

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, October 22, 2020 @ 6:00 pm Conducted Via Zoom

PUBLIC COMMENTS:

To address the SBCCOG Board of Directors on any agenda item or a matter within the Board of Directors' purview, please provide written comments by 5:00 pm, October 22, 2020 via email to natalie@southbaycities.org. All written comments submitted will become part of the official record. Unless otherwise noted in the Agenda, the Public can only provide written comment on SBCCOG related business that is within the jurisdiction of the SBCCOG and/or items listed on the Agenda which will be addressed during the Public Comment portion of the meeting (Item #V).

ACCESSING THE MEETING:

Receive Zoom meeting credentials in advance of the meeting by using the below link:

https://scaq.zoom.us/meeting/register/tJlld-uorDsqhEYyjlRrAPN_G-rVEpc0Lrw

OR

To access the Zoom meeting, visit <https://zoom.us/join> or call (669) 900-6833 and use Meeting ID: 968 020 200; Passcode: 398836

AGENDA

- I. **CALL TO ORDER (6:00 PM)**
Olivia Valentine, Chair
- II. **VERIFY QUORUM**
- 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. **September Board Meeting Minutes (attachments) – Approve (Pages 3-7)**
 - B. **Memorandum of Understanding with Torrance for Innovation Funds for Homeless Services (attachments) – Approve (Pages 9-16)**
 - C. **SBCCOG Appointment to SCAG Energy & Environment Committee (attachment) – Approve (Pages 17-18)**
 - D. **Status of Legislation of Interest to SBCCOG (attachment) – Receive and File (Pages 19-20)**
 - E. **Monthly Reports – Receive and File**
 1. **South Bay Environmental Services Center Report (attachment) (Pages 21-25)**
 2. **Transportation Report (attachment) (Pages 27-33)**
 3. **Reports from Outside Agencies (attachments for each at end of the agenda)**
 - A. **League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeff Kiernan) (Pages 37-38)**

- B. Metro Service Council Report (Don Szerlip) (**Pages 39-41**)
- C. SCAG Regional Council (Drew Boyles, Mark Henderson, James Gazeley) (**Pages 43-46**)
- D. SCAG Community, Economic, & Human Development (Mark Henderson, Drew Boyles, Frank Zerunyan & Mark Waronek) (**Page 47**)

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

A. Coronavirus Vaccine Development – Activities in the South Bay (6:15 pm)

- 1. Dr. Eric Daar, M.D., Division Chief at Harbor UCLA Medical Center

VIII. **TRANSPORTATION REPORTS (6:45 pm)**

A. Metro Report - Board member James Butts/Mike Bohlke/Steve Lantz

B. Transportation Committee report – Christian Horvath

IX. **SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (6:55 pm)**

A. Metro I-110 ExpressLanes Contract Extension (*attachment*) - APPROVE (Pages 35-36)

B. Advocacy re: housing legislation

C. South Bay Fiber Network

D. SCAG Regional Early Action Program funds to accelerate housing

E. Local Travel Network

F. Senior Services

G. Homeless Services

H. Police Operations and Public Safety in the South Bay

I. Regional Coyote Management survey

J. General Assembly

K. Other

X. **AGENCY REPORTS (7:15 pm)**

NOTE: Oral reports will only be made to clarify or amplify written attachments

No Attachments received)

A. South Bay Workforce Investment Board (Chris Cagle)

B. SCAG Committees

- 1. Energy and Environment (vacant)

- 2. Transportation (James Gazeley)

C. Air Quality Management District (Judy Mitchell, Joe Buscaino & Denny Shaw)

D. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao)

E. Stormwater Funding

- 1. CCCA/LCC Stormwater Funding Options Committee (Hany Fangary)

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

G. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)

H. KHHR (Hawthorne Airport) Committee re: Community Impacts (Olivia Valentine)

I. California Association of Councils of Governments - CALCOG (Britt Huff)

XI. **UPCOMING EVENTS & ANNOUNCEMENTS**

XII. **ADJOURNMENT**

Next Board meeting - Thursday, November 19, 2020



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

SBCCOG MEETINGS: ATTENDANCE 2020

City	Apr - 20	May - 20	June - 20	July - 20	Aug - 20	Sep - 20	Oct - 20
Carson	Hicks	Hicks	Hicks	Hicks	Hicks	Hicks	
El Segundo	Boyles	Boyles	Boyles	Boyles		Boyles	
Gardena	Tanaka	Tanaka	Tanaka	Tanaka Francis	Tanaka	Tanaka	
Hawthorne	Valentine	Valentine	Valentine	Valentine	Valentine	Valentine	
Hermosa Beach	Armato	Armato	Armato	Armato	Armato	Armato Massey	
Inglewood	Franklin Butts	Franklin	Franklin Butts	Franklin Butts	Franklin Butts	Franklin	
Lawndale		Suarez			Suarez	Suarez	
Lomita	Gazeley	Gazeley	Gazeley	Gazeley Waronek		Gazeley	
Los Angeles	X	Buscaino	Buscaino		Buscaino		
Manhattan Beach	Stern	Stern	Stern	Stern	Stern	Stern	
Palos Verdes Estates	Kao	Kao	Kao	Kao	Kao	Kao	
Rancho Palos Verdes	Cruikshank	Cruikshank Alegría	Cruikshank	Cruikshank	Cruikshank	Cruikshank	
Redondo Beach	Horvath	Horvath	Horvath Emdee	Horvath	Horvath	Horvath	
Rolling Hills	Dieringer	Dieringer	Dieringer	Dieringer	Dieringer		
Rolling Hills Estates	Huff	Huff	Huff	Huff	Huff	Huff	
Torrance	Chen Furey	Chen	Chen	Chen	Chen	Chen	
County of Los Angeles-2nd District	Johnson	Johnson				X	X
County of Los Angeles- 4th District	LaMarque	LaMarque	LaMarque	LaMarque			

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

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, SEPTEMBER 24, 2020
HELD VIRTUALLY VIA ZOOM**

I. CALL TO ORDER

Chair Valentine called the SBCCOG Board of Directors meeting to order at 6:01 pm.

II. VERIFY QUORUM

In attendance were the following voting elected officials:

Cedric Hicks, Carson (6:07pm arrival)	Jim Gazeley, Lomita
Drew Boyles, El Segundo	Hildy Stern, Manhattan Beach (6:03 arrival)
Rodney Tanaka, Gardena	Kenny Kao, Palos Verdes Estates
Olivia Valentine, Hawthorne	John Cruikshank, Rancho Palos Verdes
Stacey Armato, Hermosa Beach	Christian Horvath, Redondo Beach
Ralph Franklin, Inglewood	Britt Huff, Rolling Hills Estates
Bernadette Suarez, Lawndale	George Chen, Torrance

The following non-voting elected officials were in attendance:

Justin Massey, Hermosa Beach

Also, in attendance were the following persons:

Martha Hurtado, El Segundo	Kim Fuentes, SBCCOG
Aksel Palacios, LA CD-15	Steve Lantz, SBCCOG
Dr. Thomas Parham, CSUDH	David Leger, SBCCOG
Dr. Khaleah Bradshaw, CSUDH	Natalie Champion, SBCCOG
Scott Barrett, CSUDH	Colleen Farrell, SBCCOG
David Gamboa, CSUDH	Grace Farwell, SBCCOG
Guillermo Blanco, CSUDH	Laurie Jacobs, SBCCOG
Jeff Kiernan, League of CA Cities	Stephen Sawyer, Charter/Spectrum
Sarah Patterson, SCAG	Claudette Moody, WSP
Jacki Bacharach, SBCCOG	

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

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

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

Ms. Bacharach announced that item 6B was sent out in a supplemental mailing.

V. PUBLIC COMMENT

No public comment was received.

VI. CONSENT CALENDAR

- A. August 20 and August 27 Board Meeting Minutes (attachments) – Approved**
- B. Contract with ICF for regional engagement, outreach, and implementation support for the Southern California Regional Energy Network (SoCalREN) Residential Sector (attachments) – Approved**
- C. Water Replenishment Contract Renewal (attachment) – Approved**
- D. Hawthorne Green Business Assist Program Renewal (attachment) – Approved**
- E. Salary Schedule Adjustments Required by State Law (attachment) – Approved**
- F. Status of Legislation of Interest to SBCCOG (attachment) – Approved**
 - 1. Support HR 7197 & S 4012 Restaurant Act of 2020**
 - 2. November 2020 Ballot Measures – take no positions**
- G. PATH Contract for 3-month extension (attachment) – Received and Filed**
- H. Monthly Reports – Received and Filed**
 - 1. South Bay Environmental Services Center Report (attachment)**
 - 2. Transportation Report (attachment)**

3. Reports from Outside Agencies (*attachments for each at end of the agenda*)

- a. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan)
- b. SCAG Regional Council (Drew Boles, Mark Henderson, James Gazeley)
- c. South Bay Association of Chambers of Commerce (Olivia Valentine)
- d. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)

MOTION by Board Member Franklin, seconded by Board Member Tanaka, to **APPROVE** the Consent Calendar. No objection. So ordered. (Hicks, Stern not present for this vote)

VII. PRESENTATIONS

A. CSUDH: 60 Years of Growth; Burgeoning Moments of Inspiration

Dr. Thomas Parham, President of CSU Dominguez Hills, provided the Board of Directors an update on the school and important things taking place on campus. Dr. Parham touched on CSUDH's growth, including the largest student population ever at over 17,000, and more than 38,000 applications. There are more than 100,000 alumni worldwide, but more than 60% live within 25 miles of the campus.

Dr. Parham touched on courses, as well as impacts of COVID-19 on the campus including the abrupt shift to virtual teaching. 95% of classes are currently online, and the Fall 2020 semester will be remote and will most likely continue into Spring 2021. In Fall 2023, CSUDH will begin the first professional doctorate degree in occupational therapy in a public university. There are also new undergraduate programs including Women, and Asian Pacific Studies.

Dr. Parham concluded by highlighting some of the growth happening on campus such as the new Science and Innovation Building that will house teaching and lab space. He also announced that as part of the recently approved University Master Plan, parts of the campus will be built out to include mixed use residential and retail space that will help create passive income streams for the university that will support future educational programs

Chair Valentine thanked Dr. Parham for his presentation and mentioned that as a professor at the campus, she sincerely appreciated his help and guidance as the campus quickly shifted to online education.

Other Board Members expressed their gratitude for the work that CSUDH does throughout the South Bay and the resource it has become.

