

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, April 22, 2010 @ 7 pm

**City of El Segundo
Public Library
111 West Mariposa Avenue**

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

The Board of Directors, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Written materials distributed to the Board within 72 hours of the Board meeting are available for public inspection immediately upon distribution in the SBCCOG/SBESC office at 15901 Hawthorne Blvd., Suite 400, Lawndale, CA 90260, during normal business hours.
Unless otherwise noted in the Agenda, the Public can only comment on SBCCOG related business that is within the jurisdiction of cities and/or items listed on the Agenda during the Public Comment portion of the meeting (Item #V). The time limit for comments is three (3) minutes per person. Before speaking to the Board, please come to the podium and state: Your name and residence and the organization you represent, if appropriate.

AGENDA

- I. **CALL TO ORDER - Introductions (7:00 PM)**
Ellen Perkins, 1st Vice Chair
- II. **SALUTE TO THE FLAG**
- III. **CONFIRM POSTING OF THE AGENDA BY EL SEGUNDO CITY CLERK**
- IV. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA**
- V. **COMMENTS FROM THE PUBLIC**
- VI. **CONSENT CALENDAR (7:05 PM)**
Matters listed under Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and considered separately.
 - A. **March Board Meeting Minutes (attachment) – Approve**
 - B. **Dues & Assessment for FY 10-11 (attachments) - Approve**
 - C. **Legislative Committee recommendation to Oppose Proposition 16 – re: Local Public Electricity Providers (attachment) – Approve**
 - D. **Report from Aldaron re: SBCCOG Transportation Issues (attachment) – Receive and file**
 - E. **Status of Legislation upon which SBCCOG has a position (attachments) – Receive and file**

VII. PRESENTATIONS & POSSIBLE ACTION

- A. Presentation to Outstanding Energy Leader Cities by Southern California Edison (7:10 pm)**
- B. Best Wishes to Outgoing Chair Kelly McDowell (7:20 pm)**
- C. Los Angeles County Strategic Plan for Economic Development - (7:35 pm)**
www.LACountyStrategicPlan.com
 - 1. Presentation by Bill Allen, President & CEO, LAEDC
 - 2. Consider possible endorsement of plan and its implementation (*attachment*)

IX. SOUTH BAY ENVIRONMENTAL SERVICES CENTER UPDATES (8:20 pm)

- A. Video of Lennox Direct Install Business Project
- B. Update on current programs and activities
- C. Review of 2010-2012 SCE/SCG partnership program & AB 811 program

X. METRO REPORT (8:30 pm)

- A. Board Report – Mike Bohlke, Deputy to Pam O’Connor

XI. BOARD MEMBER ANNOUNCEMENTS (8:40pm)

XII. SBCCOG UPDATE AND COMMITTEE REPORTS (8:45 pm)

- A. LUV update
- B. SB 375 status

XIII. AGENCY REPORTS (8:50 pm)

- A. League of California Cities (Teresa Acosta & Cliff Numark)
- B. South Coast Air Quality Management District (Judy Mitchell & Stan Myles)
 - 1. Local Government and Business Advisory Group (Eric Busch)
- C. SCAG & Committees (Matt Horton)
 - a. Energy and Environment (Judy Mitchell, Mitch Ward)
 - b. Transportation (Steve Diels, Judy Dunlap)
 - c. Community, Economic, & Human Development (Susan Rhilinger & Daniel Tabor)
 - d. Regional Council (Judy Mitchell, Judy Dunlap, Susan Rhilinger)
- D. Los Angeles Regional Water Quality Control Board Report (Mary Ann Lutz) (*attachment*)
- E. South Bay Cities City Managers’ Association (Jack Wayt)
- F. South Bay Association of Chambers of Commerce (Susan Rhilinger)
- G. South Bay Economic Development Partnership (Don Brann)

XIII. UPCOMING EVENTS & ANNOUNCEMENTS (9:00 pm)

XIII. JUNE SBCCOG COMMITTEE MEETINGS & WORKING GROUPS

Consult web site for specific times and places – www.southbaycities.org

XIV. ADJOURNMENT

Next meeting - Thursday, May 27, 2010

SBCCOG MEETINGS: ATTENDANCE 2009-2010

CITY	Nov-09	Jan-10	Mar-10	Apr-10
Carson	P	P		
El Segundo	P	P	P	
Gardena	P	P	P	
Hawthorne		P	P	
Hermosa Beach		X	X	
Inglewood		P	P	
Lawndale		P	P	
Lomita	P	P	P	
Los Angeles	x	x	X	
Manhattan Beach	P	P	P	
Palos Verdes Estates	P	P	P	
Rancho Palos Verdes	P			
Redondo Beach	P	P	P	
Rolling Hills	X	X	X	
Rolling Hills Estates	P	P	P	
Torrance	P	P	P	
County of Los Angeles	P	P		

P: present

X: inactive (missed last 3 in a row)

Inactive Membership is automatically re-instated by attending a meeting

Number of Active Agencies	14	14	14	
Quorum Required (50% + 1)	8	8	8	
Number of Agencies Attending	10	13	10	

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MINUTES
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, MARCH 25, 2010
EL SEGUNDO LIBRARY

Chair McDowell called the South Bay Cities Council of Governments to order at 7:12 p.m. In attendance were the following voting members:

Kelly McDowell, El Segundo
Dan Medina, Gardena
Daniel Juarez, Hawthorne
Daniel Tabor, Inglewood
Robert Pullen-Miles, Lawndale
Ken Blackwood, Lomita

Wayne Powell, Manhattan Beach
Ellen Perkins, Palos Verdes Estates
Steve Diels, Redondo Beach
Judy Mitchell, Rolling Hills Estates
Susan Rhilinger, Torrance

Other Elected Officials

Carl Jacobson, El Segundo
Ginny Lambert, Hawthorne
Judy Dunlap, Inglewood
Jim Goodhart, Palos Verdes Estates

Pat Aust, Redondo Beach
Susan Seamans, Rolling Hills Estates
Cliff Numark, Torrance
Tasha Cerda, Gardena

Also in attendance were the following persons:

Marilyn Lyon, SBESC
Matt Horton, SCAG
Alan Patashnick, Metro
Kathleen McCune, Metro
Stan Myles, AQMD
Kim Fuentes, SBCCOG
Merna Marshall, SBCCOG Secretary
Pam O'Connor, LAC Metro, Board Chair
Kevin DeVito, Cyber City 3D

Craig Weingarten, public
John Parsons, public
Mike Martinet, Area G
Ed Burnett, Gardena Police Dept.
Frank Chiella, Manhattan Beach Fire Dept.
Bronwen Trice, MTA
Azury Benouis, SBCCOG
Bill Crowe, El Segundo

FLAG SALUTE - LED BY CARL JACOBSON

CONFIRM POSTING OF THE AGENDA BY EL SEGUNDO CITY CLERK

Kim Fuentes confirmed that the agenda was properly posted in the City of El Segundo.

PUBLIC COMMENT

John Parsons addressed the Board, congratulating Kelly McDowell on 12 years of serving El Segundo and for his service on the COG. He said the 30-10 plan by Mayor Villariagosa regarding transportation has been getting a lot of "trashing" in DC and asked that the COG coordinate with the presentation at the SBACC to help shape it to where it will be good for the South Bay.

