer Protection and Judiciary Committees
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	activity for purposes of public entity liability. Would authorize a state or local agency to adopt regulations to enforce a requirement that a small unmanned aircraft system be properly registered under existing federal regulations. Would also authorize a state or local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.		
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TRANSPORTATION

AB 1286 (Muratsuchi)	Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with the city or county with jurisdiction over the area of use that requires the provider to maintain a specified amount of general liability insurance and prohibits the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. Would define shared mobility device to mean a motorized scooter, bike, skateboard, or other device. Would require a city or county to adopt safety rules regarding the use of the shared mobility devices in its jurisdiction before the shared mobility service provider may offer shared mobility devices for rent or use.	MONITOR	3/11/19 Assembly Privacy and Consumer Protection and Judiciary Committees
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FEDERAL

HR 530 (Eshoo)	Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019. Overturns the FCC's September order preempting local authority over small cell wireless infrastructure on January 14, the day the order took effect. Would not preclude future FCC or congressional preemption of cities on wireless infrastructure, but it would halt the FCC's harmful preemption order, which ignored the input of hundreds of local governments. The bill also complements ongoing efforts to overturn the FCC order in federal courts, and the investigation by congressional leaders into alleged attempts by the FCC to thwart that litigation.	SUPPORT & REQUEST CO-SPONSORS (2/11/19) Endorsed by NLC, NATOA, NAC	1/14/19 House Energy & Commerce Committee
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STATE LEGISLATIVE CALENDAR

- Feb. 22 Last day for bills to be introduced
- Apr. 11 – April 22 Spring Recess
- Apr. 26 Last day for policy committees to meet and report to fiscal committees fiscal bills introduced in their house
- May 3 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house
- May 10 Last day for policy committees to meet prior to June 3
- May 17 Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to June 3
- May 28-31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees
- May 31 Last day for each house to pass bills introduced in that house
- June 3 Committee meetings may resume
- June 15 Budget Bill must be passed by midnight
- July 10 Last day for policy committees to hear and report fiscal bills to fiscal committees
- July 12 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment
- Aug. 12 Legislature reconvenes from Summer Recess
- Aug. 30 Last day for fiscal committees to meet and report bills
- Sept. 3-13 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees
- Sept. 6 Last day to amend bills on the floor
- Sept. 13 Last day for any bill to be passed. Interim Recess begins upon adjournment

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South Bay Cities Council of Governments

March 28, 2019

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:

- One-year hardware license renewal at a cost of \$1,180.00 to support office internet use.
- LADWP contract extension (Steering Committee approved in January but contract had not arrived for board meeting) for \$40,000 for continuing services.
- Policy that for 2019, the SBCCOG will receive 5% of the incentive funds that a city receives for doing energy efficiency projects estimated to be \$117,575 based on the projects currently in the pipeline. These costs will offset funds that have been reduced from SCE to the SBCCOG.
- 24 Tier 1 Measure M Multi-Year Sub-Regional Program Projects to send to Metro for programming; 13 other project applications needed further information or didn't qualify and if and when ready, will come back for approval at a future meeting. The initial 5 year cashflow spreadsheet was also received and filed.
- Sending a letter to Metro on Re-Imagining Los Angeles Plan – supporting the letter sent by Metro's Policy Advisory Committee and requesting more focus on cost/benefit, project readiness and cost effectiveness as they review 28 X 28 projects.
- Supported HR 530 local control over small cell wireless infrastructure: and opposed SB 50 and SB 127 both on housing.

In March, the Steering Committee took the following action to approve:

- SBCCOG agreement with SCAG to extend SBCCOG's no cost use of SCAG's video conference equipment to 12/31/22

More information on these items is available on request and there will be a copy of the staff reports from the Steering Committee at the Board meeting.

RECOMMENDATION

Receive and file

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South Bay Cities Council of Governments

March 28, 2019

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – February 2019

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 Adaptation

The introduction and climate projections are nearly complete for the draft sub-regional vulnerability assessment, and these sections will be ready for internal staff review the first part of March. Working with a GIS volunteer, the generation of city-specific ‘public facilities’ and ‘EMS facilities’ has been completed. The SBCCOG is still missing a completed critical facility review from the cities of Gardena and Lawndale. If not received by March 8, 2019, the SBCCOG will rely on the open-source data that was initially identified. In addition, the CivicSpark Fellow has been working with SBCCOG partners to collect data that will also be used in the vulnerability assessment. At this time, only SCE and Metro have not responded.

After speaking with advisors from USC Sea Grant and USGS, it was agreed to take the extra time to reach out to all municipal water agencies in order to complete a robust inventory of critical water infrastructure and assess its vulnerability to flooding and sea level rise inundation. As a result, the GIS overlay analysis section of the vulnerability assessment will be completed in April. The Fellow is working with advisors and SBCCOG staff to determine which sea level rise scenario is best to utilize in the sub-regional vulnerability assessment.

Energy Efficiency

SBCCOG staff continues to meet with third parties to find synergies for future energy efficiency work. Two meetings were held in February. SBCCOG staff also continues to work with cities on the park lighting bulk purchase. Status to date: **Moving Forward:** Carson, Hawthorne, Redondo Beach, and Torrance; **Undecided:** Gardena, Inglewood; and **Not Moving Forward:** El Segundo (due to budget) and Manhattan Beach (due to cost payback analysis). SCE approved a time extension for completion which is now April 2020.

Energy Efficiency Partnership Program – Southern California Edison (SCE)

2019 Energy Saving Goal: 1,459,446 kWh **2018 Status:** 228,755 kWh% of **GOAL: 15.7%**

2019 Demand Reduction Goal: 256 kW **2019 Status:** 24 kW% **GOAL: 9.3%**

The South Bay continues to have a robust “pipeline” of projects specific to electricity (listed below). Note: if projects are in progress and are scheduled to be completed in 2019, SCE is committed to complete their funding obligations as long as the city also meets all of their project requirements. (Also, listed in the chart is each city’s Energy Leader Partnership (ELP) program status.)

City	Current ELP Tier Level	Energy Efficiency Measures (EEMs)	Estimated Completion Date	Estimated kWh savings	Estimated Incentive (\$)
Carson	Platinum	LED Streetlights	Q1/19	588,596	\$234,752
		LED Sports Lighters	Q4/19	733,452	\$124,687
El Segundo	Gold	Exterior LED Lighting	Q4/19	184,396	\$31,347
Gardena	Gold	Exterior & Interior Lighting	Q4/19	78,125	\$13,281
		Exterior & Interior Lighting	Q2/19	284,534	\$24,626
Hawthorne	Platinum	Exterior LED Lighting	Q4/19	194,254	\$38,851
Hermosa Beach	Platinum	Exterior LED Lighting	Q4/19	29,574	\$5,915
		LS-1 LED Streetlights	Q1/19	212,423	\$100,000
Inglewood	Platinum	Chiller VFD/HVAC Controls	Q2/19	238,000	\$63,645
		Exterior LED Lighting	Q4/19	477,067	\$81,101
Manhattan Beach	Platinum	LED Sports Lighters	Q4/19	305,597	\$61,119
		Street lights (LS-1 to LS-2 conversion)	Q4/19	517,922	\$103,584
Palos Verdes Estates	Platinum	LED Lighting	Q4/19	33,739	\$7,240
Rancho Palos Verdes	Platinum	LED LS-1 to LS-2 Conversion	Q4/19	557,976	\$240,992
Redondo Beach	Gold	Exterior LED Lighting	Q4/19	381,513	\$64,857
		LED Lighting	Q4/19	42,311	\$7,193
Rolling Hills	Gold	LED Lighting	Q1/19	9,000	N/A
Torrance	Gold	Exterior LED Lighting	Q4/19	841,894	\$143,122
		LS-1 LED Streetlights	Q1/19	3,679,729	\$933,037
		Interior LED Lighting	Q4/19	837,954	N/A
		VFD & Pump Motor	Q2/19	172,003	\$29,240
		Interior LED Lighting	Q2/19	16,741	N/A
Total				10,416,800	\$2,308,589

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

2019 Goal: 10,000 therms **2019 Status:** 0 therms installed **GOAL: 0%**

Agency	Project	Therm Savings	Incentive
Torrance USD	Pool heaters	TBD	TBD
City of Torrance	Space heating boiler	TBD	TBD
Total		0	0

SCE/SCG Strategic Plan Funding: The SBCCOG Energy Engineer continued to work with cities to complete benchmarking. The final report has been started – currently analyzing data. The project is expected to be completed in fall 2019.