VIII. TRANSPORTATION REPORTS

A. Metro Report

Mr. Lantz reported the following items from the Metro Board meeting: Staff concerns on the ability to complete the Crenshaw/LAX line by December. There is considerable testing needed, that even if construction was completed by the end of 2020, it would likely be mid-2021 before it would be operational; The new budget was adopted, but can be updated in January if needed. Current ridership levels coupled with social distancing requirements have meant Metro is running approximately 70% of its fleet. The CEO currently has authority to add service as necessary; The Green Line Extension to Torrance EIR was initiated; The Board adopted the new Long-Range Transportation Plan which is a 30-year aspirational plan of projects that could be accomplished. They also approved the 10-year Short-Range Transportation Plan which is the plan that drives Metro's programs and projects; There was also more discussion on the fareless idea proposed by Phil Washington, as well as a fare capping system during the transition to a fare-free system.

B. Transportation Committee report

Board Member Horvath reported that the Committee had been dark for a couple months, but met in September. There was a presentation by the Caltrans District 7 Director on their new Ambassador Program which assigned a Deputy Director to a particular set of cities within District 7. These Ambassadors will serve as liaisons for their cities and help further collaboration between municipalities and Caltrans. There were also updates provided on the Measure R Transit Transfer policy and the NextGen Bus Study as well.

Mr. Lantz also updated the Board on the FY20-21 Metro Budget Request and funding updates. He explained that due to pandemic impacts on sales tax, there will likely be funding reductions to the Measure M MSPs that will reduce the ability to fund new projects. If funding is available, it will be made available to existing projects that require additional funding to complete.

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. AQMD Vacancy – endorsement of Hermosa Beach Councilman Justin Massey – APPROVED

Ms. Bacharach reported due to Councilmember Judy Mitchell's retirement, there will be a seat open on the AQMD Governing Board. Hermosa Beach Councilmember Justin Massey is running for that seat and would like the endorsement of the SBCCOG. She further provided background on the seat, explaining that it serves the western cities within LA County and is elected the City Selection Committee.

Board Member Massey gave a brief introduction about himself and his work as an environmental lawyer, and why he wants to serve on the AQMD Governing Board.

Board Member Chen asked if the SBCCOG normally endorses candidates. Ms. Bacharach explained that the SBCCOG will often endorse for regional representative bodies such as the AQMD, but does not endorse in Council races, Senate races, etc.

MOTION by Board Member Franklin, seconded by Board Member Boyles, to **ENDORSE** the Justin Massey for the AQMD Governing Board Vacancy). No objection. So ordered.

B. South Bay Fiber Network

Ms. Bacharach reported that the core ring is operational and there are currently 28 sites connected. She also announced that a new working group was formed consisting of representatives from different city departments as well as Board Member Horvath and Councilmembers Henderson (Gardena) and Kempes (PVE) who both work in IT. The cross-department group will help the SBCCOG and its members better understand carrier rights and authorities as well as application development. This group will also help identify Tech Talk topics. Staff is also working on a ribbon-cutting ceremony to celebrate the completion of the network as well as thank those who helped make it happen. The event is being considered for late October. Several Board Members expressed concern over that week due to the upcoming Council elections, so Ms. Bacharach will look for dates in November.

C. SCAG Regional Early Action Program funds to accelerate housing

Ms. Bacharach explained that SCAG will be working with the COGs to fund ideas to help promote housing. Ideas were solicited from the cities. SCAG will make approximately \$600,000 available to the SBCCOG over the next three years. She and Mr. Siembab continue to work with Community Development/Planning Directors on project proposals. They will be meeting with them again next week as SCAG has requested ideas by September 30th. If any Board Members have an idea that they would like to have considered, Ms. Bacharach urged them to contact her.

D. Senior Services

Board Member Huff announced that the working group met this week and heard a presentation on a recent County proposal to create a standalone Department of Aging. It is currently housed within another multi-purpose department. The plan could take 2-3 years to develop. There was also a presentation on the SBCCOG's new HomeShare South Bay program.

E. Homeless Services

Ms. Farwell provided the Board an overview on HomeShare South Bay which is a program that aims to match those who may have "extra home" with those who may be facing homelessness. The program is being funded through the LA County Homeless Innovation Funds. Silvernest, the company that runs the program, is providing \$100,000 in insurance to the homeowner for potential damage caused by the housemate, as well as \$10,000 renters insurance for the housemate's belongings. The funding will also help pay for background checks on potential housemates. Silvernest also recently changed their fee structure to now only consist of a 5% fee based on monthly rent.

Board Member Franklin asked about evictions and how that works under this type of structure. Ms. Farwell explained that Silvernest has been around for approximately 3 years and at this point, the issue has not arisen, likely due to the extensive work done prior to two individuals ever living together.

Ms. Bacharach also reported that she was contacted earlier in the day by the San Gabriel Valley COG inquiring about issues with LAHSA and its bureaucracy. There are efforts underway at the County that will look at potential restructuring plans that could potentially give the COGs a seat on a governing board of the organization.

F. Tech Talk

Discussed as part of the South Bay Fiber Network update.

G. Police Operations and Public Safety in the South Bay

Ms. Bacharach explained that there have been two special meetings so far, and that a committee consisting of Chair Valentine and Board Members Boyles, Horvath, and Stern has been meeting to discuss future meetings. They are also being advised by Mayor Butts. The committee has put together a list of questions for Councilmembers to ask their police chiefs on a variety of topics. The questions are being finalized and will be distributed in the coming days.

Chair Valentine added that the basic purpose is to help the councilmembers learn what is going on within their police departments, their methods, use of force statistics, etc. Board Member Horvath added that it will help councilmembers be better informed when they are asked questions by their constituents.

Board Member Tanaka added that it is very important to obtain a copy of the department’s Use of Force policy and read it.

H. Other

Ms. Bacharach introduced Colleen Farrell, the new Senior Project Manager for Communications. She also reported that the Legislative Briefing was rescheduled to October 16th at 9am. Currently Senator Ben Allen has indicated he will participate. The Steering Committee also expressed interest in organizing a virtual lobbying trip to Sacramento, perhaps between the election and Thanksgiving. Lastly, if a Board Member is interested in a tour of the new SBCCOG offices, please contact Ms. Bacharach to set up an appointment.

I. Pandemic Update – sharing/discussion

Mr. Kiernan reported that Governor Newsom signed an Executive Order that allows cities to extend commercial eviction moratoriums until March 2021.

X. AGENCY REPORTS

NOTE: Oral reports are only made to clarify or amplify written attachments. All reports that were submitted or handed out are available online here: <https://www.southbaycities.org/committees/board-directors/board-directors-meeting-65>

- A. South Bay Workforce Investment Board** – No report given.
- B. Metro Service Council Report by Don Szerlip** – No report given.
- C. SCAG Committees** – No meetings in August
 - 1. **Energy and Environment** (Judy Mitchell, Jim Osborne)
 - 2. **Transportation** (James Gazeley, Drew Boyles)
 - 3. **Community, Economic, & Human Development** (Mark Henderson, Frank Zerunyan & Mark Waronek)
- D. Air Quality Management District** (Judy Mitchell, Joe Buscaino & Denny Shaw)
- E. Santa Monica Bay Restoration Commission** (Bill Brand/Kenneth Kao) – No report given.
- F. Stormwater Funding**
 - 1. CCCA/LCC Stormwater Funding Options Committee – No report given.
- G. KHHR (Hawthorne Airport) Committee re: Community Impacts**
- H. California Association of Councils of Governments** – No report given.

XI. UPCOMING EVENTS & ANNOUNCEMENTS

Board Member Chen announced that Torrance’s long-time City Manager, LeRoy Jackson is retiring as of September 30th, after 54 years of service to the City. Aram Chaparyan has been selected as the new City Manager.

Ms. Bacharach announced that at the October Board meeting, there will be a presentation by Dr. Daar on the COVID-19 vaccine; on October 1st is the CSUDH Economic Forecast event; and at the November Board meeting, there will be a thank you ceremony for the SBCCOG/SBESC volunteers as well as outgoing former Board Chairs.

XII. ADJOURNMENT

Chair Valentine adjourned the meeting at 8:04 pm to Thursday, October 22, 2020 at 6:00 pm. The meeting will be held virtually via Zoom until further notice.

David Leger, Assistant Board Secretary

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**MEMORANDUM OF UNDERSTANDING
BETWEEN THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS AND THE
CITY OF TORRANCE REGARDING USE OF SBCCOG’S ALLOCATED COUNTY OF
LOS ANGELES INNOVATION GRANT FUNDS TO DEVELOP THE CITY’S
HOMELESSNESS PLAN**

This Memorandum of Understanding (“MOU”) dated as of the ___ of _____ 2020, is between the South Bay Cities Council of Governments (“SBCCOG”), a joint powers authority, and the City of Torrance (“City”), a chartered municipal corporation, (collectively, the “Parties”).

RECITALS

- A. In 2019, the County of Los Angeles allocated approximately six million dollars of Innovation Grant Funds to be used to assist the homeless population within Los Angeles County. The SBCCOG was allocated \$739,685 of Innovation Grant Funds based on the percentage of homelessness in the region.
- B. In November 2019, the SBCCOG released a call for projects to utilize its allocation of Innovation Grant Funds.
- C. In December 2019, City submitted a proposal to SBCCOG to obtain partial funding to develop a Homelessness Plan and retain the contract services of a Homeless Coordinator to provide outreach and case management services.
- D. In February 2020, the SBCCOG and the County of Los Angeles entered into a contract with respect to use of the Innovation Grant Funds (Contract Number AO-20-600 (Exhibit A Statement of Work Task 4: Innovation Funds)).
- E. The SBCCOG awarded the City \$50,000 of its Innovation Grant Funds to be used on the development of the City’s Homelessness Plan (the “Grant Funds”).
- F. The Parties desire to enter this MOU to set forth and memorialize the obligations of the Parties with respect to the Grant Funds for the City’s Homelessness Plan.

AGREEMENT

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants and promises herein contained, the SBCCOG and the City hereto agree as follows:

I. TERM:

This MOU shall be effective as of July 1, 2020 and shall remain in full force and effect until June 30, 2021 (“Term”), unless sooner terminated or extended, in whole or in part, as provided in the Contract Number AO-20-600 (Exhibit A Statement of Work Task 4: Innovation Funds) as agreed to by the County of Los Angeles and the SBCCOG.