Board Member Tabor commented on an article in the Washington Post regarding the 30-10 plan and commented that it was novel that a city/region would go to Washington D.C. saying that they already have the money and just want Washington to advance the projects. He asked for support at the city level to make sure the federal government understands we could support the movement provided we get assurance that future projects get funded.

Board Member Mitchell agreed and said that the COG should hear from the City of Los Angeles and consider supporting this once we get assurance that our projects are on board. She added that until Los

Angeles gets a system with good transit connections in the inner-city that can be used to actually get somewhere, people won't use the system.

SELF-INTRODUCTIONS

ANNOUNCEMENT OF ANY CHANGES TO THE AGENDA -- None

CONSENT CALENDAR

MOTION by Board Member Mitchell, **SECONDED** by Board Member Juarez, to approve the Consent Calendar as submitted. No objection. So ordered.

- A. January Board Meeting Minutes** (*attachment*) – **Approve**
- B. Mid-Year Financial Report** (*attachment*) – **Receive and file**
- C. Status of Legislation upon which SBCCOG has a position** (*attachment*) – **Receive and file**
- D. Contract Amendment with Aldaron for Additional Transportation Advisory Services** (*attachments*) - **Approve**
- E. Report of Time Critical Actions Taken by Steering Committee** (*attachment*) – **Receive and file**

PRESENTATIONS

FEMA PROGRAM – Recovery from Disaster: The Local Government Role

City of Gardena Police Captain Ed Burnett and Manhattan Beach Battalion Fire Chief Frank Chiella addressed the Board regarding “recovering from disaster”. Captain Burnett recently attended FEMA’s training site (Emergency Management Institute) class called “recovery from disaster for local governments” which focused on “What to do after a disaster”. He stated that there were three main points addressed to the class: 1) increase local government awareness; 2) provide a forum for lessons learned; 3) promote development of a pre-disaster development plan. The class provided a significant amount of information and emphasized the importance of having recovery plans. He said that cities spend a significant amount of time in preparedness, but not on recovery and this focus can be a problem if cities don't document the recovery correctly as they can lose recovery funding. He said that this would be a good class for elected officials and noted that the cost is paid for by the federal government, including transportation and housing.

Frank Chiella, Emergency Disaster Coordination in Manhattan Beach, agreed that the class isn't designed for first responders but, rather, for people in the community that will be involved in disaster recovery. The training had attendees participating in disaster recovery scenarios from real disasters that showed 75% of the cities' businesses leaving the city and never coming back after the disaster. These as well as other issues were discussed. It could be good for local officials, businesses, churches, and others (other than responders) to start discussing issues such as these now that will provide a broader picture of what really needs to happen after a disaster. He confirmed that this training was very worthwhile and would be helpful to many different groups.

Chief Chiella added that there is another big issue cities need to think about regarding how to deal with waste when entire buildings go down. He stated that FEMA has a book on it. He said that the South Bay Area G needs to form partnerships with other cities and the county, noting that everyone knows the big one will be here sooner or later, and we need to work together to so we will be able to recover.

In response to Board Member Juarez' inquiry whether there was any discussion about CERT training, Chief Chiella said that CERT training is primarily support for response organization, not the recovery organization.

In response to inquiries regarding whether the multi-agency telecommunication systems are compatible, it was noted that Area G has the capability of communicating with the local government agencies and to the county.

Mike Martinet said that there may be room for more people to take the course if they find this is a positive experience. We should train as many people as possible; the price is right!

Board Member Aust noted that when he was Redondo Beach's deputy fire chief in 1988, there were two storms and a large fire with over \$30 million in damage, and noted the importance of having properly trained staff people to keep good records for recovering money through FEMA.

MAPPING TOOLS FOR BUSINESS & RESIDENTIAL CARBON CALCULATOR

Mr. Bill Crowe from the City of El Segundo gave background information and reviewed the carbon calculator stating two main benefits: 1) it is an economic development tool that gives good results; and 2) it is a personal environmental assessment application. He said economic development is high on the agenda in most cities and involves a plan and branding/marketing tools.

Mr. Crowe explained that El Segundo's brand "**the city that invests in you**" helps them get positioned in the marketplace—very important in these market times. He said the city's website www.elsegundobusiness.com provides information on various items, including but not limited to a business directory and an interactive mapping system with both 2-D and 3-D capabilities. He said that he finds the business directory is very useful on a daily basis and noted that the map is populated from public information on the business licenses.

Kevin DeVito of Cyber City 3D. said that the purpose of this technology is to bring the 2-D map data into the 3-D environment. You can take the current GIS data that cities have and identify different locations. This tool could help people decide where they might like to locate their business in your city. Features of the map can be customized by personalizing them. Google provides free tools to create texture if desired. This tool will be available to all cities and can be used to create a host of maps, including things such as triage sites.

Mr. DeVito said that one goal was to create an environmental product called the "carbon calculator" that allows individuals to offer up commitments to reducing their carbon footprint. It is not an energy audit; rather, a way for individuals to make a commitment to reduce their carbon footprint and hopefully create a sense of community. The carbon calculator allows the cities to design policies around behavioral habits of their residents. He said that it is easy to download 3-D earth and many of the South Bay cities have already been modeled. His company would be happy to help cities use the sites to create policies that would help them in economic development. His company is working with managers to provide a real-time RSS feed so they can keep the information up-to-date for use by perspective leasees.

Congestion Reduction Demonstration Project Update

Kathleen McCune, Metro, reported on the Congestion Reduction Demonstration Project. She said that the purpose of the project is to get more people on transit without adding more vehicles to the roads and reviewed the various methods proposed for doing this including, but not limited to increasing throughput of the HOT lanes; effectiveness through mode shift; efficiency by cost of project relative to benefits; equity by addressing impact on low income commuters; educating the community through extensive outreach; and implementing the HOT lane for 1-year demonstration project. Some ways to improve traffic congestion include the addition of lanes; widening of lanes; adding left-turn pockets; and pedestrian bridge installation where sidewalks are removed.

Ms. McCune said the MTA Board approved the use of the HOT lanes by single occupancy drivers for a toll, which will function through an open-road toll lane requiring the use of a transponder. She explained that dedicated CHP officers will enforce use of those lanes, as well as dedicated tow truck responders to keep traffic moving. She said that the access points will not change, but a transponder will be required for all vehicles using the lanes.

She reviewed the approved minimum toll per mile of 25 cents to a maximum of \$1.40, with a maximum end-to-end of \$4.00. She said that as congestion increases, the price goes up, noting that they will attempt to

keep traffic flowing at a minimum of 45 mph and if it goes below that the single occupancy vehicles will not be allowed. The transponders will work with all other California toll facilities.

She explained that a new technology is needed to enable the self-declaration of the occupancy of the vehicle and noted that the CHP will have the ability to see what the driver has declared as occupancy and do a visual inspection to determine if they are declaring properly. She reviewed the fees and equipment charges and that the federal government has given an extension to the end of 2012.

REPORTS FOR POSSIBLE ACTION

Election of Officers to fill Upcoming Vacant Position

Nominating Committee Chair Steve Diels thanked those who offered to run for office and reported on the recommendation of the nominating committee:

Chair – Judy Mitchell, Rolling Hills Estates
 1st Vice Chair – Ellen Perkins, Palos Verdes Estates
 2nd Vice Chair – Susan Rhilinger, Torrance

There were no nominations from the floor: **MOTION** by Board Member Juarez, seconded by Board Member Franklin to close nominations and to unanimously approve the recommended slate of officers who will take office upon the vacancy of the current chair. No objection. So ordered.