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 January 2019. Proceeds from HERO for 2018 Q4 = \$601.18. Proceeds for 2019 Q1 are expected in late March 2019. Total since program start in 2014 = \$29,847.34. Payments to SBCCOG are based on HERO programs that are completed in the South Bay. Activity through January 2019 is 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	21,478	2,005	1,306	\$91,709,899	749	\$19,322,664	174	1,262	75	187	436	4,624,670	1,132
El Segundo	5/23/14	4,227	55	45	\$7,715,419	25	\$639,286	6	30	6	8	18	170,939	41
Gardena	5/23/14	12,413	713	467	\$32,437,364	257	\$6,406,311	58	419	27	42	82	1,240,645	302
Hawthorne	5/23/14	11,772	561	397	\$31,405,264	227	\$5,192,735	47	356	12	42	79	1,151,338	280
Hermosa Beach	5/23/14	6,514	55	40	\$8,413,706	19	\$395,206	4	20	0	10	23	98,199	25
Inglewood	5/23/14	19,071	1,352	889	\$62,770,876	493	\$12,855,406	116	811	54	48	111	2,352,233	568
Lawndale	5/23/14	5,272	162	106	\$8,337,878	51	\$1,367,357	12	89	7	12	30	282,859	71
Lomita	5/23/14	4,619	115	93	\$8,855,153	48	\$1,187,680	11	77	6	14	39	325,459	80
Manhattan Beach	5/28/15	12,444	93	81	\$18,235,351	41	\$1,346,576	12	70	7	26	93	442,439	115
Palos Verdes Estates	5/28/15	5,123	38	34	\$7,516,281	10	\$527,780	5	16	3	4	11	78,276	20
Rancho Palos Verdes	5/23/14	14,837	224	196	\$31,726,684	90	\$2,608,491	24	153	7	20	71	728,626	176
Redondo Beach	3/24/15	20,477	189	155	\$20,585,717	79	\$1,561,997	14	115	3	18	37	442,331	108
Rolling Hills	5/23/14	706	6	6	\$1,631,678	2	\$119,637	1	2	0	0	0	995	0
Rolling Hills Estates	5/23/14	3,104	46	40	\$7,727,160	23	\$868,135	8	29	3	10	46	210,979	55
Torrance	5/23/14	37,971	743	603	\$65,265,862	336	\$7,752,088	70	480	32	106	258	2,071,494	512
Total		180,028	6,357	4,458	\$ 404,334,293	2,450	\$ 62,151,350	560	3,929	242	547	1,335	14,216,484	3,484

* 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 also receives funding for Ygrene activities in the South Bay in return for promoting PACE. Ygrene payments to the SBCCOG for 2018 through Q4 are \$1,861.73 with a total of \$8,349.59 since 2016 when the program started. Payments to SBCCOG are based on Ygrene programs that are completed in the South Bay. Activity through January 2019 is listed below:

District	# of Apps	Jobs Created	Gallons of Water Saved	Annual Gallons of Water Saved	Economic Stimulus	Lifetime CO2 Reduced or Abated (Mtons)	Lifetime KWh Saved	Annual kWh Saved	Annual CO2 Reduced or Abated (Mtons)
Gardena	3	0	0	0	\$0	0	0	0	0.00
Hawthorne	2	1	0	0	\$120,000	58	1,544,966	12,322	2.07
Inglewood	6	0	0	0	\$12,500	6	0	1,190	0.20
Lomita	1	0	0	0	\$0	0	0	0	0.00
Redondo Beach	0	0	0	0	\$0	0	0	0	0.00
Torrance	0	0	0	0	\$0	0	0	0	0.00
Total	12	1	0	0	\$132,500	64		13,512	9

CA Green Business Network (CAGBN) & South Bay Green Business Assist Program (GBAP):

CAGBN - The current round of funding for both Hawthorne and Torrance ended in February. The goal was to have 10 businesses certified in each city with 5 businesses at the participant level. Results: Thirteen (13) businesses were certified in Hawthorne, with an additional 4 businesses at the participant level. Thirteen (13) businesses were certified in Torrance and 2 businesses at the participant level. During the month of February staff coordinated promotion of CAGBN through videotaping of elected officials Mayor Pat Furey of Torrance and Mayor Pro Tem Olivia Valentine of Hawthorne. The SBCCOG hosted the California Green Business Network in SoCal Best Practices meeting on February 13, 2019. There were representatives from the statewide CAGBN, Cities of Los Angeles, Huntington Beach, Long Beach, Hermosa Beach, Laguna Beach, Torrance, Hawthorne, Santa Monica, Fresno, Eastern Sierras, and County of Ventura. Topics discussed included best practices for outreach, certification, and recognition, “green” starter kits, and next steps for funding. It is the SBCCOG staff understanding that both Hawthorne and Torrance will be requesting additional funding for the next program year and plan on having the SBCCOG continue implementation.

CAGBN: SBCCOG staff continues to provide information on sustainability actions to local businesses. In addition, as businesses are certified through Hawthorne and Torrance, they also become GBAP participants. GBAP by city: Torrance (45), Lawndale (26), Hawthorne (24), Redondo Beach (16), El Segundo (15), Gardena (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 **200** businesses in the program as of the end of February 2019.

Water Conservation

West Basin Municipal Water District Programs (West Basin) Contract year is Sept. 1, 2018 through June 30, 2019*

**The West Basin contract is for 10 months to align with the SBCCOG July 1 – June 30 fiscal year.*

Task 1. Educational Outreach Support

Exhibit Events

Contract goals: 100 exhibit events, presentations, etc.

Status of goal: completed 47 exhibit events, presentations, etc.

Water Bottle Filling Station Program

Contract goals: To assist with identifying locations for stations.

Status: Public sites are eligible to install two (2) water bottle filling stations for the same Tax ID # (changed from only one allowed in previous funding cycle). In February, SBCCOG staff worked on identifying parks with old water fountains.

Task 2. Support for Workshops & Events

Educational Classes

Contract goals: minimum of 5 and a maximum of 8

Status of goals: 3 completed; 1 scheduled

SBCCOG staff worked in conjunction West Basin staff to schedule Landscape Transformation classes (MWD class offering). 1 class is scheduled for March 2019 in Lawndale.

Rain Barrel Giveaway

Contract goal: 5

Status of goal: 3 completed; 1 scheduled; 1 in process of being scheduled

The next rain barrel event is scheduled for March 16, 2019. SBCCOG staff and West Basin staff identified Morningside High School in Inglewood at a potential site for the May 4, 2019 event in Division II.

Greywater Workshops

Contract goal: 5 workshops

Status of goal: 0 workshops completed

SBCCOG is working with West Basin staff to identify locations and dates in the Spring for the greywater workshops.

Task 3. Cash for Kitchens

Contract goal: target 200 commercial kitchens by Dec. 2019 this goal overlaps contract years

Status of goal: 56 water surveys completed; No surveys were conducted in the month of February.

SBCCOG is waiting for WBMWD staff to provide new program specifics.

Task 4. Disadvantaged Community (DAC) Water-Energy Initiative Program (Clothes-Washer)

Contract goal: provide outreach to DAC communities within West Basin's service area and provide free installation of 500 high-efficiency showerheads, 1,500 faucet aerators, and 500 clothes washers.

Status of goal: SBCCOG staff will be assisting West Basin with this program when it is rolled out in the next 2 months. West Basin is developing the application process and identifying a company to deliver the washing machines to qualified households.

Torrance Water Contract year is July 1, 2018 through June 30, 2019

Task 1: Support for educational classes (California Friendly Landscape Training (CFLT) or Turf Removal (TR) Class and community events (This goal is dependent upon Torrance establishing classes).

Contract goal: as requested

Status of goal: 9 CFLT/TR/Greywater classes completed. A CFLT class was held on February 23rd at West High School. Torrance has scheduled 1 class per month between March and May 2019.

Task 2: Cash for Kitchens

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

Status of goal: 2 follow-up site visits completed.

Staff continues to identify kitchens in Torrance.

Water Replenishment District of Southern California (WRD) Contract year is March 21, 2018-June 30, 2019.