II. CITY RESPONSIBILITIES:

- A. City shall use the Grant Funds on development of a Homelessness Plan as set forth in the Scope of Work, which is attached hereto as Exhibit 1 and incorporated herein by reference.
- B. The City shall fulfill reporting requirements to SBCCOG in accordance with Exhibit 1.
- C. The City hereby warrants, represents, and covenants that it will comply with all applicable local, state, or federal guidelines, regulations, requirements, and statutes and/or as required under the laws or regulations relating to the source of the Grant Funds to be transferred by the County to the SBCCOG to the City pursuant to this MOU, and will not use the Grant Funds for costs associated with activities in violation of any law or for any activity inconsistent with the requirements and purposes set forth in this MOU.
- D. The City shall maintain records related to the program operation and use of Grant Funds for five (5) years following the expiration of this MOU. SBCCOG shall have access to the records upon request.

III. SBCCOG RESPONSIBILITIES:

- A. The SBCCOG shall provide oversight of City Homelessness Plan to ensure the timeliness of deliverables in accordance with Exhibit 1.
- B. The SBCCOG shall provide the City with a reporting template format for the submission of quarterly reports in accordance with Exhibit 1.
- C. The SBCCOG shall maintain records related to the program operation and use of Grant Funds for five (5) years following the expiration of this MOU.

IV. THIRD PARTY LIABILITY AND INDEMNIFICATION:

- A. The Parties agree to indemnify, defend, and hold harmless each other, including its elected and appointed officers, employees, agents, attorneys, and designated volunteers from and against any and all liability, including, but not limited to demands, claims, actions, fees, costs, and expenses (including reasonable attorney's and expert witness fees), arising from or connected with the respective acts of each entity arising from or related to this MOU. Neither entity shall indemnify the other entity for that other entity's own negligence or willful misconduct.
- B. In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Government Code Section 895), each of the entities parties hereto, pursuant to the authorization contained in Government

Code Sections 895.4 and 895.6, shall assume the full liability imposed upon it or any of its officers, agents, or employees, by law for injury caused by any act or omission occurring in the performance of this MOU to the same extent such liability would be imposed in the absence of Section 895.2. To achieve the above stated purpose, each entity indemnifies, defends, and holds harmless each entity for any liability, cost, or expense that may be imposed upon such other entity solely by virtue of Section 895.2. The provision of Section 2778 of the California Civil Code is made a part hereof as if incorporated herein.

V. MISCELLANEOUS:

- A. This MOU shall be binding upon, and shall be to the benefit of the respective successors, heirs, and assigns of each entity; provided, however, neither entity may assign its respective rights or obligations under this MOU without prior written consent of the other entity.
- B. This MOU (including for the purpose of clarity, the recitals, to this MOU), contains the entire agreement between the SBCCOG and the City with respect to the matters herein, and there are no restrictions, promises, warranties, or undertakings other than those set forth herein and referred to herein.
- C. No alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the authorized representative from each entity; no oral understanding or agreement not incorporated herein shall be binding on either of the entities.
- D. The SBCCOG and the City hereby certify compliance with Government Code Section 8355 in matters relating to providing a drug-free workplace as set forth in Exhibit 2, attached hereto and incorporated herein by reference.
- E. In the event an entity defaults in the performance of any of its obligations under this MOU or materially breaches any of the provisions of this MOU, the non-breaching entity may enforce this MOU through any available remedies.
- F. This MOU is not intended to be a third-party beneficiary contract and confers no rights on anyone other than the parties hereto.
- G. Notices or other communications, which may be required or provided under the terms of this MOU, shall be sent to the individuals identified for each entity. All notices may be delivered one of three ways:
 - in person,
 - via the United States mail, first class, postage prepaid, and addressed as below
 - via email listed below

South Bay Cities Council of Governments:

South Bay Cities Council of Governments
2355 Crenshaw Blvd., Suite 125
Torrance, CA 90501
Attn: Jacki Bacharach
jacki@southbaycities.org

City of Torrance:

City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503
Attn: Viet Hoang
vhoang@torranceca.gov

- H. In an action or proceeding to enforce or interpret any provision of this MOU, the entities shall bear their own attorney's fees, costs, and expenses.
- I. The laws of the State of California and applicable local and federal laws, regulations, and guidelines shall govern this MOU. In the event of any legal action to enforce or interpret this MOU, the laws of the State of California shall apply and the Venue shall be Los Angeles County.
- J. Either entity shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to any incidence of fire or flood; acts of God; commandeering of material, products, plants, or facilities by the federal, state, or local government; national fuel shortage; or a material wrongful act or omission by the other Party; when satisfactory evidence of such cause is presented to the other entity, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the entity not performing.
- K. Each entity agrees that the insurance held by the other, whether commercial or self-insurance is sufficient for the purpose of this MOU.
- L. This MOU may be executed in any number of counterparts, each of which shall be deemed an original and all of which together shall constitute the same agreement.
- M. Authority and Signatures: The individuals signing this MOU, and its exhibits, which are incorporated herein by reference, have the authority to commit the entity they represent to the terms of this MOU, and do so commit by signing.

(Signatures on Following Page)

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

By: _____
Olivia Valentine, SBCCOG Chair

Date: _____

ATTEST:

By: _____
Jacki Bacharach, Executive Director

APPROVED AS TO FORM:

By: _____
Michael Jenkins, Legal Counsel

CITY OF TORRANCE

By: _____
Patrick J. Furey, Mayor

Date: _____

ATTEST:

By: _____
Rebecca Poirier, City Clerk

APPROVED AS TO FORM:

By: _____
Patrick Sullivan, City Attorney

APPROVED AS TO FORM:

By: _____
Risk Manager

Exhibit 1

Statement of Work Agreement City of Torrance Homelessness Plan

Overview

In 2016, the Torrance Social Services Commission developed a workplan that was received and filed by Torrance City Council in November 2016. The workplan has been the City's guiding document on program and practices for the City's work with their subject-matter jurisdiction: veterans, homeless population, adults with developmental disabilities, and children with special needs.

With the LA County Innovation Funds, the City of Torrance will be able to update the homeless plan to reflect the current environment of the community.

Goals of the Homelessness Plan

The following goals of this project include:

Goal One – An updated homeless plan will allow for the continued implementation of the existing Social Services Commission workplan, including the assessment of homeless populations, their dynamic needs, and opportunities to support these populations.

Goal Two - The number of people experiencing homelessness in Torrance has changed significantly between 2016 and 2019 Point-In-Time Homeless Counts. For example, the number of people experiencing unsheltered vehicular homelessness increased by 150%. The City plans to retain a Homeless Coordinator who can help the City understand its homeless community and assist in the development of a homeless plan that reflects the current challenges and opportunities.

Goal Three – Much of the City's efforts in addressing homelessness have been made in isolation. City Departments and staff often implement solutions that impact their immediate department, however, this approach has not allowed for a systematic approach in developing and deploying solutions. A formalized plan will provide a concerted, measurable effort that can continue to evolve as the population and its needs continue to evolve.

Goal Four – The City will use the intelligence from other cities in creating a stand-alone homeless plan for the City of Torrance that allows for greater responsiveness to the dynamic environment, including the nature of homelessness, laws impacting housing and homelessness, and funding available to make a meaningful impact.

Goal Five – The City plans to increase collaboration among South Bay cities in addressing homelessness and seek solutions that build on what cities already have in place. This will be done in coordination with the South Bay Cities Council of Governments.

Measurements of Success

The homelessness plan will have goals that are specific, measurable, attainable, realistic, and timely. The following are success areas to be measured:

- By-name list of homeless households in Torrance
- Reduce the number of people experiencing street homelessness in Torrance
- Number of new individuals enrolled into the Coordinated Entry System
- Number of individuals experiencing homelessness to be housing-ready
- Number of individuals experiencing homelessness connected to housing services

Scope of Project

TASK	RESPONSIBLE PARTY	PROPOSED TIMELINE
Community engagement meetings with residents, businesses, faith-based organizations, service organizations	City Staff Social Services Commission	Q2 and Q3
Conduct assessment of Torrance's community experiencing homelessness	Homeless Coordinator City Staff	Q3
Development of a Homelessness Plan	City Council City Staff Homeless Coordinator	Q4

The City of Torrance requests Innovation Funds in the amount of \$50,000 from the South Bay Cities Council of Governments for the development of the City's Homelessness Plan.

Exhibit 2

**State of California
GOVERNMENT CODE
Section 8355**

8355. (a) Every person or organization awarded a contract or a grant for the procurement of any property or services from any state agency shall certify to the contracting or granting agency that it will provide a drug-free workplace by doing all of the following:

(1) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the person's or organization's workplace and specifying the actions that will be taken against employees for violations of the prohibition.

(2) Establishing a drug-free awareness program to inform employees about all of the following:

(A) The dangers of drug abuse in the workplace.

(B) The person's or organization's policy of maintaining a drug-free workplace.

(C) Any available drug counseling, rehabilitation, and employee assistance programs.

(D) The penalties that may be imposed upon employees for drug abuse violations.

(3) Requiring that each employee engaged in the performance of the contract or grant be given a copy of the statement required by subdivision (a) and that, as a condition of employment on the contract or grant, the employee agrees to abide by the terms of the statement.

(b) (1) The certification requirement set forth in subdivision (a) does not apply to a credit card purchase of goods of two thousand five hundred dollars (\$2,500) or less.

(2) The total amount of exemption authorized herein shall not exceed seven thousand five hundred dollars (\$7,500) per year for each company from which a state agency is purchasing goods by credit card. It shall be the responsibility of each state agency to monitor the use of this exemption and adhere to these restrictions on these purchases.

(Amended by Stats. 2005, Ch. 381, Sec. 1. Effective January 1, 2006.)

South Bay Cities Council of Governments

October 22, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: SBCCOG Representation on SCAG Energy and Environment Committee

Adherence to Strategic Plan:

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

Background

The SCAG Energy and Environment Committee considers environmental and energy issues of regional significance, including but not limited to air quality, water quality, solid and hazardous waste habitat preservation, environmental justice, and environmental impact analysis.

Lawndale Councilman Jim Osborne has been representing the SBCCOG on SCAG's Energy and Environment Committee for the last several years. He is not running for re-election and resigned from this appointment.

Nominations were opened on September 14 with a deadline of September 30. 2 nominations were received by the deadline for Redondo Beach Councilman Christian Horvath and El Segundo Councilman Chris Pimentel. On October 2, Rolling Hills Estates Councilmember Britt Huff sent in a nomination saying that she found the notice in her spam folder.