Legislative Committee Report

Legislation to consider

Board Member Perkins reviewed the bills for consideration (copy distributed prior to meeting).

MOTION by Board Member Dunlap, **SECONDED** by Board Member Juarez, to **approve** legislative actions as recommended. Motion passed without objection.

SOUTH BAY ENVIRONMENTAL SERVICES CENTER UPDATES

Marilyn Lyon reviewed a calendar of several upcoming events as outlined in a report distributed at the meeting.

METRO REPORT – Pam O'Connor

Pam O'Connor reported on several items, including but not limited to:

Gas Tax Swap Legislation (ABx8 6 and ABx8 9), approved by the Legislature and signed by the Governor, eliminates the sales tax on gasoline and increases the excise tax by 17.3 cents. The funds generated by the excise tax will be allocated in the following manner: approximately \$700 million off the top will pay for bond debt service on an annual basis, the remaining funds will be divided 12% to the State Highway Operations and Protection program (SHOPP), 44% State Transportation Improvement Program (STIP), 44% Local Streets and Roads. The bill package deletes the provisions authorizing the imposition of a regional fee linked to SB 375 implementation. That provision was in an earlier version of the Legislature's proposal, but was stricken from the legislation.

Priority Setting LRTP. The MTA approved the Priority Setting for the 1st decade of the LRTP reflecting the economic downturn and the 2011 Transportation Improvement Program (TIP).

There are 6 categories of Priorities: Projects already under construction (\$2.34B); Projects with bids advertised (\$00.50B); Right-of-Way activities/purchases (\$00.36B); Begin or continue all 1st decade project development phases (\$02.21B); Complete construction of priority projects (\$13.06B); Identify needs for other projects (\$02.03B); Total Need for 1st Decade LRTP Transit & Highway Projects (\$20.50B).

Unfortunately, given the economic downturn issues of severely diminished Sales tax revenues and loss of State funding, the MTA forecasts that only \$12.5B will be available in the 1st decade.

Under the action taken today, the MTA Board approved the staff recommendations to program funding for the first 5 categories.

In a separate, but related action: Under the Dubois/Najarian Motion, any "Stimulus-2" funds that may become available will be split with the cities and county on a 50% basis similar to the previous ARRA funds; rather than the entire sum of money being applied solely to the LRTP.

SAFETEA-LU Update. This month SAFETEA-LU was extended by Congress to Dec 2010. The outlook is questionable for a new federal surface transportation bill this year.

The Artesia Transit Center Restroom Issue. MTA staff is working on approaches to this issue; however, this will require the Board to amend the existing policy of not providing restroom facilities at rail stations. Ms. O'Connor said that she has taken great pains in drafting the Motion to distinguish between "Transit Centers" like Artesia and Norwalk in contrast to the subway and light rail stations. Specifically, the patrons using the Silver Line from El Monte to outlying areas with hour-long trips like the Artesia Transit Center are in desperate need of restroom facilities. Artesia Transit center will provide a restroom facility for the Bus drivers and it will have a sheriff Substation, so she is working with staff and Supervisor Knabe's office to assure that some kind of decent restroom facility is provided. It is important that the COG strenuously advocate the need for this facility to be provided at the Artesia Transit Center.

BOARD MEMBER ANNOUNCEMENTS

Steve Diels reported: 1) Redondo Beach was recently awarded a local bikeway grant for a sub-regional bikeway to connect bike routes. He noted that cities that want to be involved can contact him or the South Bay Bikeway Coalition. 2) He is also involved in the International Mayors Forum; every six months; trying to encourage city staff and elected officials to attend. He said the next meeting is May 6-7 and conflicts with SCAG. Redondo Beach is co-hosting the meeting in Rosarito, Baja, and encouraged everyone to attend. Regionalism is becoming much more important; the border region between US and Mexico is the third largest economy in the world; and 3) Meg Whitman will be in RB at the Crown Plaza;

Ralph Franklin, Inglewood, noted that his city council recently passed a resolution in support of collecting signatures for legislation.

Susan Seamans, Rolling Hills Estates, reported on the formation of a group in Palos Verdes to establish a skateboard park on the Peninsula and they are holding a skate park expo on the Peninsula Center Library roof April 25, from noon to 4 p.m, with a temporary skate facility; two different skate teams; three live bands; food; silent auction; raffle.

Daniel Juarez, Hawthorne, noted that since this is Kelly's last meeting he and Hawthorne Councilwoman Lambert wished to present him with a proclamation of commendation as he concludes 12 years of public service as an elected official beginning in 1998.

Wayne Powell, Manhattan Beach, presented Kelly McDowell with two official city pins from Manhattan Beach. He also announced that the City of Manhattan Beach will hold an annual Earth Day celebration and concert on April 17th.

Dan Medina, Gardena, announced that the city's drop-off drug collection box will be open in mid-April. He also welcomed the city's new councilmember, Tasha Cerda, to the meeting.

Torrance will hold an Environmental Fair at Madrona Marsh on March 27th 10 am to 2 pm.

SBCCOG UPDATE AND COMMITTEE REPORTS

Kim Fuentes noted that the SBCCOG update report was included in the packet. She pointed out that the COG's day at the county will be held Thursday, April 15th and includes meet and greet with Supervisor Knabe and a tour of Disney Hall, among other things. The bus leaves at 7:30 am in the morning from the courthouse in Torrance and reservations are requested.

Kelly McDowell reported that the continuing series on the fundamentals of city government will be held on April 8th; featuring "The Power of the Pen, Part 2", to be held at the West Basin Water facility at noon.

General Assembly

Board Member Franklin suggested that the break for lunch needed continuity and structure be better organized to provide for getting the food on the assembly line.

SB 375 status

SB 375: Kim: talked about a SCAG tool that was presented at the Livable Communities meeting. Also, she mentioned that Staff is working on is launching the local use vehicle pilot program. There is a preliminary design for the logo for the vehicles -- called LUV (local use vehicle); "LUV our future". They hope to have cars on the road in April.

Susan R.: SCAG is talking about not issuing hard numbers for sub-regional areas; instead they are work on a more collaborative process and waiting to see where we're at. This process is much more participative rather than numbers.

Judy: many have heard there are efforts to suspend implementation of SB 375; there is a ballot initiative that attempts to do that. A motion was brought to the League policy committees to suspend it. The League has not yet taken a position to suspend. There is a task force looking at the measure and will make a recommendation to the Board. There is a lot of talk about suspending implementation because of lack of funding.

AGENCY REPORTS**League of California Cities**

Cliff Numark: LA County held a teleconference; there will be a position opening for treasurer for LA County; discussed financial reporting and how LA County has been keeping track of its monies; the final topic was the deadline for getting in the petitions, which is April 15th.

Numark: reported on participation by the various cities.

Regional Water Quality Control Board; operates under a different Brown Act than cities. Board members are very reluctant to talk to people about issues affecting cities.