Ongoing promotion of WRD programs continues through the SBCCOG's information kiosk, e-newsletters, and other social media channels for the month of February. The April offsite meeting of the SBCCOG Partners will be held at WRD headquarters.

Sanitation Districts of LA County (LACSD) Contract year is January 1-June 30, 2019

The Sanitation Districts has requested our contract be aligned with the fiscal year.

Contract goals: Schedule up to 2-3 Sanitation Districts-related presentations

Status of goals: 1 presentation was held in February.

Los Angeles Department of Water and Power (LADWP) Contract year is January 1-December 31, 2019

Contract goals:

- 8-12 targeted special exhibit events; *Status of goal:* 1 completed; SBCCOG staff is in the process of identifying others.
- 1 training for SBCCOG Volunteers on LADWP programs; *Status of goal:* Training to be scheduled in March.
- 6-8 commercial kitchens to be identified for water assessments and conservation training; *Status of goal:* SBCCOG staff is in process of identifying commercial kitchens in Harbor City, Harbor Gateway, San Pedro, Wilmington.

Transportation

Vanpool Program (Contract period Feb. 1, 2013 – June 30, 2019)

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

Status of goals: 296 outreach events - **GOAL MET**; 18 information/formation meetings - **GOAL MET**

In February, collateral materials were distributed at 9 SBCCOG outreach events. SBCCOG staff's outreach efforts focused on: contacting Metro vanpool providers to coordinate outreach and formation meeting opportunities in the South Bay. Formation efforts continued with Wedgewood Properties, Raytheon, County of Los Angeles, and the City of Torrance. SBCCOG met with Metro staff to develop scope of work/budget for a new Metro TDM Outreach Contract.

Metro Express Lanes (MEL) (Contract period Aug. 1, 2015 – Jul. 31, 2019)

Contract goal: 30 outreach events; 2 presentations (This goal is dependent upon the availability of the mobile van).
Status of goal: 357 community events and 14 presentations completed. In addition, 28 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 at South Bay events including the SBCCOG’s annual General Assembly.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops, Trainings, & Exchanges

The following chart provides an overview of all registration events held in February 2019:

Event Date	Event Name	No. Attended/No. of RSVPs	Marketing Info. (how did they hear about the Workshop)	Staff Lead
2/2/2019	Rain Barrel Distribution – Lomita (405 rain barrels distributed)	252/471	Community Organization/Event: 8, Door Hanger: 40, Flyer: 157, Newspaper: 9, Online Calendar: 6, Other Social Media: 49, Postcard: 7, SBESC Email: 89, West Basin Social Media: 15, West Basin Website: 14, Word of Mouth: 37	GF, MS
2/7/2019	Food Waste: What Is It & What Can We Do About It? – Manhattan Beach	12/29	Email: 25, Friend or Family: 1, Website: 2, Other: 1	GF
2/23/2019	California Friendly Landscape Training – Torrance	56/64	Email: 8, Flyer: 10, Friend or Family: 1, Local Publication: 36, Social Media: 2, Website: 5, Other: 2	ML

Outreach Events

In February:

- 1 presentation
- 1 community events
- 3 residential workshops
- 1 business events
- 3 meetings

Calendar year-to-date through 2019:

- 2 community events
- 2 business events
- 2 presentations
- 0 SCE Seminars
- 4 residential workshops
- 1 networking opportunity
- 0 employee events
- 9 meetings

Media

Social Media

- SBCCOG -- Totals for Social Media (SBCCOG) (top tweet – right)
 - Twitter: 188 followers total, 2,700 impressions* month of February
 - Facebook: 92 likes total, 94 impressions month of February

Top Tweet earned 569 impressions

Guest Speaker Spotlight:
 @santamonicacity's Rick Cole will address "civic well-being: coping with change" at this year's General Assembly...
[#20thGA2019](https://ow.ly/QZf730nAG9t)
pic.twitter.com/G7L9HBJTWg



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- **SBESC** -- Totals for Social Media (*top tweet – right*)
 - Twitter: 547 followers total, 1,700 impressions* month of February
 - Facebook: 735 likes total, 561 impressions month of February
 - LinkedIn: 130 followers total, 121 impressions month of February

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

Press Releases/Press Interviews/Articles/Network TV

“*South Bay Cities Council of Governments 20th Annual General Assembly,*” Press Release Daily Breeze, The Beach Reporter, Palos Verdes Peninsula News, Easy Reader, Random Lengths, L. A. Times, CBS Ch. 2 & 9 February 2019

Volunteer Program

Status of Program: 154.5 hours for February 2019; 2019 thus far = 253.05 hours; *Grand total* as of 2/28/19: 19,053.33 (starting April 2008)

Top Tweet earned 256 impressions

Great rain barrel giveaway event in Lomita today @WestBasin...we were out there rain or shine!! pic.twitter.com/aypMljlZcs



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South Bay Cities Council of Governments

March 28, 2019

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering February 2019

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

Truckers Ask Congress To Allow Larger, Longer Trucks On U.S. Roads

Congress is expected to draft a new infrastructure bill in the next few months and the trucking industry is hoping it will include new rules for heavier, longer tractor trailers. The trucking industry would like to increase national truck weights from a current standard of 80,000 pounds up to 91,000 pounds (an increase of 5.5 tons) which would require increasing the length of each trailer by 5 feet.

An advocacy group for the trucking industry, Americans for Modern Transportation, argues the rules are needed to help companies like UPS and Amazon deal with the growing demand for online shopping delivery and that the larger trucks could reduce the number of trucks on the road without increasing safety risks. As expected, there also is a national coalition against bigger trucks made up of law enforcement and highway safety advocates.

The American Automobile Association (AAA) has concerns related to safety and infrastructure deterioration caused by the heavier and longer trailers. AAA believes that rigorous and credible scientific studies should guide any discussions regarding truck size and weight limits and that the effects of such changes on congestion, traffic safety and highway and street costs must be thoroughly understood to offset any adverse effects.

Climate Action Proposed As One Of The Key Focuses Of Next Infrastructure Bill

A 14-page proposed resolution (H.R. 11) on climate action published in early February includes a paragraph urging that the next federal infrastructure bill include funding to overhaul “transportation systems in the United States to eliminate pollution and greenhouse gas emissions from the transport sector as much as is technologically feasible, including through investment in zero-emission vehicle infrastructure and manufacturing; clean, affordable and accessible public transportation; and high-speed rail.”

The passage — the only one to address transportation — is part of a 14-page document that spends almost a third of its space just defining the magnitude of the climate crisis facing the nation, including the \$500 trillion in lost economic output expected by 2100, according to the

Intergovernmental Panel on Climate Change. The resolution mentions a wide variety of issues worth tackling, such as decarbonizing buildings, deforestation and the need to “eliminate pollution and greenhouse gas emissions from the agricultural sector.”

The new House Transportation Committee Chairman Peter DeFazio and other Democratic leaders in the House and Senate are hoping to use the new transportation bill to reduce the fossil fuel consumption within the nation’s transportation systems. The legislators have yet to release specific language on their proposed legislative solutions.

Trump Widens ‘Buy America’ Rules To Include Financing Tools

The Trump administration issued an executive order on January 31st that expands “Buy American” requirements to infrastructure projects that receive federal financing as a way to boost the use of American-made products and support U.S. manufacturing and jobs.

Previously “Buy America” has applied to direct federal purchases of goods or products. The program expansion requires federal agencies that provide loans, loan guarantees, grants, insurance, interest subsidies or other types of federal financing for bridges, roads, sewer systems, broadband internet, cyber security and other projects to encourage the purchase and use of U.S.-made steel, aluminum, cement and other products. The use of American-made products would apply to contracts, subcontracts, purchase orders and subawards.

A review of projects that received federal financing in fiscal 2016 found that Buy American requirements did not apply to 200 of 265 infrastructure projects that received financing. The 200 exempt projects across 14 agencies added up to \$45 billion.

Ride Hailing Apps Have Reduced Transit Ridership Nationwide

According to a new report from the University of Kentucky, ride hailing apps like Uber and Lyft have impacted transit in major cities across the country. A study of travel patterns in major U.S. cities last year found that 60 percent of customers would have gone by foot, bike or transit — or just stayed home — if the ride-hailing services had not been available.