The Steering Committee heard from all of the candidates at their meeting on October 12 and selected Britt Huff as their recommendation to the Board for the SBCCOG representative to the SCAG EEC Committee. Her bio is included in the packet for your information

RECOMMENDATION

Approve the Steering Committee's recommendation that Rolling Hills Estates Councilmember Britt Huff will represent the SBCCOG on SCAG's Energy and Environment Committee for the next two years and notify SCAG.

Britt Huff, Councilmember
City of Rolling Hills Estates

I would like to be considered for the SBCCOG appointment to the SCAG Energy and Environmental Committee due to my longtime interest in environmental issues, supported by my service on regional and city environmental committees and my experience as a former regional manager for the U.S. Department of Energy. Thank you for your consideration.

Britt Huff, Bio

Former SBCCOG Chair, Britt Huff, was elected to the City Council of Rolling Hills Estates in 2013 and re-elected for another 4-year term in June 2018. She served as city Mayor in 2018. Prior to her election she served on the city Planning Commission for 5 years and as Chair in 2012. She had also served on the city Environmental Advisory Committee. She has represented her city on the Palos Verdes Peninsula Regional Law Enforcement Committee, the LA County Sanitation District Board of Directors, the Palos Verdes Peninsula Transit Authority, the Promenade Redevelopment Committee, Economic Development/PV Chamber Liaison, and as Chair, Neighborhood Leadership Group.

Britt currently also serves as the SBCCOG's elected representative to the California Council of Governments (CALCOG) and chairs the SBCCOG's Senior Working Group. Britt has served on the Environmental Quality Committee of the California League of Cities, the Legislative Committee of the California Contract Cities, and on numerous committees in her city, including Chair of the Environmental Advisory Committee. Britt also works fulltime as Executive Director of a non-profit organization in Old Torrance. She holds a Ph. D. in Government Management from George Washington University in Washington, D.C., and a B.A. in political science from UCLA.

Britt began her career in Washington, D.C. working on Capitol Hill as a legislative aide to the House Minority Leader. She subsequently was accepted into the diplomatic corps as a Foreign Service Officer with the U.S. Dept. of State. She later served as a District office Deputy Director for the U.S. Commerce Dept., and as a Regional Manager for the U.S. Energy Department, overseeing environmental programs. She has also served as a political science professor on the adjunct faculties of USC, Westmont College in Santa Barbara, and Marymount California University in Palos Verdes.

South Bay Cities Council of Governments

October 22, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – updated as of October 4, 2020

Adherence to Strategic Plan:

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

NEW LAWS:

AB 725 (Wicks): General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions. The purpose of this bill is to facilitate the development of more medium density housing at moderate and above-moderate incomes, akin to the requirement for very low- and low-income housing. **SBCCOG OPPOSED**

AB 1851 (Wicks): Religious institution affiliated housing development projects: parking requirements. Allows a religious institution to develop an affordable housing project at a place of worship owned by the religious institution even if the development requires the religious institution to reduce the number of religious-use parking spaces available at the place of worship. **SBCCOG OPPOSED**

AB 2345 (Gonzalez): Planning and zoning: density bonuses: annual report: affordable housing. - Revises Density Bonus Law to increase the maximum allowable density and the number of concessions and incentives a developer can seek. **SBCCOG OPPOSED**

FEDERAL

<p>HR 530 (Eshoo)</p>	<p>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.</p>	<p>SUPPORT & REQUEST CO- SPONSORS (2/11/19)</p> <p>Endorsed by NLC, NATOA, NAC</p>	<p>1/25/19 House Energy & Commerce Committee - Subcommittee on Communications & Technology</p>
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HR 763 (Deutsch)	Energy Innovation & Carbon Dividend Act. Imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere. The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at \$15 in 2019, increases by \$10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets. Imposes a specified fee on fluorinated greenhouse gases.	SUPPORT (6/8/20) (Ltr to House Energy and Commerce 6/18/20)	1/25/19 House Ways & Means, Energy & Commerce, Foreign Affairs – referred to Subcommittee on Energy
HR 1507 (Blumenauer)	The Bicycle Commuter Act of 2019. Official summary in progress. Would allow cyclists to deduct more than \$50 per month and write off bike-share memberships.	MONITOR	3/5/19 House Ways and Means Committee
HR 7197 (Blumenauer) & S 4012 (Wicker)	Restaurants Act of 2020. Temporarily establishes and provides funding for the Restaurant Revitalization Fund, from which the Department of the Treasury shall make grants to eligible food and beverage purveyors to cover specified costs. For the grant program's initial period, Treasury must (1) prioritize awarding grants to marginalized and underrepresented communities, and (2) only award grants to eligible food and beverage purveyors with annual revenues of less than \$1.5 million.	SUPPORT (9/24/20) (Ltr sent to 3 committees 9/30/20)	6/29/20 House Financial Services & Ways and Means, Budget Committees
HR 7809 (Taylor)	HOPE Act of 2020 - Would establish an equity facility in the Treasury Department to assist commercial mortgage borrowers. The bill would set aside \$454B in funding for distressed businesses from the CARES Act and would make that money available to commercial mortgage-backed securities (CMBS) borrowers in the form of equity instruments. The Treasury must guarantee the purchase of these equity instruments to CMBS borrowers by lending institutions, leaving taxpayers on the hook for funds that do not get repaid.	MONITOR	House Financial Services Committee Hearing: 9/22/20

2020 Legislative Session Calendar

Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 & in the Governor's possession on or after Sept. 1

Oct. 1 Bills enacted on or before this date take effect January 1, 2021.

Nov. 30 Adjournment sine die at midnight.

Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon.

South Bay Cities Council of Governments

October 22, 2020

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – September 2020

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

Water Conservation

West Basin Municipal Water District Programs (West Basin)

Contract year is July 1, 2020 through June 30, 2021

Task - Educational Outreach Support

Exhibit Events

Contract goal: 100 exhibit events, presentations, workshops, networking opportunities, etc.

Status of goal: 31 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of September 2020

Staff continues to work with West Basin and community event planners to identify opportunities to provide information virtually.

Water Bottle Filling Station Program

Contract goal: To assist with identifying locations for stations.

Status: Public sites are eligible to install two (2) water bottle filling stations per Tax ID.

SBCCOG staff continues promoting the program through social media and SBCCOG working groups.

Task - Support for Workshops, Events, & Webinars

Educational Classes

Contract goal: 10 classes or webinars

Status of goal: 2 completed (virtual classes); 1 class was held in September; in-person classes are on hold

Staff continues to work with West Basin staff to hold classes via webinar or Zoom.

Rain Barrel Giveaway

Contract goal: minimum of 5 and maximum of 6 events

Status of goal: rain barrel events are on hold at this time

West Basin is looking at different delivery options as opposed to holding the standard drive through an event. One option includes SBCCOG staff coordinating with residents to schedule delivery of the rain barrels.

West Basin staff have presented options to their Board of Directors and are currently awaiting approval. Rain barrel distribution will hopefully begin again in early 2021. The next planning call with West Basin, LADWP, Torrance, and the SBCCOG is being scheduled.

Task - Cash for Kitchens

Contract goal: distribute pre-rinse spray nozzles, sink flow restrictors, window clings, & program materials to 86 prior survey sites

Status of goal: 0 outreach to business and agencies was on hold per West Basin, but is scheduled to relaunch in Oct.

West Basin staff is moving forward with a Cash for Kitchens online portal and is planning to relaunch this program in October. SBCCOG staff and West Basin had a meeting on September 23rd to discuss the final details of this upcoming relaunch.

Task - Change & Save (DAC) Program

Contract goal: Receive, document, and track customer calls; assist customers with online survey and applying for \$500 High-Efficiency Clothes Washer Rebate

Status:

Number of calls: 30 in September

Number of surveys completed: 500 surveys completed - GOAL MET

Number of customers assisted with rebate application: 10 in September

SBCCOG staff continues to work with West Basin to help customers estimate their rebates prior to purchase of new units. The program has been so successful that West Basin is planning a second outreach that includes program enhancements based on lessons learned. A West Basin training was held on September 16th for SBCCOG staff and provided information about how to create applications, how SoCalWaterSmart handles the approval of applications, and what may cause a delay in the rebate process. West Basin wants SBCCOG staff to be more involved with the resident application process, assuming many of the Allegra Consulting tasks. Staff has also been working to tailor promotional language for e-blasts.

Torrance Water

Contract year is July 1, 2020 through June 30, 2021

Torrance is temporarily postponing the Cash for Kitchens Program, including outreach. SBCCOG staff have received the new contract for 2020-2021.

Water Replenishment District of Southern California (WRD)

Contract year is July 1, 2019-September 30, 2020.

Ongoing promotion of WRD programs continues through the SBCCOG's e-newsletters and other social media channels.

Sanitation Districts of LA County (LACSD)

Contract year is July 1, 2020-June 30, 2021

Task 1. Educational Outreach Support

Exhibit Events

Contract goal: 100 exhibit events, presentations, workshops, networking opportunities, etc.

Status of goal: 31 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of September 2020

SBCCOG staff has distributed information on Sanitation programs and virtual events via social media and e-blasts.

Los Angeles Department of Water and Power (LADWP)

Contract year is January 1-December 31, 2020.

Contract goals:

- 8-12 targeted special exhibit events - *Status of goal:* 6 completed
- 1 training for SBCCOG Volunteers on LADWP programs - *Status of goal:* To be scheduled after October 2020.
- 6-8 commercial kitchens to be identified for water assessments and conservation training
Status of goal: Staff continues to work with business organizations to identify locations for future assessments and trainings. SBCCOG staff contacted LADWP staff to discuss the commercial kitchen assessments in District 15.

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

SBCCOG staff, along with the energy engineer, met with the cities of Torrance, Rolling Hills Estates, Lomita, and Manhattan Beach to discuss SoCalGas project potential. The team also continues to work with cities to record gas accounts into Energy Star Portfolio Manager and benchmark facilities. Staff was successful in reaching Redondo Beach School District to introduce energy efficiency programs. The school district staff will be attending a training session in Oct. and SBCCOG will work to set up a follow up meeting in Nov.

Energy Efficiency Partnership Program – Regional Energy Network (REN)

SBCCOG staff and REN met with the cities of Torrance, Rolling Hills Estates, Lomita, and Manhattan Beach to kick off the REN programs. Additional city meetings are being scheduled for Oct.

PACE

SBCCOG continues to promote PACE financing for homeowners.