South Coast Air Quality Management District

Stan Miles thanked Kelly and congratulated Judy Mitchell on her new position. He said the General Assembly was fantastic; will be attending the Torrance Environmental Fair and the Earth Day event in Manhattan Beach. He reported on the lawnmower exchange program, noting that it will be in Inglewood again this year. Penalty holiday; businesses that are operating equipment without a permit they can get the penalties and fines waived - ends August 4th. High school conference: LA Convention Center; May 27th; inviting a variety of people; high school students can get involved in important issues on air quality. Clean Air Awards: people who do a great deal about clean air and the environment; nominations are being taken; will be held at the Biltmore in downtown LA.

SCAG & COMMITTEES (Matt Horton)

Matt Horton distributed flyers for the General Assembly in May. Tool training sessions at SCAG; interested parties can contact him.

Transportation (Steve Diels, Judy Dunlap)

Judy Dunlap reported that they heard from So. Calif. Edison regarding what needs to happen to get ready for plug in environmental vehicles.

Community, Economic & Human Development (Susan Rhilinger & Daniel Tabor)

Susan Rhilinger said the committee was provided information on the fiscalization of land use; noted that the city managers have been looking at the possibility of swapping land tax for sales tax, but within the CEHD Committee there was very little support because of the loss of local control. There has been no vote taken at SCAG.

Regional Council (Judy Mitchell, Judy Dunlap, Susan Rhilinger)

It was reported that the hiring of a consultant to help implement SB 375 is under consideration, whose purpose would be to formulate an overall plan for implementation. The approach is not to do it area by area, but rather to look at the whole region to reach that goal. They are also concerned about funding. The consultant fee is \$1 million and it is being decided whether it can be lowered or should they hire someone else at a lower fee.

There was federal grant money (\$10 billion) to install ethanol stations around the state; however, the Regional Council voted it down because there was strong opinion that they didn't want to support and encourage ethanol use. The way the grant was processed was strange—the grant submission was done through a consultant who works through SCAG and when it was granted there was an issue about a potential conflict of interest.

Los Angeles Regional Water Quality Control Board Report Mary Ann Lutz sent an attachment to the packet.

South Bay Association of Chambers of Commerce (Susan Rhilinger)

Susan Rhilinger reported that the June meeting will take place at the Air Force Base in El Segundo. Information on attending will be available through Jacki Bacharach.

UPCOMING EVENTS & ANNOUNCEMENTS

ADJOURNMENT

There being no further business, MOTION by Board Member Mitchell, seconded by Board Member Juarez, that the meeting be adjourned at 9:21 p.m.

Respectfully submitted,

Merna Marshall
Recording Secretary

South Bay Cities Council of Governments

April 22, 2010

To: SBCCOG Board of Directors
From: Steering Committee
RE: Dues & Assessment for FY 10-11

The dues for the SBCCOG have been the same since July 2002. In 2008 a special assessment was added to assist cities in the development of their climate action plans by starting with the calculation of their government baseline green house gas emission inventory. To date, the SBCCOG has assisted cities to complete their municipal inventories and by the end of the current fiscal year, their community inventories should be close to finished. Additionally, the SBCCOG staff has been serving as a resource on inventory and climate action planning issues for cities – responding to inquiries and providing information on request.

As SBCCOG staff prepares the 2010-2011 budget which will be presented to the Board at the May meeting for review and the June meeting for approval it is necessary to confirm the current funding request from cities so that invoices can be sent.

Attached is a memo that outlines the scope of work for the 2010-2011 special assessment.

The Steering Committee discussed this issue at their April meeting and makes the following recommendation:

RECOMMENDATION

The Steering Committee recommends to the Board of Directors that:

1. Dues for 2010-11 remain the same
2. The special assessment should continue at the same level and be sent out with the annual dues invoices.
3. That LA City and LA County also receive a request for special assessment at the \$7000 level each along with their dues invoice since climate action planning will include those areas.

SPECIAL ASSESSMENT

ADDING LA City and County

LOS ANGELES COUNTY	125,000	7,000
LOS ANGELES CITY	130,000	7,000
TORRANCE	137,946	7,000
INGLEWOOD	112,580	7,000
CARSON	89,730	7,000
HAWTHORNE	84,112	7,000
REDONDO BEACH	63,261	5,000
GARDENA	57,746	5,000
RANCHO PALOS VERDES	41,145	5,000
MANHATTAN BEACH	33,852	5,000
LAWNDALE	31,711	5,000
LOMITA	20,046	3,000
HERMOSA BEACH	18,566	3,000
EL SEGUNDO	16,033	3,000
PALOS VERDES ESTATES	13,340	3,000
ROLLING HILLS ESTATES	7,676	3,000
ROLLING HILLS	1,871	1,500

TOTAL

\$83,500

South Bay Cities Council of Governments

April 22, 2010

To: SBCCOG Board of Directors

From: Jacki Bacharach, SBCCOG Executive Director
Heidi Aten, SBCCOG Analyst

Subject: Climate Action Plan Program

The completion of South Bay cities' municipal and community-wide greenhouse gas (GHG) emissions inventories signals the beginning of the SBCCOG's next objective, climate action plans. For member cities, the inventories are a valuable tool to help develop climate action documents that when implemented will lead to both municipal and community-wide resource conservation and sustainable development, driving down costs and emissions. For the SBCCOG, the South Bay cities GHG inventories are also valuable because the data can be aggregated and utilized at a sub-regional level to develop climate action plans, providing collective and uniform strategies, and guidance that will co-benefit member cities and the region.

As climate action planning and responses to resource conservation and sustainable development evolve, SBCCOG needs to continue to shape and redefine its services and resources in order to meet the demands of legislation being implemented at the regional and local levels. The program outlined below is organized into two categories and summarizes the scope of work and tasks associated with the program. The first category explores the tasks associated with providing resources and assistance to South Bay cities in order for their climate action plans to be completed. The second category looks specifically at defining, planning, and developing a sub-regional document and activities so the SBCCOG may continue to lead by example.

CAP Program Category 1 South Bay Cities' Climate Action Plans

Scope of Work

Though the depth and range of work may differ from city to city, it is likely tasks will range from developing generic chapters to modifying existing plans to include timelines and/or estimated GHG emissions reductions against a target goal. Other tasks associated with this category may include completing a progress report or re-inventory to attending city committee/commission meetings disseminating and collecting information. To varying degrees, it has been established that our member cities lack the resources and staff to devote to climate action planning activities and in all likelihood cities will continue to need assistance from the SBCCOG to develop plans and conduct routine re-inventories to benchmark progress.

Menu options for member cities may include:

1.1. Co-develop chapters /Modify a city's existing climate action document

- Develop generic chapters (such as, energy, transportation, inventory results/progress chapter, SBESC community outreach) for a climate action document.

- Modify an existing document to ensure CAPs include: timeline, breakdown of actions, estimated benefit of each action, description of financing mechanisms, assignment of responsibility to dept./staff, public awareness/education component.

1.2. Progress report assistance/Develop progress report template

- Progress reporting to be conducted for South Bay cities requesting re-inventories (hours would depend on level of involvement) potential tasks include: data collection, data entry, compiling results, analysis, develop graphs/tables conveying results, and narrative.
- Utilizing the existing report format, develop a progress report format for easy-of-use which incorporates past and current levels of GHG emissions.

1.3. Measure comparisons & result analysis

- Refer staff to websites/tools available
- Assist staff, telling how to make comparisons
- Evaluate measures and make comparisons based on potential GHG reductions and review against baseline targets.
- Develop graphs and tables depicting data results.