Researchers in the University of Kentucky study examined the effects of the introduction of ride-hailing apps like Uber and Lyft in 22 cities, and found that when ride-hailing services enter a city, rail ridership fell by 1.29 percent each year, and bus ridership fell by 1.7 percent. And the effect was cumulative, meaning that in cities like San Francisco, bus ridership fell 12.7 percent since app-based taxis entered the market in 2010. And declines like that are present in every city -- except Seattle.

The Kentucky study found that declines in ridership on transit often track closely to the rise of Uber and Lyft. In New York City, trips on Uber and Lyft between 2015 and 2018 grew from about 60,000 to nearly 600,000; in the corresponding period from April 2015 to April 2018, New York City ridership decreased by about 580,000. However, in Seattle and other transit systems that were not so directly affected, the impact of ride-hailing apps depended on the overlap between transit and ride-hailing app service in the types of trips they serve.

Researchers found that Seattle Metro reduced ride hailing impacts by focusing on key improvements -- like dedicated lanes for transit and access to more frequent transit. As of January 2018, 64 percent of households in Seattle are within a 10-minute walk of a 10-minute all-day transit service, up from 25 percent in 2016.

A key impact of not repositioning transit services to complement ride hailing was confirmed in another study by the University of Kentucky released in late 2018 that concluded ride-hailing apps contributed to half of the congestion in San Francisco between 2010 and 2016.

STATE

Autobahn Bill Proposes New Lanes on I-5 and SR-99 With No Speed Limit

A bill introduced on January 21st (SB 319) in response to the downsizing of the California High Speed Rail Project calls for Caltrans to build two additional traffic lanes in the north and southbound directions on both I-5 and SR-99 highways. Those lanes would not have speed limits, although drivers in the other pre-existing lanes would still need to abide by the official 65 miles per hour limit.

The proposed autobahn would be funded from the state's Greenhouse Gas Reduction Fund, which currently allocates 25 percent of the fund for the high-speed rail project on the theory that the project would improve air quality by providing drivers "with access to high-speed, unabated transportation across the state."

Opponents expressed safety concerns and questioned the vehicle emissions improvement claims between idling in traffic versus travelling at 100 mph.

Caltrans Scrambles To Hire Workers To Deliver SB 1 Accelerated Maintenance Program

The new money available for state highway and freeway from Senate Bill 1 has Caltrans human resources staff scrambling. The agency has already filled 1,000 entry-level jobs to speed road upkeep funded by the bill by holding mass-hiring events during which people could interview and get a job offer the same day. But Caltrans is scrambling to fill another 333 additional maintenance jobs.

SB 1 is expected to generate about \$5.4 billion per year for road projects over 10 years. The department expects to patch about 220,000 potholes in the coming fiscal year, up from about 86,000 in fiscal year 2017-18, according to the budget request. It also anticipates improving its response to wrecked guardrails, responding to 90% of them within 72 hours and the department plans to perform maintenance work on 112 bridges in the coming year, up from 38 in 2017-18.

Maintenance workers that patch roads, fix bridges, keep up guardrails and lights, take care of rest areas, pick up litter and perform other needed tasks for the state with no prior experience can start at about \$39,000 per year, while those with more experience or skills can make up to about \$75,000 per year, according to the department's figures. The department also is hiring more engineers, planners and surveyors.

Study To Evaluate Replacement Of State Sales Tax With A Carbon Tax To Reduce Emissions

What if products sold or used in California were taxed based on how much carbon is emitted during their production and use, not how much they cost? Some California lawmakers want to find out if a carbon tax based on how much carbon is emitted during production, sales or use of a product could replace the state sales tax to reduce greenhouse gas emissions. The fees might be imposed at each stage of the product development lifecycle ala value added taxes.

If the bill (SB 43) becomes law, the California Air Resources Board, with aid from the California Department of Tax and Fee Administration, would be required to submit a study scope of work

report to the legislature by 2021. The goal of the study is to determine if reinventing the state sales tax is worth investing in. The agencies involved would have five years to come up with answers.

Concerns were immediately raised by the business community about how the study would create an equitable carbon tax calculation methodology and the potential for inequitable economic impacts on low income drivers that could result from the carbon tax.

REGION

Metro Board Approves Studies Of Congestion Pricing And TNC Fees

The Metro Board of Directors on February 28th approved studying two new transportation programs that help reduce congestion while raising revenue. The congestion pricing initiative, now called “The Re-Imagining of L.A. County,” is a two-year feasibility study of congestion pricing and other potential new fees, including a strategy for addressing equity.

Overall Metro ridership has dropped 20 percent in the last 5 years, to the lowest level in more than a decade. The agency hopes to fund improvements in the transit network that will attract new riders with a restructuring of its services, new fees, and congestion pricing charges that would make transit more attractive compared to driving alone.

Toward that end, the board on February 28th also approved exploring imposing Metro fees on trips taken using Transportation Network Companies” (Lyft, Uber – also called TNCs). The Uber and Lyft fees might apply to e-scooters as well. The initial approaches being studied would be to assess either a flat fee for every Uber or Lyft trip, or to charge a percentage of the total cost of the trip. L. A. is not the only city to consider a tax on ride-sharing. New York City, Chicago and Washington DC assess a fee on Uber and Lyft. San Francisco is in the process of developing something similar.

The 12-to-24-month congestion pricing study would address equity issues and will include outreach. Jim Butts urged the Board to let local jurisdictions rather than Metro implement the fee programs to ensure that the fees do not adversely affect local economic development initiatives (e.g. the stadium and a potential new arena in Inglewood).

The Metro board will vote before moving forward with any congestion pricing pilot.

Metro Board Separates 28 By 2028 Acceleration From Congestion Pricing Evaluation

In addition to the two planning initiatives, the Board also adopted a motion on February 28th that decoupled the 28 by 2028 LA Olympics/Paralympics project acceleration initiative from evaluation of the congestion pricing and ride-hail fees. In the motion, the Board provided staff with refined directions on the project acceleration initiative including the following three key points:

- A. Explore the full range of funding and financing options with the exception of Local Return funds.
- B. Prepare a detailed year-by-year potential financial forecasts to prioritize delivery of four “pillar” projects (Gold Line Eastside Extension Phase 2, Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch to Downtown LA)
- C. Conduct a “Constructability Analysis” for the four pillar projects, including scope, costs, risks, P3 status, the use of alternative technology modes, and timelines for environmental clearance,

conceptual design, preliminary engineering, and construction. It's interesting that the right-of-way acquisition timeline was not identified as one of the milestones.

Metro Board Approves \$3.2 Billion Budget For The Last 2.6-Mile Leg Of The Purple Line

The price to complete Metro's subway to the Westwood has more than doubled since the Measure M Campaign estimate in 2016. The Metro Board unanimously approved a new budget for the third and final leg of the Purple Line extension on February 28th. The approval increased the budget for the 2.6-mile rail segment from \$1.4 billion budget estimate in 2016 to \$3.2 billion.

According to an agency expenditure plan, a little under half of the project's budget is expected to come from the federal government, though staffers indicated during the meeting that a grant agreement with the U.S. Department of Transportation is still being finalized. Metro expects the final Westwood segment to open in 2026.

The Purple Line is the latest project affected by swiftly escalating construction costs, which have inflated the prices of some of Metro's signature projects. Metro board member John Fasana expressed concerns that cost increases could threaten the viability of future subway projects, which are typically much more expensive than transit lines that travel along aerial tracks or at street level. He suggested that agency staff should consider "other options" in the future, such as monorail.

Metro is currently examining monorail as one of three options for a planned rail route between the Westside and the San Fernando Valley. But even the monorail alternative has significant subway segments through West L. A. and San Fernando Valley residents are already advocating for more subway segments through their communities.

Metro and Getaround Launch Peer-To-Peer Car Sharing at Metro Station Lots

Metro and Getaround announced a new partnership program on February 7th to offer peer-to-peer car-sharing at 27 Metro park-and-ride lots. Getaround car-share is now available at 110 Metro station parking spaces scattered over 27 Metro park and ride lots.

Getaround is a peer-to-peer car-share that works somewhat like an AirBnB for cars; car owners can join the app and make their cars available for people to rent. Car owners apply to Getaround and, if approved, the company installs "Getaround connect" hardware in the car. The hardware allows the car to be unlocked using the Getaround app, and also prevents theft by preventing the car from being used when there is no active reservation.