YGRENE: Proceeds from Ygrene for 2020 Q2 = \$51.72. Total since the program start in 2015 = \$9,150.60. Payment for 2020 Q3 will be reported out in Nov 2020.

HERO: Proceeds from HERO for 2020 Q2 = \$139.00. Total since program start in 2014 = \$31,409.37. Proceeds for 2020 Q3 will be reported out in Nov 2020.

CA Green Business Network (CAGBN) & South Bay Green Business Assist Program (GBAP): (Contract period: Torrance – June 30, 2021; Hawthorne - Ongoing)

CAGBN –The new goal is to certify 10 businesses in each city. SBCCOG staff continue to identify, certify, and assist businesses as well as promote the program through social media.

SBCCOG staff continue to outreach and work with businesses to achieve certification for programs. Appointments have been confirmed to conduct business assessments in October.

Contract goals - City of Hawthorne: 10 certified green businesses; *Status of goals:* 0 certified businesses
Contract goals - City of Torrance: 10 certified green businesses; *Status of goals:* 1 certified business

GBAP - SBCCOG continues to provide information to local businesses on opportunities to implement sustainability programs. In addition, businesses received information on the status of our utility partners' operations during the COVID-19 pandemic.

As businesses are certified through CAGBN, they also become GBAP participants. GBAP by city: Torrance (60), Lawndale (27), Hawthorne (43), 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 **235** businesses in the program as of the end of August 2020.

Transportation

Shared Mobility Program (Contract period July 1, 2019 – June 30, 2022)

Contract goals: 72 outreach events; 36 vanpool, rideshare, telework meetings or events; 8 Marketing/Media Survey Engagements

Status of goals: 100 outreach events; 5 vanpool or rideshare meetings; 3 Survey Engagement

During September, in response to the COVID-19 emergency, SBCCOG staff continued its public outreach efforts through virtual platforms. Metro Shared Mobility materials and emergency updates to rideshare and vanpool programs along with resources for teleworking were shared through 7 different online meetings. SBCCOG staff updated the telework page on the SBCCOG website and worked with Metro’s Office of Extraordinary Innovation to post and update results of the “Telework” study. SBCCOG met with Metro Shared Mobility team to review and begin a marketing outreach effort to distribute new guidelines for vanpool and rideshare programs to ETCs. Preliminary planning began for a new series of “online” workshops for South Bay ETCs.

Metro Express Lanes (MEL) (Contract period Nov. 15, 2019 – Nov. 14, 2020)

Work continues to organize and plan for a virtual calendar of events where Metro’s MEL program materials will be distributed. During this period, MEL materials were distributed as part of the SBCCOG information packets at 7 SBCCOG virtual outreach events and meetings.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Outreach Events

In September:

4 - Virtual Community Events – 2 were promotion only	8 - Virtual Networking Meetings
1 - Virtual Business Event	5 - Virtual Workshops – 4 were promotion only

Totals for the period July 1, 2020 - September 30, 2020:

4 – Community Events – 2 were promotion only
3 – Business Events
19 – Networking Meetings

5 – Workshops – 4 were promotional only

Media

Social Media (*during the month of September*)

- **SBCCOG** -- Totals for Social Media (SBCCOG) (*top tweet – right*)
 - Twitter: 271 followers total, 1,300 impressions* 6 posts
 - Facebook: 136 likes total, 10,874 impressions 6 posts
- **SBESC** -- Totals for Social Media (*top tweet – right*)
 - Twitter: 558 followers total, 3,700 impressions* 12 posts
 - Facebook: 751 likes total, 611 impressions 14 posts
 - LinkedIn: 140 followers total, 106 impressions 1 posts

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

Earned Media/Articles/Network TV

- “SoCal Association of Governments Announces \$23M for Residential Building in LA, LA County, OC” – *Radio.Com - KNX 1070* (September 9, 2020) <https://www.radio.com/knx1070/articles/cns-news/scag-announces-23m-in-residential-building-for-la>
- “Redondo Beach Considers Temporary Homeless Shelters, Residents Push Back” – *Spectrum 1 News* (September 23, 2020) <https://spectrumnews1.com/ca/la-west/homelessness/2020/09/23/redondo-beach-considers-temporary-homeless-shelters--residents-push-back>

Volunteer Program

Status of Program: 10.00 hours for September 2020

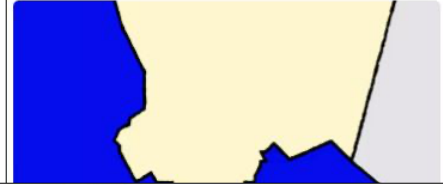
Grand total as of 9/30/2020 - 20,308.67 (starting April 2008)

Volunteer participation remains low due to COVID 19.

The annual volunteer recognition ceremony will take place on November 19th along with the monthly Board of Directors meeting.

Top Tweet earned 139 impressions

If you are a victim, or witness of, a **#hate** incident or a hate crime, you can report the incident/crime with 211 (safely & anonymously) via **@LAvsHate #SouthBay** pic.twitter.com/NO5qg0nK9U



Top Tweet earned 577 impressions

Look into **#rebates** available from some of our Partners (**@WestBasin**, **@socalgas**, **@LADWP**) to save money, energy, and water: bit.ly/3meTOU6 **#greentip**

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South Bay Cities Council of Governments

October 22, 2020

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering September 2020

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

Congressional Continuing Resolution Extends Funding Through 12/11 & Extends FAST Act

Congress passed a continuing resolution (CR) with bipartisan support on September 30th sending the measure to President Donald Trump, who had just hours to sign the bill before the midnight close of the federal fiscal year. The CR that would fund federal government programs from the beginning of fiscal year 2021 on October 1st until December 11th by stretching about \$1.4 trillion in current government funding levels.

According to the American Association of State Highway and Transportation Officials (AASHTO), a FAST Act extension included within the CR provides:

- Obligation limitation through December 11, estimated to be \$9.1 billion for the Federal-aid Highway Program.
- An extension of FAST Act funding and provisions from FY 2020 to all of FY 2021, including contract authority formula apportionments to states.
- A \$10.4 billion general fund transfer to the HTF's Highway Account and a \$3.2 billion transfer to the Mass Transit Account.
- A \$14 billion general fund transfer to the Airport and Airway Trust Fund, making up for the aviation excise tax holiday included in the \$2 trillion CARES Act passed in March.
- Suspension of the Rostenkowski fiscal solvency test for the Mass Transit Account for FY 2021. Without suspending that "test" – crafted by the late Rep. Dan Rostenkowski (D), who served as chairman of the House Ways and Means Committee in the 1980s – significant reductions in transit obligation funds would occur in FY 2021. The test requires the Secretaries of the Treasury and Transportation to monitor the amount of unfunded authorizations at the end of the next fiscal year, in this case FY2021, against estimated receipts of the following four fiscal years (FY2022 through FY2025). If these estimated receipts are less than the unfunded authorizations in either account, the Secretary of Transportation must reduce apportionments associated with the relevant account by the unfunded amount. The same percentage reduction is applied equally across all the programs affected. In the case of the mass transit account, the largest affected programs are the Urbanized Area Formula Program, State of Good Repair

Grants, Bus and Bus Facilities Formula Grants, Formula Grants for Rural Areas, and the Enhanced Mobility of Seniors and Individuals with Disabilities Program

- An increase to the “multimodal cap” within the U.S. Department of Transportation’s Infrastructure for Rebuilding America or INFRA discretionary grant program from \$500 million to \$600 million.
- An extension of 2017 and 2018 Better Utilizing Investments to Leverage Development or BUILD grant program obligation deadlines through September 30, 2021.
- A federal statute guarantees that “each State receives an aggregate apportionment equal to at least 95 percent of the estimated tax payments attributable to highway users in the State” deposited in the Highway Account in the most recent year. To reach the base, two state’s allocations had to be increased to their 95% minimum return of payments. Texas got an additional \$447.4 million and Colorado got an additional \$118,224. To offset their additional allocations the rest of the states took a haircut of 0.625%. Even with the cut, California received \$4,018 billion, 9.26% of the national funding.

According to analysis performed by the American Public Transportation Association (APTA), the surface transportation extension in the bill authorizes at least \$12.6 billion for public transit investment and includes other transit priorities:

- Authorizes public transit funding for FY 2021 at amounts equal to the FY 2020 authorization as provided by the FAST Act (P.L. 114-94) and distributes the funds in the same manner as the prior year;
- Prevents a \$6 billion (or 60 percent) across-the-board cut of FY 2021 transit formula funds to each public transit agency by prohibiting application of the Rostenkowski Test;
- Deposits \$3.2 billion in the Mass Transit Account (MTA) of the Highway Trust Fund to ensure that the MTA will not run out of funds and FTA will be able to process grants in the upcoming fiscal year; and
- Extends the authorization for transit-oriented development (TOD) projects for Railroad Rehabilitation and Improvement Financing (RRIF) loans and loan guarantees to Sept. 30, 2021.

After the election that will decide who controls Congress and the White House, both House and Senate leaders want to negotiate a massive spending deal by mid-December that would boost federal agency budgets for the remainder of fiscal 2021, which begins on October 1st; however, securing bipartisan, bicameral agreement on a slate of appropriations bills in a lame-duck session of Congress after the November election would be an enormous lift for lawmakers, possibly coinciding with a presidential transition and an exodus of lawmakers eager to leave town after losing reelection.

House Republicans Unveil NEPA Reform Bill

Legislation aimed at updating the 50-year-old federal environmental review process related to infrastructure projects was introduced on September 22nd by House Republicans.

The Building U.S. Infrastructure through Limited Delays and Efficient Reviews, or BUILDER, Act seeks to reduce the costs of big-ticket projects by promoting coordination between stakeholders and federal agencies, eliminating redundant provisions, requiring the use of reliable data sources, and clarifying National Environmental Policy Act requirements.

Besides proposing to streamline environmental permitting guidance, the plan calls for expanding high-speed internet and rebuilding surface transportation.

Survey: U. S. Mayors To Prioritize Infrastructure, Tech Investments In COVID Recovery

While nearly all mayors expect drops in their operating budgets in the next 12-18 months due to COVID-19, most mayors also believe investing in infrastructure and technology can spur an economic recovery, according to a survey from the U.S. Conference of Mayors (USCM) and Siemens USA.

Of the 124 mayors surveyed, 69% said infrastructure is their top investment priority to create jobs and economic growth amid recovery, while 63% said they will prioritize the expansion of virtual and online city services. Meanwhile, 67% of mayors said now is the right time to invest in transit-related projects that will help with longer-term needs.