1.4. Attend/present at city environmental advisory committee, commission meetings, and/or City Council meetings

- Share updates and progress of other cities
- Review tools/software updates
- Provide templates/resources/SBESC program reminders
- Learn/collect cities best practices to inform the COG/SBESC and ICLEI
- Present legislative/implementation/ICLEI updates.

1.5. SBESC menu of measures (SBESC Staff to develop menu)

- For city staff convenience, continue the development/refine short/med/long term goals for the community & outreach section of CAPs, such as a vanpooling measure.

1.6. SBCCOG liaison to ICLEI

- Ensure cities/COG are promoted through ICLEI milestone awards and recognition program
- Provide ICLEI best practices for our member cities

CAP Program Category 2

SBCCOG, Sub-Regional Climate Action Plan & Related Activities

Scope of Work

As mentioned above, member cities' data can be aggregated to develop a sub-regional inventory, the framework for a sub-regional CAP. The specifics of this document still need to be refined; however, it should be fluid, website accessible, and include sub-regional GHG inventory, forecast, goals, and objects organized by sector or source, strategies, best practices, timelines, and guidance for the intended audience(s) such as commission and/or committees, city staff, etc. In some cases, cities aggregated CAP measures or policies may inform best practices, policies, and strategies at the sub-regional level. It is the intent this document provide guidance on environmental matters that affect the quality of life in the South Bay, present cities' inventories, GHG benchmarking information, and showcase best practices. As with a city's climate action plan, the SBCCOG's plan may potentially include chapters and strategies for the sub-region on energy efficiency, transportation, land use, water conservation, waste reduction, and adaptation, to name a few. In some cases, the SBCCOG's role may

be to orchestrate and/or coordinate with other agencies to develop these chapters. For example, the SBCCOG may seek guidance or input from AQMD on policies or strategies for implementation related to the Local Use Vehicle project in the South Bay.

Components associated with this category include:

2.1. SBCCOG sub-regional inventory

- Aggregate all cities municipal/community data into a single excel spreadsheet (include all areas of South Bay, such as district 15 and unincorporated areas)
- Merge quantified emissions data
- Compile data/analysis/graph/tables into a South Bay chapter

2.2. SBCCOG climate action plan chapters

Document should include overarching policies for the South Bay, strategies, benchmarking guidance to support member cities, best practices, or policies related to the LUV project or bicycle/walking paths, etc. Chapters could include:

- Energy efficiency, transportation, land use, water conservation, waste reduction, and adaptation.
- Guidelines for target setting/benchmarking of community & municipal and re-inventories
- Guidelines for Planning Commissions, Environmental Advisory Committees etc.
- South Bay city measures to inform overarching South Bay regional measures
- Best practices
- Easy to read templates

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April 22, 2010

TO: SBCCOG Board of Directors

FROM: Legislative Committee, Ellen Perkins, Chair

RE: Proposition 16 – re: Local Public Electricity Providers - OPPOSE

Proposition 16. Imposes New Two-Thirds Voter Approval Requirement for Local Public Electricity Providers – State of California - *(Initiative Constitutional Amendment - Put on the Ballot by Petition Signatures - Majority Approval Required)*

Should the California Constitution be amended to require two-thirds voter approval before local governments can start up or expand electric service?

RECOMMENDATION

The Legislative Committee recommends that the SBCCOG oppose Proposition 16 because it limits the ability of local governments to have a choice re: electricity providers for their jurisdictions.

Meaning of Voting Yes/No

A YES vote on this measure means:

Local governments would generally be required to receive two-thirds voter approval before they could start up electricity services or expand electricity service into a new territory.

A NO vote on this measure means:

Local governments generally could continue to implement proposals involving the start-up or expansion of electricity service either through approval by a majority of voters or actions by governing boards.

Impartial Analysis from the Legislative Analyst

Background

Provision of Electricity Service in California

California Electricity Providers. Californians generally receive their electricity service from one of three types of providers: investor-owned utilities (IOUs), local publicly owned electric utilities, or electric service providers (ESPs). These provide 68 percent, 24 percent, and 8 percent, respectively, of retail electricity service in the state.

Investor-Owned Utilities. The IOUs are owned by private investors and provide electricity service for profit. The three largest electricity IOUs in the state are Pacific Gas and Electric (PG&E), Southern California Edison, and San Diego Gas and Electric. Each IOU has a unique, defined geographic service area and is required by law to serve customers in that area. The California Public Utilities Commission (CPUC) regulates the rates charged by IOUs and how they provide electricity service to their customers.

Publicly Owned Utilities. Publicly owned electric utilities are public entities that provide electricity service to residents and businesses in their local area. While not regulated by CPUC, publicly owned electric utilities are governed by locally elected boards which set their own terms of service, including the rates charged to their customers. Electricity service is currently provided by local governments through several different governmental structures authorized under state law, including:

- Utility departments of cities, such as the Los Angeles Department of Water and Power.
- Municipal utility districts, such as the Sacramento Municipal Utility District (SMUD).
- Public utility districts, such as the Truckee Donner Public Utility District.

- Irrigation districts, such as the Imperial Irrigation District.

Electric Service Providers. The ESPs provide electricity to customers who have chosen not to receive electricity from the IOU or publicly owned utility that would otherwise serve their geographic area. Under this approach, an electricity customer enters into what is termed a "direct access" contract with an ESP that delivers electricity to the customer through the local utility's transmission and distribution system.

The Creation and Expansion of Publicly Provided Electricity Services

Community Choice Aggregation. In addition to the ESP arrangements discussed above, state law allows a city or a county, or a combination of the two, to arrange to provide electricity within their jurisdiction through a contract with an electricity provider other than the IOU that would otherwise serve that local area. This is referred to as "community choice aggregation." Although only one community choice aggregator (CCA) currently exists to provide electricity in California, several communities are exploring this option. A CCA could get its electricity from an ESP, using the transmission and distribution system of the IOU serving that local area. Electricity customers within that area would automatically get their electricity from the CCA unless they elected to continue to receive service from the IOU.

Proposals to Create and Expand Public Electricity Providers. In recent years, a limited number of local governments in the state have explored the idea of creating new public providers of electricity or expanding publicly owned utilities into new territory currently served by an IOU. For example, the City and County of San Francisco has considered creating a CCA that would include territory currently served by PG&E. As another example, Yolo County explored having SMUD provide electricity service to territory within the county currently served by PG&E. In some cases, these proposals have been put before the voters for their approval, under provisions of state law discussed below.

Voter Approval Requirements for Publicly Owned Electricity Providers. As noted above, publicly owned utilities can be organized under several different types of government structures. Each type of local government entity that is authorized to provide electricity service, and that is considering either the start-up of electricity service or the expansion of existing service beyond its current service area, is subject to certain state requirements.

Various statutes specify whether voter approval is required for the start-up of electricity service by authorized local government entities. Under state law, if a local government intends to expand its electricity service into a new territory, that new area must be annexed and, in certain cases, a majority of the voters in the area proposed for annexation must approve the expansion. In such cases, however, no vote of the public is generally required within the existing service territory of the local governmental entity that is proposing the expansion. (In some cases, a local commission requires such a vote as a condition of approving the annexation.) In contrast, local agency action to create and begin implementation of a CCA may be undertaken upon a vote of the local agency governing board and does not require local voter approval.

