AGENDA

I. CALL TO ORDER & SALUTE TO THE FLAG (6:00 PM)
   Christian Horvath, Chair

II. INTRODUCTIONS

III. CONFIRM POSTING OF THE AGENDA BY TORRANCE CITY CLERK

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

V. COMMENTS FROM THE PUBLIC (6:05 pm)

VI. CONSENT CALENDAR (6:10 pm)
   Matters listed under Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and considered separately.

   A. September Board Meeting Minutes (attachment) – Approve
   
   B. Contract with Los Angeles with for SBCCOG Compensation for Homeless Services Coordination (attachment) - Approve

   C. Subcontract with PATH for SBCCOG Compensation for Homeless Services Coordination (attachment – the full contract is 146 pages and is available on request) – Approve

   D. Torrance Energy Efficiency Services Payment (attachment) – Approve

   E. Actions of Steering Committee since last Board meeting (attachment) – Receive and file

   F. Status of Legislation of Interest to SBCCOG (attachment) – Receive and file

   G. Monthly Reports – Receive and File
      1. South Bay Environmental Services Center Report (attachment)
      2. Transportation Report (attachment)
      3. Service Council Report by Ralph Franklin, Chair (attachment)
VII. PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)
A. Recognition of SolSmart cities and SBCCOG achievements (6:15 pm)
B. Status on the 2020 Census (6:30 pm)
   1. Ivy Daulos and Pilar Diaz, Los Angeles Regional Census Center, U.S. Census Bureau
C. Impact of City Win Over the State Water Boards (6:50 pm)
   1. Ray Tahir

VIII. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (7:00 pm)
A. South Bay Fiber Network
   1. Letter of Commitment for SBCCOG to Join the South Bay Fiber Network (attachment) – Approve
   2. Master Services Agreement with American Dark Fiber - to be sent separately – Approve
   3. Advance payment agreement with Inglewood – to be sent separately – Approve
B. Office Move (attachments) – Approve
C. Regional Housing Needs Assessment - RHNA
D. Senior Services
E. Homeless Services
F. Slow Speed/Local Travel Network Project
G. Caltrans Sustainability Grant
H. Other

IX. TRANSPORTATION REPORTS
A. Metro Report by Board member James Butts/Mike Bohlke (7:15 pm)
B. SBCCOG Transportation Committee by Christian Horvath (7:20 pm)
   1. Sub-Regional Sales Tax Sources for Transit Capital Funding (attachment)

X. AGENCY REPORTS (7:30 pm)
NOTE: Oral reports will only be made to clarify or amplify written attachments
A. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan) (attachment)
B. Air Quality Management District (Judy Mitchell, Joe Buscaino, Janice Hahn & Denny Shaw) (attachment)
C. SCAG & Committees (attachments)
   1. Energy and Environment (Judy Mitchell, Jim Osborne)
   2. Transportation (Dan Medina, James Gazeley, Drew Boyles)
   3. Community, Economic, & Human Development (Frank Zerunyan & Mark Waronek)
   4. Regional Council (Judy Mitchell, Dan Medina, James Gazeley)
D. Santa Monica Bay Restoration Commission (Bill Brand/Jeff Duclos)
E. Stormwater Funding
   1. CCCA/LCC Stormwater Funding Options Committee (Hany Fangary & Milton Herring)
F. South Bay Association of Chambers of Commerce (Olivia Valentine) (attachment)
G. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)
H. KHHR (Hawthorne Airport) Committee re: Community Impacts (Olivia Valentine)
I. South Bay Workforce Investment Board (Chris Cagle)
J. California Association of Councils of Governments - CALCOG (Britt Huff)

XI. UPCOMING EVENTS & ANNOUNCEMENTS
November 21    Annual Volunteer Recognition Reception (attachment)
January 31     LCC/SBCCOG/SBACC Meet and Greet for Legislators
XII. ADJOURNMENT