Metro Bike-Sharing Ridership Not Meeting Targets

The Port of Los Angeles, located in San Pedro, has the lowest bike-sharing ridership numbers among the four regions across Los Angeles County, according to a Metro report. While Metro has set a target of one ride per bike per day for each region, none of the regions have managed to achieve the company's ridership expectation on a quarterly basis,

Since the first pilot program rolled out in downtown Los Angeles two years ago, the Metropolitan Transportation Authority has expanded the bike-sharing system to Pasadena, Venice and the Port of Los Angeles. Metro's data show that the port recorded an average of 0.09 rides per bike per day in the fourth quarter of 2018. Not only did the performance fall far short of the goal, but it also marked the lowest ridership at the port since the launch of the program. The problem of low ridership did not happen only at the port. In the December quarter, downtown Los Angeles had an average of 0.65 rides, while Venice had 0.47 rides. All the numbers missed Metro's expectation.

With 134 bikes operating at the port in the fourth quarter of 2018, the operation and maintenance cost of those bikes totaled \$509,200 from October to December. Metro has forecast a budget deficit of \$12.5 million for Metro Bike Share's operation for the 2019 fiscal year

To combat an underperforming ridership number, Metro has initiated a slew of promotions to invigorate the use of bike-sharing. With the TAP card integration and discounts for college and vocational students, Metro spokesperson Sotero said the bike-sharing facilities can be a viable transit option at the port. Despite the low ridership, the bike-sharing expansion plan in Los Angeles is underway during 2019 in neighborhoods including University Park, Koreatown, MacArthur Park, Echo Park, Silver Lake, Palms, Mar Vista, and Playa Del Rey.

TRENDS

Delivery Robots Want A Share Of Your Sidewalk

Earlier this year six Amazon Scout delivery robots rolled out in a pilot program in Snohomish County, Wash. Why are companies investing in delivery bots?

Between 2016 and 2017 online retail sales in the U.S. increased by 16 percent. Meal-kit companies are proliferating and grocery stores are making an increasing percentage of their sales online. On the final leg of all these deliveries, called the last mile, humans on bicycles, motorized scooters or large delivery trucks typically ferry packages. Deliveries are trending upwards in all dense city centers but a study found 73% of freight and delivery vehicles in Arlington, Va. were parked outside of authorized areas, often blocking bike lanes, fire hydrants and crosswalks.

By moving the last leg of deliveries from the road to the sidewalk, cities could reduce congestion and eliminate the parking problem entirely. In addition, self-driving vehicles and sidewalk robots could slash last-mile delivery costs in cities by as much as 40 percent, according to a 2018 report by the New York-based McKinsey & Company consultancy firm.

There are significant challenges to be solved before autonomous deliveries will co-exist with humans. The robotic software that helps delivery robots avoid both still and moving objects needs to be perfected and the robotic delivery companies need to satisfy city officials who want to protect public spaces.

Ultimately, the best solution to a glut of delivery vehicles could be less high-tech. A 2016 McKinsey report pointed out old-fashioned bicycles remain the most cost-competitive choice for many last-mile deliveries. "If droids do not become significantly cheaper," the analysts wrote, "bike couriers are likely to be the best delivery form for instant delivery in urban areas."

BMW And Daimler Will Spend Over \$1 Billion On The Future Of Transportation

BMW and Daimler are pooling their resources in a joint mobility effort that spans autonomous cars, ride-hailing, electric scooters, car-sharing, and electric car charging. The two companies announced on February 15th that their intention is to spend \$1.13 billion to explore embracing new business models and alternatives to personal car ownership as well as disruptive technologies like self-driving cars.

Other global auto companies have paired up, including Ford and Volkswagen, which announced recently their intention to build trucks and vans together. And deals are rarely exclusive.

Volkswagen and Mobileye, the computer vision firm owned by Intel, also announced a plan to launch a commercial self-driving ride-hailing service in Israel in 2019.

The cooperation between BMW and Daimler will take the form of five separate companies: Reach Now for multimodal services; Charge Now for EV charging; Free Now for taxi ride-hailing; Park Now for parking; and Share Now for car-sharing.

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TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR FEBRUARY, 2019
DATE: FEBRUARY 13, 2019

The meeting was held on Friday, February 8, 2019 at Inglewood City Hall. All Service Council Members were in attendance except for Ernie Crespo, GTrans Executive Director, who became the father of a healthy and happy baby boy last week.

The first presenter, Peter Carter, Metro Senior Transportation Planning Manager, provided an update on the Sepulveda Transit Corridor Project. With such a long timeline, it was important to provide the audience with a historical overview of the I-405 Corridor. In the presentation, it was noted that in 2008, Measure R provided \$1 billion for the I-405 Corridor which is scheduled to open in the year 2039. In 2014, the I-405 Sepulveda Pass Widening Project opened to traffic and then in 2016, Measure M provided over \$9 billion for I-405 transit improvements. The improvements included \$260 million for Express Lanes (opening year 2026), \$5.7 billion for Valley-Westside transit (opening year 2033) and \$3.8 billion for Westside-LAX transit (opening year 2057). In 2018, the Valley-Westside Section of the project was identified as eligible for acceleration for the 2028 Olympic and Paralympic Games. The Project Feasibility Study is currently underway and is being evaluated for a public-private partnership.

We were also given the results of the second round of public meetings, the present evaluation of Valley-Westside concepts, the initial Westside-LAX concepts and the data collected based on community feedback. Because this project is approximately 22 miles long and in the initial stages, we discussed the various transit modes under consideration which include light rail transit, heavy rail transit and monorail/rubber tire transit. In reviewing these transit modes, we also had to take under consideration the topography as transit will not occur on the I-405 Freeway but rather alongside it with a combination of above grade, at grade and travel through tunnels built into the mountains.

The next presentation was conducted by Diana Corral-Lopez, Metro Operations Executive Officer and her staff, on the South Region Contracted Bus Services Report. It should be noted here that Metro issues Bus Service Contracts in five (5) year terms and several contracts were discussed: MV Transportation which covers the South Region (Lines: 125, 128, 130, 205, 232, 607 and 625); Southland Transit, Inc. which covers the East Region (Lines 254, 256,266, 577 and 605); and Transdev which covers the North Region (Lines 96, 167, 177 218,501 and 603). Because the Service Council Members and riders in the audience are in the South Region, we focused our attention on the MV Transportation Contract (MV). Serious concern was expressed over the fact that MV had seven (7) diesel buses that caught on fire and Metro still has a contract agreement with them. It was confirmed that from 2015 to 2018, a total of 7 diesel buses provided by MV caught fire with 2 of those buses catching fire while the buses were in-service with passengers aboard. Fortunately, there were no injuries. It was determined that the causes of the fires were due to (a) the short circuit of a stripped cable which caused ignition of the surrounding materials in the area of the gas valve, (b) the hydraulic hose failed and sprayed fluid mist which was ignited by the alternator connectors and (c) there was a short circuit of the starter motor cable which damaged the hydraulic fluid hose which spilled hydraulic fluid and ignited the starter cable. Remediation actions included an increase in the maintenance requirements as there were deficiencies in the areas of cleanliness and workmanship. Metro now requires MV to increase and improve vehicle modifications and maintenance standards to prevent future equipment failures and fires. Metro has already moved 17 of the 52 diesel buses

offline with 35 still remaining in the fleet. All diesel buses will be removed as Metro begins to replace all 52 diesel buses as well as 14 other buses, for a total of 66 buses, with new El Dorado CNG buses by the Spring 2019. It was also interesting to hear both the Service Council Members and the riders vented their complaints concerning the lack of courtesy by the bus operators, the frequent pass-ups and the bus breakdowns so that you could not rely on them to be on-time. Metro has now implemented a policy where more supervisors and managers will ride the buses on the lines of concern as well as review the video observations for training and the resolution of rider complaints.

We had a brief discussion on the NextGen Workshops. Those Service Council Members that attended the most recent workshops gave their input. No riders in the audience wished to share their comments as those who attended simply stated that they provide their comments at the workshops.

The next presenter was Carlos Rico, Metro Transportation Associate, who presented the FY19 Q1 (July-Sept. 2018) & Q2 (Oct.-Dec. 2018) Station Evaluation Report. There were 36 stations evaluated using 32 measures of performance. The inspections are made by Metro staff along with some Service Council Members. Overall, 34 of the 36 stations were rated "Good to Very Good" while the others required more attention.