As they ready their cities for the return of in-office workers, 97% of mayors said there will need to be investments in technology to reimagine and adapt how commercial buildings are used. Ninety-four percent of mayors also called on the federal government to provide emergency fiscal assistance to cities to mitigate budget shortfalls. With municipal budgets likely to be tight in the coming years, those involved in the survey said they expect public-private partnerships (P3s) and similar cooperation to take on even more importance.

State

Governor Newsom Signs CEQA Streamlining Bill (SB 288); Vetoes Legal Relief Bill (SB 757)

Governor Gavin Newsom signed a CEQA streamlining bill (SB 288) on September 29th. The new law, which includes provisions to expand statutory exemptions in the California Environmental Quality Act (CEQA) for key active transportation, bus rapid transit and other capital projects, will become law on January 1st, 2021. The bill will help expedite projects involving bike lanes, pedestrian routes, bus rapid transit, bridge repairs and the installation of vehicle charging infrastructure by removing the ability to file requests for review under CEQA.

The Governor also vetoed Senate Bill 757, an L. A. Metro-sponsored measure which would have granted the AB 900 (2011) shortened CEQA litigation period to key environmental leadership transit projects. SB 757 contained a provision that tied its implementation to the passage of Senate Bill 995, a bill that would have extended the sunset provision for the AB 900 process. Because SB 995 did not meet the legislative deadline for passage, even if SB 757 had been signed, it would not have taken effect.

LAO Releases Report On State Transportation Revenue Impacts

The California Legislative Analyst's Office (LAO) has released a report detailing how the COVID-19 pandemic is currently affecting state transportation revenues, and how estimated declines in transportation revenues will affect state transportation programs. LAO finds that transportation revenues are impacted through the reduction in vehicle miles traveled (VMT), reduced fuel consumption and reduced revenue from fuel taxes. Total VMT in April 2020 was 41% lower than April of last year. While VMT began to increase following April, VMT in June was still down 14% compared to last June. This reduction in VMT is contributing to a reduction in revenues of \$619 Million in 2019-2020, or 5%, mostly due to lower revenues from gasoline excise taxes.

As for impacts to specific SB 1 programs, allocations for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) remain stable. However, the State Transit Assistance (STA) program, which provides funding to support transit agencies through a number of programs like the Low-Carbon Transit Operations Program (LCTOP), faces a potential 40% reduction in funding in 2020-2021. The LAO emphasized that due to the shifting nature of the pandemic, these estimates are subject to change as the state moves into economic recovery.

Governor Newsom's Long-Range Goal: Phase Out New Gas-Powered Cars, Truck & Buses

An executive order signed on September 23rd by Governor Gavin Newsom aims to ban the sale of new gasoline-powered cars and light trucks in the state by 2035. Heavy-duty trucks and buses would have to meet the 100% zero-emission standard by 2045.

The order gives responsibility for developing the necessary regulations to the state Air Resources Board. The order takes aim at auto emissions because they're still the largest single source of air pollution in the state, accounting for nearly 50% of greenhouse gases such as carbon dioxide. Moreover, vehicular emissions have been rising in recent years. The first-in-the-nation policy is far more stringent than anything the state has implemented before. But given that a dozen states accounting for 40% of the American market already conform to California's auto rules, the policy could spread quickly.

Newsom's order doesn't impose a hard stop on sales of gas-powered vehicles, but sets a goal that "100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035." At that point, existing vehicles could still be driven in the state and bought and sold in the used car market. Electric vehicles comprise only about 2% of the 17 million cars and light trucks sold in the U.S. last year.

In California, which accounts for about half of all domestic EV sales, the share is still less than 10%. Opponents point out that achieving the governor's goal will require increasing consumer demand for zero-emission vehicles which will require increased infrastructure, incentives, fleet requirements, building codes, and more, including the State's ongoing emissions regulatory battle with the Trump administration over a requested waiver from the federal Clean Air Act to allow more stringent state standards.

Region

New Gerald Desmond Bridge To Open October 5th

After six years of construction, the \$1.5-billion replacement for the aging Gerald Desmond Bridge is scheduled to open to the public on October 5th. Spanning nearly two miles between Terminal Island, Long Beach and the I 110 freeway, the structure will accommodate six lanes of automobile traffic as well as a bicycle and pedestrian path. With a pair of 515-foot-tall concrete towers anchoring 80 steel cables, the new Gerald Desmond ranks among the tallest bridges of its type in the United States. The increased height permits 205 feet of clearance above the water, allowing the Port of Long Beach to accommodate larger cargo ships.

LA Metro's \$400B Long-Range Plan Aspires to Provide More Transit, Less Congestion

The L. A. Metro Board of Directors approved an aspirational, long-term transportation plan on September 24th that envisions better transit, less congestion, safer streets and more equitable access to opportunity. Metro envisions the \$400 billion, 30-year plan would create a "more mobile, sustainable and vibrant future for Los Angeles County."

The financially-unconstrained plan calls for more than 100 miles of new rail in the next three decades, continued investment in arterial and freeway projects to reduce traffic congestion, as well as bicycle and pedestrian projects to improve biking access throughout the county.

The plan also calls for prioritization of bus travel on the county's busiest streets and implementation of its NextGen Bus Plan to make service faster, more reliable, and more frequent. The agency seeks to

invest in technology, telecommuting, bus electrification, and to promote services like micro-mobility, which it expects will improve sustainability and resiliency in a bid to curb emissions.

If all the goals are achieved, 21% of county residents and 36% of jobs would be within a 10-minute walk of high-quality rail or bus rapid transit options, a dramatic increase from the 8% of residents and 16% of jobs being within that same distance today. The long-range plan also estimates an 81% increase in daily transit trips, a 31% decrease in traffic delays and a 19% decrease in overall greenhouse gas emissions in the county.

Understanding that the Long-Range Transportation Plan is a strategic guidebook for future priorities, the Board also approved creation of a financially-constrained 10-Year Transportation Plan over the next year.

L.A. Metro Adopts \$6 Billion FY 20-21 Budget; Continues COVID 19 Service Reductions

Metro's directors voted 12 to 1 on September 24th to approve a \$6-billion budget for the 2021 fiscal year, a \$1.2-billion reduction from 2020. The plan extends previously cuts to bus and rail service made in response to dramatic reductions in ridership during the stay at home orders related to the COVID 19 pandemic, and rescinds accelerated completion schedules for dozens of other Metro initiatives, including new rail lines and behind-the-scenes planning work. Metro's new budget calls for about 5.6 million hours of bus service and 1 million hours of rail service through June 2021. Ridership is still at roughly half of pre-pandemic levels.

The Board also authorized the Metro CEO to add service in response to overcrowding within the adopted budget and approved a plan that requires the agency to report back every two months with a plan to gradually restore lost service hours "as appropriate."

Metro has estimated that fare revenue in 2021 will plunge nearly 79%, from \$284.5 million in 2020 to \$60 million this year. That's due to very low ridership during the pandemic, and a policy that allows riders to board at the back door, circumventing the fare box, to protect drivers from COVID-19 exposure. However, the budget provides a 4.5% salary increase for employees covered by collective bargaining labor agreements and only cuts overtime by 40%, but it does not call for layoffs or fare increases.

TAP Card Application Now Available To L.A. Metro Riders Via iPhone And Apple Watch

The regional Transit Access Pass (TAP) card is now available on iPhone and Apple Watch for Los Angeles County Metropolitan Transportation Authority (L.A. Metro) passengers. This new contactless way to pay transit fare allows L.A. Metro and 25 TAP transit agencies in L.A. County to offer easy, contactless bus and rail fare payment to riders that choose to use their iPhone or Apple Watch rather than a tradition Metro TAP Card.

With the TAP application installed on their iPhone or Apple Watch, riders can load a Metro pass or cash onto their device, then hold their device near the TAP pad upon boarding a bus or through a fare gate and fare medium is validated or a fare is deducted immediately from a cash purse in the device. There's no need to use Face ID, Touch ID or wake the device.

Riders can either add the TAP application directly through Apple Wallet and load Stored Value or download the TAP mobile app for account management, regional trip planning and access to all passes, including L.A. Metro Bike Share. The TAP app also supports Reduced Fare, Low Income Fare is Easy (LIFE) and cash paying customers. And, riders can transfer an existing physical TAP card to

their iPhone or Apple Watch via the TAP app. The app is compatible with iPhone 8 and later and Apple Watch Series 3 and later. An Android version of the app is expected to launch later this year.

L.A. Metro Receives FTA Grant To Develop A Pilot Travel Rewards Program

L.A. Metro is partnering with the Harvard School of Business, the Duke Center for Advanced Hindsight and private sector technology and mobility partners to identify and test the most effective incentives to persuade travelers to skip driving alone and instead choose transit, ridesharing, walking, bicycling or telecommuting.

The Los Angeles County Metropolitan Transportation Authority (L.A. Metro) has received a \$700,000 grant from the Federal Transit Administration (FTA) to develop a \$1.3-million Travel Rewards Research Pilot Project. The approximately \$1.3-million budget includes \$412,000 of in-kind development from private technology partners. The FTA grant was awarded as part of its Accelerating Innovative Mobility program, which is designed to drive innovation by promoting forward-thinking approaches to improve transit financing, system design and service.

The percentage of people in L.A. County who telecommute to work is about the same as those who take transit (5.6 percent telecommuting vs. 5 percent transit per the 2018 Journey to Work Census) and based on experiences during the pandemic it may be an efficient and welcomed way to keep more commuters out of traffic during peak times. The task force expects to release draft recommendations and seek further input from the public this fall.

TRENDS

NACTO Predicts Micro-mobility Is Here To Stay

NACTO is releasing its 2019 Shared Micro-mobility Report, which shows scooter ridership continuing its growth trajectory, and large bikeshare systems expanding usage at a healthy clip. American cities played host to 136 million shared micro-mobility trips in 2019, including station-based bikeshare, dockless bikeshare and shared e-scooters. To put those numbers in perspective: Two thirds of all shared micro-mobility trips since 2010 have been made in the last two years. 2019's shared micro-mobility ridership alone would be the equivalent of the fifth-busiest subway or light rail system in the country.