Proposal

The measure places new voter approval requirements on local governments before they can use "public funds"--defined broadly in the measure to include tax revenues, various forms of debt, and ratepayer funds--to start up electricity service, expand electricity service into a new territory, or implement a CCA.

- First, before an authorized local government entity can start up electricity service, it must receive approval by two-thirds of the voters in the area proposed to be served.
- Second, before an existing publicly owned utility can expand its electric delivery service into a new territory, it must receive approval by two-thirds of the voters in the area currently served by the utility and two-thirds of the voters in the new area proposed to be served.
- Third, the measure requires two-thirds voter approval for a local government to implement a CCA.

The measure provides three exemptions to local governments from these voter approval requirements:

- If the use of public funds has been previously approved by the voters both within the existing local jurisdiction and the territory proposed for expansion.
- If the public funds would be used solely to purchase, provide, or supply specified types of electricity from renewable sources, such as wind or solar power.
- If the public funds would be used only to provide electric delivery service for the local government's own use.

Fiscal Effects

Local Administrative Costs for Elections. Because this measure requires voter approval for specified local government actions that can currently be accomplished without such votes, it would result in additional elections costs. These costs would primarily be related to preparing and mailing election-related materials. In most cases, the balloting could be consolidated with already scheduled elections. As a result, the increased election-related costs due to this measure would probably be minor.

Potential Impact on State and Local Government Costs and Revenues. This measure could affect local government costs and revenues due to its potential effects on the operation of publicly owned utilities and CCAs. It could also affect the finances of state and local government agencies in California because of its potential impact on electricity rates. These effects would largely depend upon future actions of voters and local governments. We discuss these potential effects in more detail below.

First, the new public voter approval requirements for the start-up or expansion of publicly owned utilities or the implementation of CCAs could result in public disapproval of such changes. Also, the existence of these new voter approval requirements could deter some local government agencies from proceeding with such plans. To the extent that this occurred, these local government agencies would be somewhat smaller in size and have fewer customers than would otherwise be the case. As a result, they would have lower total revenues and costs.

Second, the enactment of this measure could also affect the finances of state and local government agencies in California due to its potential impact on electricity rates. As noted above, some local government agencies might not start up or expand a publicly owned utility into a new territory or implement a CCA as a result of the measure's new voter approval requirements. In this event, the rates paid by electricity customers in that and neighboring jurisdictions could be higher or lower than would otherwise have been the case. For example, if this measure prevented the expansion of publicly provided electrical service that depended upon the construction of new energy infrastructure, rates might be held lower than might otherwise occur. On the other hand, if this measure lessened the competitive pressures on private electricity providers by reducing the opportunities for expansion of publicly provided electrical service, the rates charged to electricity customers might eventually be higher than otherwise. These impacts could affect state and local government costs, since many public agencies are themselves large consumers of electricity. To the extent that changes in electricity rates affect business profits, sales, and taxable income, these factors could also affect state and local tax revenues.

In the short run, the net fiscal effect of all of these factors on the finances of state and local government agencies is unlikely to be significant on a statewide basis. This is due to the relatively limited number of local government agencies considering the start-up or expansion of electricity services into new territory. In the long run, the net fiscal effect of the measure is unknown and would depend on future actions of local governments and voters.

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Aldaron, Inc.

Public Policy Advisors to Industry and Government

4/15/2010

MEMORANDUM

TO: Jacki Bacharach
FROM: Don Camph
RE: Activities Summary, March 2010

Measure R Highway Program

The main emphasis of our efforts in February focused on development of the RFP for “Development of the South Bay Measure R Highway Fund 2010-2020 Implementation Plan & Program/Project Management Services.” This involved extensive drafting and re-drafting, plus solicitation of comments from Metro, Caltrans and South Bay Cities. Helpful comments were received from Metro, Inglewood and Torrance.

At its meeting on March 17, 2010, the Metro Board approved Item 9, “Adopt Near-Term Strategies and Priority Setting Criteria, Authorize Staff to Prepare the 2011 Los Angeles County Transportation Improvement Program and Approve Related Actions.” Included in this action was adoption of recommended priorities for the first ten years of the 2009 LRTP, which included \$237.2 million of programming capacity for the South Bay Measure R program.

It is our understanding that this includes the programming action necessary to cover the cost of the Implementation Plan & Program/Project Management Services contract.

It should be noted that our discussions with Metro staff led to agreement that our approach to the contract should be a “relentless focus on implementation”. In this approach, the PM consultant would:

- Have a proactive role in quality assurance/quality control (QA/QC) with respect to project implementation;
- Provide close oversight and technical assistance to implementing agencies;
- Become more involved as necessary to keep projects moving forward; and,
- Play an active role in coordinating and resolving procedural issues with Metro, Caltrans and FHWA.

These concepts were incorporated in the RFP.

I-405 Corridor Study (SCAG)

On March 24, 2010 we met with SCAG and Caltrans staff to discuss the status of this study. SCAG and Caltrans are developing two corridor system management plans, or CSMPs, one each on the I-405 and I-210 corridors in Los Angeles County. These studies focus on all aspects of the SCAG “system management pyramid,” and particularly operational strategies and techniques.

At the meeting, a list of potential improvements was distributed

La Cienega Boulevard Corridor Improvement Project Study

The third meeting of the La Cienega Boulevard Corridor Improvement Project study at SCAG was held on March 25, 2010. The Existing Conditions Report was presented and discussed at the March 25 meeting.¹

Public workshops on alternative improvement concepts were held on March 29 and 30. A number of potential underpass/overpass locations along the corridor have been preliminarily identified,² including La Cienega Blvd. at:

- Fairfax Ave.
- Rodeo Rd.
- Stocker St.
- La Tijera/Centinela/Fairview

The study is scheduled to finalize recommendations in June 2010. Inasmuch as La Cienega Blvd. is an important gateway to the South Bay, the result of this study should be considered in development of the Measure R Implementation Plan. We will continue to monitor the study’s progress.

L.A. Metro Blue Ribbon Committee

On March 2, 2010, Metro hosted the second meeting of its Blue Ribbon Committee, a collaborative group of key stakeholders representing system users, local transit operators, and community and business interests. The purpose of the meeting was to:

¹ See: ftp://ftp.iteris.com/private/losangeles/La%20Cienega%20Corridor/La%20Cienega%20Blvd_Existing%20Conditions%203-23-10.pdf.

² See: <ftp://ftp.iteris.com/private/losangeles/La%20Cienega%20Corridor/March%20public%20workshop%20presentation.ppt>.

- Understand transit network design, markets, and mode choices;
- Discuss roles and responsibilities of the various transit operators;
- Identify network design attributes; and,
- Establish policy choices for markets served.

The BRC now has a website at <http://www.metro.net/about/brc>, with downloadable materials.

Comment: the discussions are interesting to some extent, but it remains unclear where the BRC will lead, if anywhere, in terms of changes in Metro service and coordination strategies and other policies. Still, it seems like a worthwhile effort and we will continue to participate.

Federal Transportation Reauthorization and Climate Change Legislation

In early March we traveled to Washington D.C.³ to get up to speed on the most recent development as to Federal Transportation Reauthorization and Climate Change Legislation. We met with, *inter alia*:

- Roy Kienitz, Undersecretary for Policy, USDOT, and his staff.
- John Horsley, Executive Director, AASHTO;
- James Corless, Executive Director, Transportation for America;⁴ and,
- A number of Congressional offices and committee staff.