Finally, Gary Spivack, Metro Deputy Executive Officer, gave a brief overview of the Regional Service Performance Report. Overall, the buses have improved in the areas of cleanliness, on-time performance with a reduction in rider complaints. The short fare/no fare has come down which has improved the financial stability of the system however the ridership for the South Bay has declined. The average daily Metro Bus Ridership from December 2017 to December 2018 went from 847,697 to 790,968, a decline of 6.69%.

Due to time constraints, the Service Council Members were requested to submit their line rides to Metro and that they would be allowed to present them at our next monthly meeting.

This concludes my report.

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR MARCH, 2019
DATE: MARCH 12, 2019

The meeting was held on Friday, March 8 2019 at Inglewood City Hall. All Service Council Members were in attendance except for Ernie Crespo, GTrans Executive Director, who became the father of a healthy and happy baby boy last month.

Our safety tip for the day was: "I Can, You Can, We Can, Be SAFE!"

The first presenter, Mark Dierking, Metro's Community Relations Manager, spoke about the Public Participation Plan and the Title VI Update. Every three years, the Federal Transit Administration (FTA) requires Metro to issue a Public Participation Plan and this plan is responsive to FTA direction to incorporate environmental justice principles into the plans, projects and activities that receive funding from FTA. The plan must be consistent with Title VI (non-discrimination regulations) of the Civil Rights Act of 1964 and Mr. Dierking stated that Metro's plan meets and exceeds these requirements.

Metro's Community Relations Department consists of four separate components: Local Government & External Affairs, Community Relations Program Management, Community Education and Special Projects. Public review and comment period for Title VI began on Wednesday, March 6, 2019 and will continue through Friday, April 12, 2019. Anyone can access the draft plan by going on-line to www.metro.net/communityrelations and it is available in English, Spanish, and other languages upon request. Metro Community Outreach in the Los Angeles County Service Area covers 1,433 square miles, nearly 10 million residents and utilizes 32 dominate languages for public participation.

Following the above presentation, an additional Metro Title VI Program Civil Rights Update was presented by Dan Mason, Metro Civil Rights Program Manager. Metro's Title VI Program addresses three categories of discrimination: race, color and national origin. The statutory requirements declare that recipients of Federal funding shall not exclude, deny benefits or discriminate against individuals and they also must not create disparate impact as a result of service or fare changes based on race, national origin or color. Furthermore, an Executive Order was established to provide Federal Policy Guidelines based on income. It is critical that Metro ensures that stakeholders, regardless of race, color, national origin and income, are treated fairly and provided with the opportunity for meaningful involvement. Metro is to also ensure that their service and fare changes do not have a disproportionate burden on low-income stakeholders. In conclusion, it should be noted that when Metro has a Title VI violation, the person(s) or entity can file charges against them in court as a lawsuit. On the other hand, if the matter in question is an Executive Order Guideline dispute, the person(s) or entity can only file a complaint which gets investigated and does not necessarily require a cure and correction. The Federal Government may frown on the deviation from their guideline but the matter cannot be resolved with a lawsuit in court. Metro did say, however, it could jeopardize future funding if they fail to make an adjustment.

The next presenter was Gary Spivack, Metro Deputy Executive Officer, who spoke on the Regional Service Performance Report. He stated that in analyzing the comparison from January 2018 to January 2019, the following items were identified: bus cleanliness was up; on-time performance was up; more complaints were identified, specifically on schedule-related matters, drivers being discourteous, riders being passed up and accessible service. There is a slight increase in riders not paying fares and/or shorting the fares and the most significant item to report: ridership continues to go down. The average weekday boardings, systemwide, for Bus and Rail went from 1,198,936 in January 2017 to 1,196,343 in January 2018 to 1,138,190 in January 2019. There is a major concern that riders are using other modes of transportation that include Lyft, Uber, Scooters and bicycles as preferred modes of transportation rather than public transit and this matter requires Metro to reassess their service, fares and branding. Mr. Spivack's final comment was the announcement of his upcoming retirement scheduled for April 2019 which will also serve as his final meeting with the Metro South Bay Service Council.

The Council Members gave their comments and line ride reports for their travel on public transit. Each member was able to share up to four line rides that covered the past two months as we adjourned, last month, without receiving any line ride reports due to time constraints.

In conclusion, I made comments on a regular rider, J K Drummond, who has been absent from our Service Council Meetings due to scheduling conflicts but will submit, in the future, written reports that will be placed on the record and preserved in our minutes. Also, I acknowledged that former South Bay Cities Service Council Member Jim Goodhart stated I was a good leader as he still rides public transit and provides Jacki Bacharach with line ride reports. We laughed together and shared that information at the Annual General Assembly held on last month.

This concludes my report.



Voting District Authorization for Clean Air Legislation

Proposal: This bill seeks authorization from the Legislature to create a voting district in the South Coast region to allow local funding measures to be placed on the ballot. This bill would give the community the opportunity to pursue local ballot measures, similar to cities, counties, and transportation agencies, and determine if they want to invest in clean air and address climate change.

Need for Bill:

- Community members came to the South Coast AQMD seeking local solutions through voter initiative efforts to address air pollution and climate change.
- 17 million residents in the South Coast Air Basin breathe some of the most polluted air in the nation, with the highest levels of ozone and second-highest levels of particulate matter (PM). In 2017 the region exceeded the federal ozone standard on 145 days.
- Children, the elderly, and those with pre-existing conditions are particularly vulnerable.
- Over 80% of regional nitrogen oxide (NOx) emissions are from mobile pollution sources, with most from trucks and heavy-duty equipment.
- Funding for cleaner vehicles and equipment is urgently needed to improve public health and meet upcoming federal clean air deadlines, which require a 45% reduction of NOx emissions by 2023 and 55% by 2031. Additional emission reductions will be required by 2038 to meet the more stringent 2015 federal ozone standard.
- **Federal sanctions are looming** that: 1) cut off billions of dollars in federal highway funds; 2) create stricter requirements for businesses; and 3) result in a federal takeover of local air quality efforts, likely resulting in draconian measures harmful to the local economy;
- Climate change is causing more and more harmful consequences, including wildfires, increased air pollution, rising oceans and extreme weather conditions.

Benefits: Funding could fully implement the Air Quality Management Plan and:

- **Eliminate unhealthy air pollution** in the South Coast region;
- **Meet statewide greenhouse gas emission reduction goals** in our region;
- Provide substantial funding to businesses, cities, counties and transportation agencies – e.g. clean vehicles and equipment, zero emission buses, clean commuter trains, and construction of clean infrastructure, creating jobs and reinvesting in the local economy;
- Deploy the cleanest technology as quickly as possible and transform the goods movement industry and industrial sectors to zero or near-zero emission technology;
- Greatly reduce serious health impacts, such as asthma, bronchitis, decreased lung growth in children, various cancer and cardiovascular risks, premature death, emergency room and hospital visits, and hundreds of thousands of health-related lost work days and missed school days – overall resulting in estimated monetized health benefits totaling over **ten billion dollars** every year; and
- Resolve environmental inequities in disadvantaged communities disproportionately impacted by air pollution.

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South Bay Cities Council of Governments

March 28, 2019

TO: SBCCOG Board of Directors

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

SUBJECT: Supplemental Projects for South Bay Measure M Multi-Year Sub-Regional Programs Initial 5-Year Project Approvals, Funding Plans

Adherence to Strategic Plan:

Goal A: Environment, Transportation, and Economic Development. Facilitate, implement, and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

Background

A list of 24 Tier 1 Measure M South Bay Sub-Regional projects was approved by the SBCCOG Steering Committee on February 11, 2019 and transmitted to Metro on February 15, 2019. The Measure M expenditure plan includes projects programmed within three South Bay sub-regional funding programs (the Highway Efficiency and Operational Improvements Program and two Transportation System Mobility Improvement Programs).

Since the initial 24 projects were approved, five additional project applications were completed and are recommended to be included in the appropriate initial five-year project lists for each of three South Bay Multi-Year Sub-Regional Programs. Three projects are recommended to be added in the final two years of the 5-year program. The remaining two projects required revisions to the applications or City Council letters that were not completed in time for approval by the Steering Committee.