However, 2020 ridership is expected to take a major hit in 2020 due to the pandemic stay-at-home orders. Most of the micro-mobility growth has come from e-scooters. Scooter ridership increased from 38.5 million in 2018 to 88.5 million in 2019, a growth rate of more than 100%, while station-based bikeshare ridership increased 10%, from 36.5 million to 40 million. The six largest scooter markets, Atlanta, Austin, Dallas, Los Angeles, San Diego and Washington, D.C., accounted for a bit more than a third of all scooter ridership.

During a micro-mobility business reckoning at the end of 2019, Lime and Lyft (which also owns most of the country's largest bikeshare systems) pulled their scooters out of several cities in order to focus on their most popular markets. Around the same time, Uber handed off its JUMP dockless electric bikes business to Lime.

The NACTO report sheds more light on how different kinds of sites favor various forms of shared micro-mobility. Shared bikes and scooters also tend to be used for different trip types. Scooter rides in 2019 averaged only one mile, were often concentrated in entertainment districts, and tended to be more common in the afternoons, evenings and weekends. Station-based bikeshare members' trips averaged 1.5 miles and were highly concentrated during commuting hours. Of course, the 2019 figures

are just a snapshot of the Before Times. Patterns of work and leisure have since been upended by the pandemic, and 2020 is shaping up to offer a very different picture.

According to the report's brief speculation about this year, trip length and type are some of the biggest changes shared micro-mobility has seen since the coronavirus arrived. Since June, ridership has bounced back to close to normal, as more people hop on bikes for neighborhood errands, exercise, or to avoid public transit. For both bikes and scooters, rides have grown longer during the pandemic, and have shifted from downtowns to more residential neighborhoods.⁸

The July issue of the Federal Highway Administration's Traffic Volume Trends says that total vehicle miles-traveled (VMT) on U.S. roadways in July 2020 was only down 11.2% from the July 2019 level. Although the metric lags by two months, a two-week lagging estimate of gasoline production provides a rough indicator of producers' expectations for recovery.

Gas production plummeted in the second half of March, bottoming out at 42.5 percent below 2019 levels the week ending April 3. It crept back up steadily, hitting the -30 percent mark the week ending May 15, and the -20 percent mark the week ending June 5. Since then, however, gasoline production has stabilized in a narrow band that averages 10.6 percent below 2019 production levels, since the week ending June 19:

If gasoline production as a preceding indicator of VMT holds up, then aggregate VMT may also stabilize in the 10-12 percent below 2019 level for several more months in the Western and north Central regions of the country.

Bay Area Planning Agency Advances 60% Work-From-Home Mandate

In the face of protests from San Francisco officials and advocates of public transit, the Metropolitan Transportation Commission (MTC) on September 23rd moved forward with its Regional Transportation Plan (Plan Bay Area Blueprint for 2050) that includes a mandate on large employers to keep 60% of their employees home each workday.

The MTC also voted to study potential alternatives that would give workers incentives to walk, bike or take public transit to work rather than driving, after criticism that the measure would punish urban workers, particularly in downtown San Francisco.

Businesses with 25 or more workers would be affected. Those that must have in-person workers such as grocery stores are exempt. The total share of remote jobs is expected to increase from 14% to 25% if the policy is adopted,

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
CONTRACT NO. PS67069000, MODIFICATION NO. 1
METRO I-110 EXPRESSLANES SOUTH BAY OUTREACH PROGRAM SERVICES

This Modification No. 1 to Contract No. PS67069000, effective October 12, 2020, by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, hereinafter referred to as "Metro", and South Bay Cities Council of Governments, hereinafter referred to as the "Contractor."

WHEREAS, Contractor and Metro entered into Contract No. PS67069000 on November 15, 2019, hereinafter referred to as the "Existing Contract" and;

WHEREAS, Metro and Contractor desire to modify the Existing Contract as provided herein.

Now, therefore, it is mutually agreed, by and between the parties as follows:

1. ARTICLE III: CONTRACT TERM AND PERIOD OF PERFORMANCE

The Period of Performance of this Contract is extended for one (1) year, from November 15, 2019 through November 14, 2020 to November 15, 2019 through November 14, 2021 by exercising its first one-year period extension option under the Existing Contract.

2. ARTICLE II: COMPENSATION

The Contract Price under Article II, Section A of the Existing Contract, shall be increased in accordance to the Payment Schedule under Article II, Section B of the Existing Contract for a Total Contract Value of \$96,000.

Signatures to follow on the next page

Except as expressly modified herein, the Existing Contract, as modified remains in full force and effect as originally executed.

IN WITNESS WHEREOF, the parties have caused this Modification No. 1 to the Existing Contract to be executed by their respective officers duly authorized on the date first written above.

**SOUTH BAY CITIES COUNCIL OF
GOVERNMENTS**
2355 Crenshaw Blvd., Suite 125
TORRANCE, CA 90501

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY**

SIGNATURE OF AUTHORIZED OFFICIAL

PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER

BY: _____

BY: _____

(PRINT OR TYPE NAME)

TITLE

DATE

DATE



TO: SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
FROM: JEFF KIERNAN, REGIONAL PUBLIC AFFAIRS MANAGER,
LEAGUE OF CALIFORNIA CITIES®
RE: UPDATE FOR OCTOBER 22 BOARD MEETING *(as prepared 10/13/2020)*

Annual Conference

The enduring pandemic required the League to adapt and shift our Annual Conference to a virtual event that took place over October 7 – 9. This event saw nearly 1,600 attendees, 127 speakers, 39 educational sessions, 19 business meetings, 6 networking events and 7 regional division events, including a presentation to the LA County Division by Political Data Inc. on upcoming General Election. This annual event was a great way to celebrate the efforts of our cities and recognize the League’s achievements. Videos of our Helen Putnam award winning cities, and the League “by the numbers” video that debuted at the conference, can be found on the [League’s YouTube channel](#). A quick reminder that anyone who registered for the conference will be able to watch the sessions for the next 6 months using the same [micro-site](#) and your login information.

- Congratulations also to Regional Director for the South Bay Cities COG, **Bea Dieringer**, on her selection at the Annual Conference to become the new President of the League of California Cities [Women’s Caucus](#).

Ballot Measure Advocacy

The League of California Cities has endorsed Proposition 20, the Keep CA Safe Initiative, and has issued a recommendation that cities pass a resolution to support that campaign. Additionally the Los Angeles County Division has taken an official oppose position on LA County Measure J. Please contact me for additional details.

League Policy Committees

The League is currently seeking applicants for our 7 policy committees, please let me know if you are interested in serving on a committee so we can work together to find a slot for you on your preferred committee. First, it would help me if you could decide which policy committee you would like to serve by reviewing the 7 committees and their scope of work [HERE](#). Division, department, and caucus appointments are all being filled now, while the League President will begin accepting applications on November 16.

Legislation

The Governor’s bill signing wrapped up last month and the League can report that he signed five notable bills into law that the League sponsored or supported:

- [SB 1441](#) (McGuire), which supports local governments’ ability to collect Utility User Taxes from retail sales of prepaid wireless telecommunication products and services, and assists the California Department of Tax and Fee Administration with administration of the program.
- [AB 992](#) (Mullin), which modernizes the Brown Act to allow for elected officials to communicate with their constituents through social media platforms.
- [AB 434](#) (Daly), a measure that aligns six rental housing programs with the Multifamily Housing Program, to enable the state Department of Housing and Community Development to

implement a single application and scoring system for making awards under all seven programs, starting on Jan. 1, 2022.

- [AB 1286](#) (Muratsuchi), which requires shared mobility device providers to obtain a permit or agreement with the city or county it seeks to operate in and to comply with all local operation, parking, maintenance, and safety rules.
- [SB 865](#) (Hill), which strengthens safe excavation practices by increasing collaboration between excavators and operators, requiring data sharing amongst key stakeholders, and moving the Dig Safe Board to the Office of Energy Infrastructure Safety.

Upcoming Events

- [City Attorneys' Department Virtual Conference](#), Oct. 16, 23, 30, and Nov. 6
- [Municipal Finance Virtual Conference](#), Dec. 7, 9, and 11
- [Fire Chiefs Leadership Virtual Seminar](#), Dec. 10
- [City Clerks New Law & Elections Virtual Seminar](#), Dec. 17-18

Unfortunately, the Los Angeles County Division has made the decision to cancel the Annual All-Cities Holiday reception that normally takes place in December due to the health impacts of COVID-19.

Metro South Bay Service Council Monthly Meeting Review for September 18, 2020
Overview Compiled by Donald Szerlip, Chairman

Chair made opening remarks encouraging all Council members to be actively involved and ask questions as we evaluate lines and vote on our recommendations to the Metro Board. A Safety Tip was given by Scott Greene and the August 14 minutes were approved.

The majority of this meeting was voting on suggested NextGen Bus Plan proposals. Staff began with an overview of the plan's goals and a summary of changes embodied in the proposals given by Conan Cheung, Senior Executive Officer. Staff then made individual line presentations summarizing the proposed changes. Joe Forgiarini, Senior Director, Service Performance & Analysis, assisted by Scott Greene, Transportation Planning Manager, gave the overviews and answered Council member questions.

To move the process along expeditiously, line presentations were done in groups (see attached chart). Lines were grouped first by the Council's oversight authority (primary or secondary) and then by the quantity of public concern and response. The first group included lines where the SB Service Council had First Authority but there was little public concern. Council approved all NextGen recommendations in one vote for these 22 lines. The next group were lines where the Council had Secondary Authority and there was little public concern. Council approved all NextGen recommendations in one vote for these 11 lines. The third group included lines where the Council had First Authority but there was a medium amount of public concern which resulted in changes to each line's original proposals. Included in these 6 lines were a pair of small shuttle routes. Council members expressed a desire to see the Inglewood Shuttle operate on Sundays so as to service numerous churches. All changes were approved in one motion which also included direction for staff and the local Council representative to meet and discuss how to address this need. Only 1 line was in the group in which the Council had 2nd Authority and there was a medium amount of public concerns. It was approved.