Transportation Reauthorization

Some highlights:

- Kienitz told me that the Administration’s proposal would be out in the late April – early May time frame, but of course that is provisional.
- Transportation for America is in effect the successor to STPP (the Surface Transportation Policy Project – formerly headed by Kienitz) that had a major influence in the development of ISTEA, TEA-21 and SAFETEA-LU. Their fingerprints can be found in the policy elements of House T&I Committee Chairman Oberstar’s reauthorization proposal.

³ Not at SBCCOG expense.

⁴ Transportation for America is “a broad coalition of housing, business, environmental, public health, transportation, equitable development, and other organizations...seeking to align our national, state, and local transportation policies with an array of issues like economic opportunity, climate change, energy security, health, housing and community development.” See: <http://www.t4america.org>.

- That said, the consensus seems to be that there will not be a bill in 2010. Oberstar's bill is for \$450 billion over six years, but offers no way to pay for it. Senator Boxer, Chair of the Senate Environment and Public Works Committee, has publicly stated that she will not entertain the idea of a gas tax increase during this (election) year, and no other ideas are on the table at the moment.
- Horsley confirmed our comment in last month's report to the effect that the inadequacy of the Highway Trust Fund to fund the Nation's highway and transit projects is reaching critical proportion, and the failure to come up with an alternative financing approach combined with the reluctance to increase the gas tax (which has not been increased at the Federal level since 1983) leads to a scenario wherein Federal transportation funding increasingly will depend on the General Fund – a result, as one speaker said, that would be seriously detrimental to transportation investment nationwide.

Climate Change

Some folks we talked to believe there is a better than even chance that there will be climate change legislation before there is a reauthorization, and both the Senate and House versions have implications for the transportation community.

Status of legislation:

- House Climate Legislation: Passed Waxman-Markey bill on the floor in 2009.
- Senate Climate Legislation: Boxer-Kerry bill reached floor in 2009, then stalled.
- Senate now working on new bipartisan compromise bill:
 - Led by Kerry, Graham, Lieberman
 - Potentially a much different approach:
 - "Sector-specific"
 - Transportation fuels may be outside cap-and-trade, but subject to a "carbon tax" that is linked to cost of allowances.
 - Increased role for nuclear power, oil & gas production.
 - Concepts being floated now.
 - Bill could be introduced in next few weeks.

How House and Senate bills would reduce greenhouse gas emissions from transportation:

- Include transportation fuels in a "cap-and-trade" regime.
 - Provide a "price signal" to promote technological innovation and changes in vehicle choices, land use, and behavior.

- Promote cleaner vehicles and fuels with funding, regulation:
 - Vehicle and fuels R&D
 - Vehicle recharging infrastructure
 - GHG emission regulations

- Create new transportation planning requirements
 - Development of models and methods
 - State and MPOs set targets for GHG emission reductions
 - States and MPOs develop strategies for achieving targets

We can provide additional information on these federal issues if desired.

Other Issues

In anticipation of an expanded scope of services for our engagement with the SBCCOG, we began looking into or monitoring a variety of other issues of interest. These included:

- City of Carson I-405/Avalon Measure R funding request: no response has been received, to our knowledge, to the COG's request for additional information on the City's Call-for-Projects funding plan for this project.

- Villaraigosa "30-10" plan;

- Possible Metro LRTP amendments in response to a December 2009 Antonovich motion;

- APTA Local Coalition grant funding opportunity;

- California Transportation Commission discussions of State funding for transportation and the 2010 STIP; and,

- Reauthorization of SAFETEA-LU, the Federal highway and transit authorization program.

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ITEM VI.E

April 14, 2010

TO: SBCCOG Board of Directors

FROM: Legislative Committee, Ellen Perkins, Chair

RE: Bills with Position

ENVIRONMENTAL

<p>AB 1594 (Huber)</p>	<p>Sacramento-San Joaquin Delta: Peripheral Canal. Prohibits the construction of a peripheral canal, as defined, that conveys water from a diversion point in the Sacramento River to a location south of the Sacramento-San Joaquin Delta, unless expressly authorized by the Legislature. The bill would require the Legislative Analyst's Office to complete an economic feasibility analysis prior to the enactment of a statute authorizing the construction of a peripheral canal. Would also require that the construction and operation of a peripheral canal not diminish or negatively affect the water supplies, water rights, or quality of water for water users within the Sacramento-San Joaquin Delta watershed.</p>	<p>OPPOSE (3/25/10) (Ltr to Asm Water, Parks & Wildlife 4/1910)</p>	<p>Assembly Water, Parks & Wildlife Committee Hearing: 4/27/10 MWD opposes & WBMWD oppose because this bill seeks to replace last year's historic legislative package to address the Delta crisis with a cumbersome & unnecessary process that would force the Legislature to design all of the very crucial details of the necessary conveyance improvements in the Delta.</p>
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PUBLIC SAFETY

<p>AB 2290 (Bradford)</p>	<p>CDCR: inmates: summary parole. Requires the Department of Corrections and Rehabilitation, <i>not less than 45 days</i> (WAS 60 DAYS) prior to the release of such <i>an inmate</i> , to notify the local law enforcement agency of the jurisdiction to which the <i>inmate</i> is to be released regarding the scheduled release. ITALICS INDICATE AMENDMENTS</p>	<p>SUPPORT (3/25/10) (Ltr to Asm Pub Safety 4/9/10)</p>	<p>4/13/10 Assembly Consent Calendar</p>
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FEDERAL

<p>HR 1191 (Inslee)</p> <p>S.1336 (Murray)</p>	<p>To amend the Controlled Substances Act to provide for disposal of controlled substances by ultimate users and care takers through State take-back disposal programs, to amend the Federal Food, Drug, and Cosmetic Act to prohibit recommendations on drug labels for disposal by flushing, and for other purposes.</p>	<p>SUPPORT (3/25/10) (Ltr sent to authors 4/9/10)</p>	<p>HR 1191 3/16/2009 Referred to House Subcommittee on Crime, Terrorism, and Homeland Security.</p> <p>S. 1336 6/24/2009 Referred to Senate Judiciary Committee.</p>
<p>HR 1521 (Lofgren)</p> <p>S 1192 (Wyden)</p>	<p>Cell Tax Fairness Act of 2009 - Prohibits states or local governments from imposing any new discriminatory tax on mobile services, mobile service providers, or mobile service property for five years after the enactment of this Act. Defines "new discriminatory tax" as a tax imposed on mobile services, providers, or property that is not generally imposed on other types of services or property, or that is generally imposed at a lower rate.</p>	<p>OPPOSE (7/23/09) (Ltrs sent to authors 7/30/09)</p> <p>LEAGUE OPPOSES</p>	<p>HR 1521 6/9/09 House Subcommittee Hearings Held</p> <p>S. 1192 6/4/09 Referred to Senate Committee on Finance</p>
<p>HR 1618 (McGovern) S. 779 (Lautenberg)</p>	<p>Safe Highways and Infrastructure Preservation Act - Safe Highways and Infrastructure Preservation Act – concerning limits on length and weight limitations for vehicles operating on Federal-aid highways, and for other purposes.</p>	<p>SUPPORT (previous position on issue of truck weights) (Letters sent to several congressmen & 2 Senators 5/20/09)</p>	<p>HR 1618 3/20/09 House Subcommittee on Highways and Transit</p> <p>S. 779 4/1/09 Senate Committee on Environment and Public Works.</p>

South Bay Cities Council of Governments

ITEM #VI.E.