There are sufficient funds in each of the five years to accommodate the cashflow needs of the five projects. The 5 projects are:

<u>Application Number</u>	<u>Lead Agency</u>	<u>Application Description</u>	<u>Project Cost (All Sources)</u>	<u>MSP Funding Source</u>
12	Inglewood	ITS Improvements	\$18,700,000	TSMIP I
22	LA County	182 nd St./Albertoni Traffic Signal Synch. Prog.	\$4,228,500	TSMIP II
23	LA County	Del Amo (East) Traffic Signal Synch. Prog.	\$1,423,500	TSMIP II
24	LA County	Van Ness Traffic Signal Synch Prog.	\$1,702,000	TSMIP II
37	Rolling Hills Estates	Palos Verdes Dr. North / Dapplegray School intersection enhancements	\$1,727,000	TSMIP II

Next Steps

Following SBCCOG Board approval, SBCCOG staff will add the five projects to Exhibits A and B that were approved by the Steering Committee at its February 11, 2019 meeting. SBCCOG staff will transmit the revised list to Metro. Metro staff has 60 days to review the projects for eligibility. The projects also must be approved by the Metro Board before funding agreements between the South Bay project lead agencies and Metro can be executed.

RECOMMENDATION

Staff recommends that the SBCCOG Board approve:

1. Adding the 5 projects listed above to the appropriate initial 5-year list of Measure M South Bay Sub-Regional HEOI, TSMIP I or TSMIP II program; and
2. Transmitting of the revised initial project lists to Metro for its eligibility review and Metro Board approval.

South Bay Cities Council of Governments

March 28, 2018

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: Metro Board Actions Related to Metro's & "28 By 2028" Initiatives

Adherence to Strategic Plan:

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

Background

The Metro Board of Directors has been considering a range of funding options to accelerate completion of twenty-eight projects by the 2028 Olympics and to prioritize Metro actions pursuant to "Re-Imagining L. A. County: Mobility, Equity, and the Environment". A white paper was presented to the board on January 24th by Metro CEO Phil Washington. At the Metro Board's February 28, 2019 meeting, the Board provided direction and instructions to the CEO that responded to the staff recommendations and several related board motions dealing with both the Re-Imagining L. A. County strategy and the 28 by 2028 initiative. Exhibit 1 summarizes the motions adopted by the Metro Board at its February 28th meeting.

The Re-Imagining L. A. County initiative proposed potential strategies to close the acceleration funding / financing gap and challenges the Board to broaden the agency's vision beyond acceleration to dramatically improve equity through mobility, eradicating congestion, increasing transit frequency and capacity, and reducing L. A. County's carbon footprint to combat climate change.

Washington's recommended funding toolkit identifies numerous potential funding sources for the 8 underfunded projects in the acceleration plan. It is important to note that the Metro Board instructed staff to pursue all of the identified funding sources with the exception of Local Return funding which they removed from further consideration. The Board supported continued consideration of potential re-programming of up to \$846.4 million of Multi-year Sub-regional Program funding.

Washington's January 2019 board presentation included a list of baseline assumptions and "sacred" priorities that should not be changed in order to accelerate the major projects. The "sacred" items include:

- Ensure funding for the following ancillary projects of systemwide importance:
 - Division 20 expansion for Purple Line subway cars - \$699 million
 - Combined new Rail / Bus Operations Center - \$190 million
 - New Maintenance & Material Management System - \$50 million
 - New train radio for existing subway system - \$75 million
 - Barrier Wall between Gold Line and I-210 freeway lanes - \$200 million

- Ensure funding to implement the NextGen bus service study
- Preserve annual State of Good Repair allocations at \$475 million per year
- Maintain current debt limits for Propositions A and C and protect Metro’s debt covenants to ensure available operating subsidies are not reduced
- Convert to an all-electric Metro bus fleet by 2030
- Simplify and right-size fares rather than increasing fares
- Pursue creation of a White House Task Force for the 2028 Olympics to generate \$370 million in new revenue

The February 28th Board motions instructed staff that the proposed “Sacred Items” are subject to future Review and Revision if circumstances arise where the Board feels such Review and Revision is warranted.”

One alternative that generated little discussion in January was labeled by staff as “new mobility fees,” that might be imposed for ride hailing services like Uber and Lyft and for private shared e-mobility devices like e-scooters, e-bikes and bike sharing programs. The Board adopted a specific motion at its February 28th meeting on e-mobility services partly out of concern that Metro’s fee program could potentially compete with local jurisdictions that are considering whether to implement local fees as part of their regulatory programs.

The 28 by 2028 Motion identified four of the eight underfunded projects as “pillar projects” having priority over the remaining four. The Green Line extension to Torrance was included as a “pillar project”. The I-405 South Bay Curve project was not.

RECOMMENDATION

Receive and file.

The L. A. Metro Board approved several motions during its 2/28/19 meeting related to the re-imagining of L. A. County and the 28 by 2028 Project Acceleration strategy. The motions are summarized below.

L. A. County: Mobility, Equity, And The Environment Strategy

The Board:

APPROVED the staff recommendations in Item 32 AS AMENDED to:

- A. PURSUE the Transformational Initiatives that are central to “The Re-Imagining of LA County;”
- B. CONTINUE work on the Twenty-Eight by '28 goal and accelerate the delivery of the remaining eight projects in every feasible way, and report progress to the Board on the acceleration efforts on a quarterly basis; and
- C. DEVELOP proposed funding and financing plans for the accelerated projects, and report back to the Board in ~~September~~ July 2019.

APPROVED Item 32.3, a Motion by Garcetti, Kuehl, Butts, Solis and Hahn that the Board direct the CEO to:

- A. Move forward with a Congestion Pricing Feasibility Study entitled “The Re-Imagining of LA County”;
- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;
- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and
- D. Report back on all the above at the April 2019 Board cycle.

In the referenced Item 43.1 Motion, James Butts raised a number of questions related to the January Board report and included instructions to the CEO. The Board approved the recommended instructions in the motion by reference in the March Item, as follows:

- A. The CEO shall bring forward a schedule on the program approach that details the tasks to be performed during the 12-24 months;
- B. Monitor the State’s Road Charge Program for potential synergistic opportunities and monitor the City of San Francisco’s Congestion Pricing projects for potential lessons learned;
- C. The “Sacred Items” previously proposed for Board Approval are subject to future Review and Revision if circumstances arise where the Board feels such Review and Revision is warranted.

In the referenced item 43.2 Motion by Metro Board Members Solis, Garcetti, Dupont-Walker, Butts, and Hahn the Board directed the CEO by reference in the March item to:

- A. Develop an Equity Strategy that considers reinvesting congestion pricing revenue as a key source of funds to minimize economic impacts to low-income drivers;
- B. In partnership with the Board of Directors, nominate subject matter experts in equity as members of the Advisory Council.
- C. Engage academia, community-based organizations, cities, subregions, and Los Angeles County during the development of the Equity Strategy and consider the effects of congestion pricing on drivers that rely on their vehicles for their livelihood;

- D. Defer inclusion of congestion pricing revenue in any project acceleration financial plan until the completion of the congestion pricing feasibility study and Equity Strategy;
- E. Revise the congestion pricing recommendation language contained in the Board Report to include the directives in this Motion for approval at the February 2019 Board of Directors meeting; and,
- F. Report back on proposed components of the Equity Strategy at the February 2019 Board of Directors meeting.