Finally, the Council addressed those lines where it had 1st Authority and there were numerous comments and concerns expressed by the public. These lines were addressed in 2 parts. The first line considered was Line 130, currently a contract line, which goes from South Redondo Beach, through Hermosa Beach, along Artesia Blvd and out to El Monte. Staff proposed bifurcating this line at the Artesia Blue Line station and transitioning operations to municipal operators. Torrance Transit is anxious to take over the western portion of the line. It is proposed that Long Beach Transit assume operation of the eastern segment, but they aren't excited and will consider the proposition in a few years. Recognizing that the eastern segment is actually within the jurisdiction of the Gateway Cities Service Council, the SB Service Council decided to leave decisions on this segment to the Gateway Council and, therefore, took no action. The SB Service Council did vote to move forward with the NextGen proposal which will

see Torrance Transit operate the line from the Blue Line west to the beaches. The final consideration was all about San Pedro. The final proposals had taken numerous turns in response to the most concentrated public commentary received about any South Bay lines. Changes included revamping Metro's service throughout the peninsula to achieve broader coverage on main arteries while continuing to provide service to all major local destinations. Additionally, the final proposal included the reestablishment of line 450 which provides a one seat ride to downtown Los Angeles via the Harbor Freeway with a stop at the Harbor Gateway Transit Center. Comments taken from the public at this meeting clearly demonstrate that staff has created a transit network that meets the needs of local riders. The Council approved all NextGen changes to the 4 lines serving San Pedro.

Despite the meeting running long, the council then received the Metro Bus Performance Report given by Scott Greene, Transportation Planning Manager for the South Bay, and Mark Dierking, the sector's Community Relations Manager. The overview included not only the standard performance areas reviewed at each meeting, but also included a report on Metro's ongoing Covid 19 protocols. Coverage was included regarding the opening of the new Patsaouras Plaza Bus Station, Metro's activities for September Bike Month and an update on the scheduling of activities in analysis of the Green Line Extension to Torrance.

The meeting concluded following Council Member Comments and Public Comments on non-agenda items.

Respectfully submitted September 23, 2020

Metro South Bay Service Council Monthly Meeting Review for October 9, 2020
Overview Compiled by Donald Szerlip, Chairman

A Safety Tip was given by Jorge Martinez, Transportation Planning Manager, and the September 18 minutes were approved.

The Council received an overview of the Traffic Reduction Study currently underway from Ryan Wiggins, Senior Transportation Planning Manager. The goal of the study is to implement a pilot program that will yield knowledge about the effectiveness of using congestion pricing strategies to reduce traffic volume and congestion. Accepting the premise that in Los Angeles County the demand for road space will inevitably accede the supply, the study hopes to find ways to manage that demand by implementing a charge to travel a certain road or enter a specified section of the county, to reduce demand and road use. There are currently thought to be two possible ways to implement congestion pricing. The first option is along a linear corridor. The second is to isolate a cordon area such as a center city. Metro is currently trying to identify a place to conduct the study and hopes to present the Metro Board with an implementation plan by the end of 2022.

The FY Q1 Station Evaluation Program Update was given by Jorge Martinez, Transportation Planning Manager. Stations are now cleaned using a Covid 19 Sanitizing protocol with all rail stations being treated at least 2 times daily, some even 3 times. Using only internal Metro personnel, quarterly station reviews are now being done at 56 stations, an increase of eleven, using 32 measures of performance. In the South Bay 11 stations were inspected – 5 rail stations, 3 busway stations and 3 transit centers. Though one station experienced no rating change in this evaluation, the remaining ten stations all had increases in their overall ratings.

Regional updates were provided by Joe Forgiarini, Senior Director, Service Performance and Mark Dierking, Community Relations Manager. Included was information about how Metro was supporting the upcoming election by locating numerous ballot drop boxes throughout the system; implementation of UV sanitizing and electric buses on the Orange Line.

The meeting concluded following Council Member Comments and Public Comments on non-agenda items.

Respectfully submitted October 12, 2020

November anticipated agenda topics:

- NextGen Bus Plan Update
- Microtransit Update
- Green Line Extension to Torrance

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Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

REGIONAL COUNCIL AGENDA SUMMARY

Thursday, October 1, 2020 – 1:00PM

REMOTE PARTICIPATION ONLY

To Participate on Your Computer: <https://scag.zoom.us/j/249187052>

To Participate by Phone: Call-in Number: 1-669-900-6833 Meeting ID: 249 187 052

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE (The Honorable Rex Richardson, President)

PRESENTATION (The Honorable Eleni Kounalakis, Lieutenant Governor of California)

PUBLIC COMMENT PERIOD: The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEM

- 1. Resolution No. 20-625-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to support the Active Transportation Safety and Encouragement Campaign**
 - Recommended that the Regional Council adopt Resolution No. 20-625-1 authorizing SCAG to accept Office of Traffic Safety grant funds to support the Go Human Campaign.
 - On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,250,000 to conduct a fifth round of Go Human safety programming and outreach across the region. On June 17, 2020, SCAG was informed that the grant award was being tentatively offered.

CONSENT CALENDAR

(Some potential items that may be pulled)

APPROVAL ITEMS**ITEM 2**

- **Recommended that the Regional Council approve the minutes of the September 3, 2020 meeting.**
- During its December 3 meeting, the Regional Council heard remarks from Lt. Gov. of California Eleni Kounalakis, approved Connect SoCal in its entirety, adopted guidelines for the Subregional Partnership and Sustainable Communities Programs, and took other actions.

ITEM 3

- **Recommended that the Regional Council approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], as requested by Regional Councilmember Margaret Finlay.**

ITEM 4

- **Recommended that the Regional Council adopt the 2021 Meeting Schedule of Regional Council and Policy Committees.**
- The meeting schedule is included in the agenda packet.

ITEM 5

- **Recommended that the Regional Council approve Resolution No. 20-625-2 to authorize the acceptance of \$10 million in grant funds from the South Coast Air Quality Management District (SCAQMD) to implement Phase 1 of the Last Mile Freight Program.**
- The SCAQMD's Mobile Source Air Pollution Reduction Review Committee (MSRC) has created a Regional Goods Movement Program which includes a last mile freight component. SCAG will partner with the MSRC, serving as implementor of the Last Mile Freight Program.

ITEM 6

- **Recommended that the Regional Council approve the following Contract \$200,000 or Greater: Contract No. 20-057-C01, Electric Vehicle Charging Station Study.**
- The consultant shall provide professional assistance to create a technical analysis and outreach approach that can serve as a template to apply across the jurisdictions, as well as be tailored to the individual needs of each jurisdiction. The study area for this project includes 18 cities and the San Gabriel Valley Council of Governments (SGVCOG) region.

ITEM 7

- **Recommended that the Regional Council approve the following Contract Amendment Greater than 30% of the Contract's Original Value:** Contract No. 18-002-SS1, PC Law Group, Amendment No. 5.
- Staff seeks to increase the contract value of the firm's contract by \$272,000 for FY 20-21, based on legal services anticipated by the Acting Chief Counsel related to the Regional Housing Needs Assessment (RHNA) process, implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal), and California Environmental Quality Act (CEQA) matters.

ITEM 8

- **Recommended that the Regional Council approve the following Contract Amendment that exceeds \$75,000:** Contract No. 19-001-C01, Southern California Regional Climate Adaptation Framework, Amendment No. 3.
- Staff requires additional consultant assistance due to impacts of COVID-19 on completion of the Framework and opportunities to expand on previously identified in-person outreach to other modes of communication – including webinars, podcasts, and enhanced web tools – as well as opportunities to produce more comprehensive data analyses on climate change impacts across the region through use of Connect SoCal Growth Vision datasets.

RECEIVE AND FILE**ITEM 9**

- Recommended to receive and file updates on Regional Data Platform (RDP).
- The Regional Data Platform (RDP) will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. Since the RDP project kick-off in May 2020, SCAG and Esri staff have been working collaboratively to move the project forward in terms of project management, tool prototyping, data orchestration, licensing, outreach, and system architecture.
- SCAG staff will provide an overview of the RDP and how it will be beneficial to local jurisdictions.

ITEM 10

- Recommended to receive and file the October State and Federal Legislative Update.

ITEM 11

- Recommended to receive and file the report of Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999.

ITEM 12

- Recommended to receive and file the CFO Monthly Report.
- AUDITS
 - External Financial Audit: Eide Bailly LLP, SCAG's outside independent auditor, is presently conducting final audit fieldwork and the audited CAFR and Single Audit Report will be released in December.
- MEMBERSHIP DUES: As of September 15, 2020, 119 cities and 4 counties had renewed their memberships, 65 of whom took advantage of the 20% dues waiver. 61.3% of the assessment has been collected. This leaves 69 cities and 2 counties yet to renew. Three cities are being recruited for membership. Second reminders will be sent in early October.
- BUDGET & GRANTS (B&G): On August 31, 2020, staff submitted the Fiscal Year 2019-20 (FY20) Overall Work Program (OWP) Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year. The final expenditures reported for the year were \$44 million or 48% of the OWP budget. On September 3, 2020, the Regional Council approval formal amendment 2 to the FY20 OWP in the amount of \$248,220 which increased the OWP budget from \$89.2 million to \$89.5 million. This amendment includes adding a new grant for the Interstate-710 North Mobility Hubs Plan under the FY21 Caltrans Sustainable Transportation Planning Grant Program; reprogramming FY21 SB-1 Formula Grants for the Sustainable Communities Program and reducing Transportation Development Act (TDA) funds. Staff submitted the complete amendment package to Caltrans on September 11, 2020.
- CONTRACTS: In August 2020, the Contracts Department issued four (4) Request for Proposals; awarded five (5) contracts; issued six (6) contract amendments; and processed 25 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 141 consultant contracts. Contracts staff continued to negotiate better pricing and reduced costs for services. Thus far in FY21 staff negotiated approximately \$531,616 in budget savings.

BUSINESS REPORT (Randall Lewis, Ex-Officio Member)**PRESIDENT'S REPORT** (The Honorable Rex Richardson, President)

- Update on Special Committee on Equity and Social Justice
- Clean Air Day Proclamation

EXECUTIVE DIRECTOR'S REPORT (Kome Ajise, Executive Director)**FUTURE AGENDA ITEM/S****ANNOUNCEMENT/S****ADJOURNMENT**

From: "Boyles,Drew (Mayor)" <dboyles@elsegundo.org>

Date: October 14, 2020 at 7:18:12 AM PDT

Subject: SCAG reports – RC and CEHD

In the CEHD meeting we had two presentations in addition to the Consent Calendar. One was from JLL on the Future of Office and the other was on the Regional Data Platform, a tool that will allow municipalities for local General Plan Development and general decision making. It will be piloted in a few member agencies in 2021. We also received and filed an Emerging Technologies Report, specifically studying broadband opportunity throughout the region.

In the RC meeting, we approved Agenda Item No. 1, Resolution to Accept OTS Grant Funding, and the Consent Calendar, Agenda Item Nos. 2-12. If awarded, these \$1.25MM would go towards Go Human safety programming and outreach across the region.

Sincerely,

Drew

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