April 14, 2010

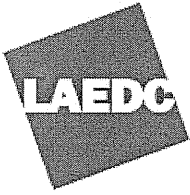
TO: SBCCOG Board of Directors

FROM: Legislative Committee, Ellen Perkins, Chair

RE: New Laws

REVENUE

ABX8 6 (Budget Comm)	Transportation Finance. These bills provide the necessary statutory changes in the area of transportation finance in order to address the fiscal emergency declared by Governor Schwarzenegger pursuant to the California Constitution. They make a swap of tax revenues and expenditure of related funds.	OPPOSE (3/25/10)	3/22/10 Chaptered
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LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

L.A. County Strategic Plan for Economic Development Endorsement Form

On December 22, 2009, the Los Angeles County Board of Supervisors unanimously adopted the first-ever, consensus *Strategic Plan for Economic Development in Los Angeles County* to identify and build consensus around a set of economic development priorities to strengthen the economy, improve the environment and invigorate communities.

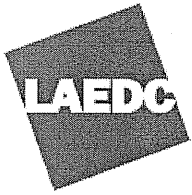
Yes, I/We endorse the 2010-2014 Los Angeles County Strategic Plan for Economic Development

A consensus plan for ensuring a strong, diverse and sustainable economy for L.A. County's residents and communities

It's time to implement a strategic plan to guide economic development decision making in way that creates more and better jobs, and ensures L.A. County's continued economic growth and success.

Consensus planning process: The Los Angeles County Economic Development Corporation (LAEDC) engaged and solicited input from more than 1,000 stakeholders in more than two dozen public forums that brought together leaders from the public, private, business, government, labor, education, environmental, and community-based organizations. Together, they developed **five aspirational goals**, 12 objectives and 52 strategies for economic development in L.A. County.

1. ***Preparing an educated workforce*** by improving educational outcomes, aligning education and training programs with business needs, and ensuring that all potential workers are prepared to participate in the dynamic L.A. County economy.
2. ***Creating a business-friendly environment*** to make Los Angeles as welcoming as possible to businesses of all sizes by ensuring that state, county and city governments are customer-driven in their interactions with businesses; government processes are rational, predictable, understandable and timely; and that public and private economic development agencies are supported and adequately resourced to help businesses thrive and create good quality jobs.
3. ***Enhancing our quality of life*** to make our communities healthier, more desirable and vibrant places to live and productively work by improving mobility and reducing traffic congestion, ensuring public safety, expanding cultural and artistic amenities, promoting healthy living, and revitalizing low-income communities.
4. ***Implementing smart land use*** to provide adequate space for both employment uses and housing through strategies such as by-right development, infill development, redevelopment and reuse of obsolete industrial land.
5. ***Creating 21st century infrastructure*** to maintain our competitive edge by fixing the broken infrastructure development, funding and delivery processes, and investing in maintaining and upgrading Los Angeles County's critical infrastructure.



LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

This is an organizational endorsement

This is an individual endorsement

Signature: _____

Printed Name:

Phone:

Organization:

Email:

Mailing Address:

For more information, visit www.LACountyStrategicPlan.com.

By signing this form, my organization/I gives/give the LAEDC permission to publicly use my organization's name (my name) to promote the *Los Angeles County Strategic Plan for Economic Development*. I understand there is no compensation for this endorsement and that LAEDC is under no obligation to publish all submissions.

Los Angeles Regional Water Quality Control Board Report

Prepared by: Mary Ann Lutz, Chair,
Water Quality Control Board & Mayor, City of Monrovia
(626) 303-1113, MaryAnn@Lutz-co.com
Date: April 2010

Executive Director's Report:

Tracy Egoscue gave an update on the status of the KAST Neighborhood in the City of Carson. Tracy attended a community meeting on March 25. It was a long meeting full of understandably emotional citizens who are afraid that they have been living on top of toxic materials. The Regional Board gave information regarding some of the preliminary studies. Things aren't so good and there was information given to the citizens out of an abundance of caution asking that they not to come into contact with their soils in their backyard and we have even asked them not to eat their fruit or vegetables that may be growing. Additional sampling and testing are continuing and the Board is working to expedite the sampling even further. In addition the Mayor and a resident publicly requested that Tracy facilitate a meeting with the Attorney General's office and she has already begun that process.

State Board Vice Chair, Fran Spivey-Weber, reported that the Revolving Loan Funding Grants will once again be available. She is unclear as to the amount but wanted to let everyone know information can be received at the State Board Website: <http://www.swrcb.ca.gov> under financial assistance on the home page.

Item # 11, Basin Planning - Triennial Review:

The primary purpose of the triennial review is to review water quality standards and ensure they are based on current science, methodologies and US EPA mandates. The Board heard recommendations and guidance from the public at previous Workshops, and written comments. Board Staff meet with stakeholders beginning fall of 2008. The process is as follows: Phase 1, Review standards; identify issues. Phase 2; prioritize and select issues to be addressed. Phase 3; develop and adopt individual amendments. This Board action represents Phase 2 the prioritization and selection of issues to be addresses.

The Board was presented with several options from Staff regarding reviewing and updating the Basin Plan. Seven priorities projects were outlined. The projects were based on board direction, stakeholder comments, and staff's recommendations. The Basin Plan projects recommended to be addressed during the current Triennial Review period:

1. Re-evaluate application of bacteria water quality objectives based on more recent monitoring results;

ITEM VIII.D

2. Reconsider the application of REC-1 and REC-2 beneficial uses in specific instances, where appropriate;
3. Complete an administrative update of the Basin Plan;
4. Complete work on the Design Storm project (if funding is available);
5. Continue work on the Hydromodification Policy;
6. Provide support to other Regional Board Programs including TMDLs, Municipal Permitting, and Storm water Permitting; and
7. Address legal and regulatory mandates (where required).

The staff report noted suggested topics and showed an easy to use graphic that indicated if the proposed project was supported by the stakeholders, board and /or staff.

There were several speakers who brought forward additional items to be reviewed others requested that a complete review of the Basin Plan be completed as it relates to specific Water Code Sections, 13241 and 13000. The suggestion of complete reevaluation of the Basin Plan is currently the topic of a lawsuit brought by several cities in Los Angeles County. This case is still pending resolution and the Board did not and could not comment at the meeting regarding this suggestion because of the pending suit.

There were several speakers who supported the recommendations of Staff.

The Board approved the seven items brought forth in the Staff Report. As Staff completes each project they will be brought forth to the board for adoption.

Item Nos. 12, 13 and 14: Burbank, Los Angeles-Glendale and Donald C. Tillman Water Reclamation Plants NPDES Permit Amendments:

In 1999 the above entities filed a lawsuit in Superior Court regarding their NPDES Permit issued July 1998. To conclude the suit and subsequent State Board petitions the entities and the Board have entered into a stipulated agreement and a settlement agreement for the permit. This matter was approved by the Board as recommended by staff and stipulated by the entities.

Future Board Agenda items:

Santa Monica Bay Marina Del Rey and Inner Cabrillo Beach Bacteria TMDL Agricultural Waiver

The next LA Regional Water Quality Board Meeting will be held on May 6, 2010, at 9:00 am, at the Metropolitan Water District of Southern California.