Twenty-Eight By '28 Initiative Recommendation

APPROVE Motion by Garcetti, Butts, Solis and Hahn related to 2.28.19 Metro Board of Directors Meeting Agenda, Item 32.4 in which the Board directed the CEO to:

- A. Prioritize the following pillar projects to address Twenty-Eight by '28 acceleration funding needs:
 - Gold Line Eastside Extension Phase 2
 - Green Line Extension to Torrance
 - Sepulveda Transit Corridor
 - West Santa Ana Branch to Downtown LA and reaffirm that it is the first priority for P3 investment
- B. Prepare a detailed year-by-year potential financial forecast to deliver Twenty-Eight by '28, prioritizing the four pillar projects in section A, with updated assumptions from the revenue sources listed in Board File 2019- 0089 (Item 32, February 2019);
 1. This forecast shall provide an accelerated schedule for the four pillar projects, including detail on when Measure M funds are available compared to accelerated project schedules;
 2. The forecast should prioritize low-risk revenue sources, maximize potential funding from state and federal grant and formula programs, and assume efficiencies from P3 realization;
 3. The forecast may assume the use of Inter-fund Borrowing, Multi-Year Sub-regional Program Funds and Sub-Regional Equity Program funds under the condition that reprogramming of these sources must be approved by the affected corridor jurisdictions and subregions before the Metro Board assigns the funds for acceleration; and
 4. The forecast shall not assume the use of any local return revenues
- C. Report on alternative public and private financing mechanisms not included in Metro's existing financing toolbox that could be used for acceleration of the four pillar projects, including but not limited to Build California Green Bonds;
- D. Conduct a "Constructability Analysis" for the four pillar projects, including scope, costs, risks, P3 status, the use of alternative technology modes, and timelines for environmental clearance, conceptual design, preliminary engineering, and construction;
- E. Adopt the five policy recommendations contained in the Policy Advisory Council letter and incorporate them into the Twenty-Eight by '28 and "Re-Imagining of Los Angeles County" programs;
- F. Maintain the Twenty-Eight by '28 name for this acceleration initiative; and
- G. Report on all the above to the May 2019 Construction and Executive Management Committees.

SPOTLIGHT

SCAG REGIONAL COUNCIL NEWSLETTER



March 7, 2019

IN THIS ISSUE

- INFO – CONNECT SOCIAL UPDATE – “WHERE WILL WE GROW?”
- ACTION – \$9 MILLION AWARDED THROUGH SUSTAINABLE COMMUNITIES PROGRAM

NEWS FROM THE EXECUTIVE DIRECTOR

- CONNECT SOCIAL UPDATE
- REGISTER NOW FOR THE 2019 REGIONAL CONFERENCE & GENERAL ASSEMBLY
- 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 California.

AGENDA

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

HIGHLIGHTS FROM THE MEETING



From left, Jay Eastman, Principal Planner for the City of Riverside, Kate Meis, Executive Director of the Local Government Commission, and Oliver Chi, City Manager of the City of Monrovia, discuss how local governments can seize opportunities for sustainable growth with the support of local communities.

INFO

CONNECT SOCIAL UPDATE – “WHERE WILL WE GROW?”

Today SCAG held the second in a series of Joint Policy Committee meetings designed to provide members with a greater understanding of Connect SoCal – the 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy. The theme of today’s meeting—“Where will we grow?”—focused on resource conservation, housing demands, and economic expansion while adapting to a rapidly changing climate. Based on input provided by local cities, it is estimated that the six counties in the SCAG region will collectively add 3.6 million people and 1.6 million jobs by 2045. Given these growth projections, finding solutions for our region’s challenges necessitates thinking beyond jurisdictional boundaries. As our region’s population and employment continue to increase through 2045, where should 3.6 million new people and 1.6 million new jobs be located to achieve regional goals and maintain our quality of life?

As part of the Joint Policy Committee meeting, SCAG Planning Director Kome Ajise gave a presentation on the region’s historical growth patterns while discussing the need for the region to grow sustainably given constraints such as transportation infrastructure, geography and areas prone to wildfires. His presentation was followed by a panel of policy experts and practitioners to discuss how local governments can seize opportunities for sustainable growth with the support of local communities. Kate Meis, the Executive Director of the Local Government Commission, provided insight on how leaders can create healthy, walkable and resource-efficient communities. Monrovia City Manager Oliver Chi elaborated on how to link local growth opportunities, mobility options and community needs. The City of Riverside’s Principal Planner Jay Eastman provided examples about how one of the region’s fastest growing cities balances housing needs and transportation challenges.

The Joint Policy Committee meeting in April will further build on the discussion by addressing the transportation choices that will be required to connect our region to employment centers, recreation and entertainment. Feedback from these meetings will inform the policies, strategies and investments included in the draft Connect SoCal plan, anticipated for release in fall 2019. For the latest details on the plan’s development, visit connectsocial.org.

ACTION **\$9 MILLION AWARDED THROUGH SUSTAINABLE COMMUNITIES PROGRAM**

The Regional Council today approved up to \$9 million in awards for the Sustainable Communities Program, a SCAG-administered multi-year program designed to support and implement the policies and initiatives of the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy. The proposals approved for funding will provide much-needed resources to local jurisdictions’ sustainability planning efforts, promoting reliable and efficient mobility for people, goods and services while meeting the State of California’s ambitious greenhouse gas reduction goals. The funding recommendations align with the geographic equity targets established in the Regional Active Transportation Program guidelines and provide resources to all eligible applications submitted in the Integrated Land-Use and Green Region categories. Information about the program and a listing of the approved projects can be found [here](#).

NEWS FROM THE EXECUTIVE DIRECTOR

CONNECT SOCIAL UPDATE

Topic-specific working groups, which bring together regional stakeholders to discuss the development of Connect SoCal and provide technical expertise, continue to meet on a regular basis. On Feb. 21, the Sustainable Communities working group and the Natural & Farm Lands Conservation working group both held meetings, drawing staff from local jurisdictions and transit agencies as well as representatives from non-profit organizations and private companies. At the Sustainable Communities meeting, guest speaker Michael Bohn from Studio One Eleven shared his experience revitalizing retail areas in cities throughout the region. The group also discussed potential strategies to implement the future Connect SoCal plan. The Natural & Farm Lands Conservation Working Group featured an update on Connect SoCal Conservation Scenarios and other relevant regional projects. More information about our regional planning working groups, including details on upcoming meetings, is available on the [SCAG website](#). For the latest details on the plan's development, visit connectsocial.org.

REGISTER NOW FOR THE 2019 REGIONAL CONFERENCE & GENERAL ASSEMBLY

Registration is open for this year's Regional Conference and General Assembly, which will be held May 1-3 at the JW Marriott Desert Springs Resort & Spa in Palm Desert, CA. This year's theme, "*Beyond Boundaries*," is about transcending the jurisdictional boundaries of individual cities and counties to plan for the whole region. The event's panel topics will lay the foundation for Connect SoCal – *the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* and will explore what it means to truly connect a region of 191 cities, identify paths to strengthening leadership and community-building around traffic safety, and provide tangible strategies for harnessing new technologies to benefit everyone.

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. This event is free for elected officials and city managers in the SCAG region. For other attendees, a special early bird registration rate of \$250 will be available until April 5. Please visit the [conference webpage to register today!](#)

SCAG SCHOLARSHIP PROGRAM

Each year, SCAG offers financial support and professional development to a select number of the region's high school and community college students. This year, seven scholarships of \$4,000 will be awarded to eligible students across the six-county SCAG region (with up to two additional awards available at the Regional Council's discretion). The program is designed to help students develop long-term career goals and awardees will be provided a two-week internship with a local planning agency or council of governments and get 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. The due date for applications is April 26. Please visit scag.ca.gov/scholarship for application materials and additional details about the program.

UPCOMING MEETINGS

March

19th Legislative/Communications & Membership Committee
21st Technical Working Group
21st Audit Committee
21st Safety Working Group
21st Active Transportation Working Group
25th Connect SoCal Goods Movement Forum
26th Transportation Conformity Working Group
27th Modeling Task Force

April

1st RHNA Subcommittee
4th Joint Regional Council and Policy Committees
16th Legislative/Communications & Membership Committee
18th Technical Working Group
18th Public Health Working Group
18th Environmental Justice Working Group
23rd Transportation Conformity Working Group

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SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS



SAVE THE DATE

Friday, May 10, 2019

8:00 a.m. – 1:00 p.m.

Toyota Meeting Hall: 3330 Civic Center Dr., Torrance, CA

South Bay Housing Forum

A half-day conference on housing in the South Bay

Are you worried about the high cost of housing?

Will there be enough housing available?

Where are your children going to live?

Find out about improving the South Bay housing supply
while preserving our famous quality of life.

Keynote Speaker

California Senator Ben Allen (D-26)

More speaker announcements to come!

Who Should Attend

- Public Officials
- Planning Professionals
- Real Estate Professionals
- Large Employers
- Community Members
- Anyone concerned about housing

Sponsorships Available!

Call (310)326-3010 x715 for more information

Co-Hosted by the South Bay Association of REALTORS®
and the South Bay Cities Council of Governments ⁵⁵

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