Next Board meeting – Thursday, November 21, 2019

Volunteer Reception & Board Meeting

@

Katy Geissert Civic Center Library - Torrance
SBCCOG MEETINGS: ATTENDANCE 2019

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Number of Active Agencies: 17 17 17 17 17 17 17 15
Quorum Required (50% +1): 9 9 9 9 9 9 8
Number of Agencies Attending: 13 12 14 13 12 11

X: Inactive (missed last 3 meetings in a row)
Inactive Membership is automatically re-instated by attending a meeting
I. CALL TO ORDER
Chair Horvath called the SBCCOG Board of Directors meeting to order at 6:07pm.

II. INTRODUCTIONS
In attendance were the following voting elected officials:
Dan Medina, Gardena
Olivia Valentine, Hawthorne
Bernadette Suarez, Lawndale (7:00 departure)
Jim Gazeley, Lomita (6:45 departure)
Victoria Lozzi, Palos Verdes Estates
Christian Horvath, Redondo Beach

In attendance were the following non-voting elected officials:
Alexandre Monteiro, Hawthorne
Judy Mitchell, Rolling Hills Estates

Also, in attendance were the following persons:
Ara Mihranian, RPV
Jeff Kiernan, League of CA Cities
Chris Cagle, SBWIB
Jacob Haik, LA CD-15
Patrick Sheilid, WBMWD
Jacki Bacharach, SBCCOG
Kim Fuentes, SBCCOG
Steve Lantz, 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
No changes to the agenda.

V. PUBLIC COMMENT
No public comment received.

VI. CONSENT CALENDAR
A. August Board Meeting Minutes (attachment) – Approved
B. Subregional Adaptation Plan and Strategies (attachment) – Approved
C. Contract with McGowan Consulting, LLC for Services to Beach Cities & Peninsula Watershed Management Groups (attachment) – Approved
D. Status of Legislation of Interest to SBCCOG (attachment) – Approved
E. Monthly Reports – Receive and Filed
   1. South Bay Environmental Services Center Report (attachment)
   2. Transportation Report (attachment)
   3. Service Council Report by Ralph Franklin, Chair (attachment)

MOTION by Board Member Gazeley, seconded by Board Member Medina, to APPROVE the Consent Calendar. No objection. So ordered.
VII. PRESENTATIONS
A. Water Supply Reliability in the South Bay
Mr. Sheilds, General Manager of West Basin Municipal Water District (WBMWD) presented on WBMWD’s efforts to secure Southern California’s water future by ensuring reliable water service and supply. Mr. Sheilds began by providing a brief history of WBMWD and the current challenges facing a reliable water future such as droughts, earthquakes, aging infrastructure, and more. Mr. Sheilds also discussed WBMWD’s efforts to diversify its sources of water since it began as well as the projected sources through 2030. Mr. Sheilds reviewed West Basin’s programs, such as the Recycled Water Program that just celebrated its milestone of producing 200B gallons of recycled water and the impact of the program. Mr. Sheilds then touched on a few recent developments including the passage of Measure W, a regional brackish water reclamation program with Water Replenishment District, and the status of the WBMWD’s proposed desalination plant. Mr. Sheilds concluded by inviting the Board of Directors to the Edward C. Little Water Recycling Facility Visitor Center Grand Re-Opening Ceremony on October 3rd.

Mr. Sheilds’ full presentation is available online:

VIII. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES
A. Office Move – APPROVE I.T. Moving Costs
Ms. Bacharach reported that the lease for the new office was executed earlier in the month and that despite expeditious efforts, the new office will likely not be ready for move-in until after January 1st. SBCCOG staff is currently looking into a telework setup for the month of December as well as available office space in city buildings. Ms. Bacharach added that SBCCOG staff may reach out to cities to see if there is storage space available as well.

Ms. Fuentes explained that SBCCOG staff is creating an inventory of furniture/furniture needs that will help determine what furniture is kept and if any is bought. Ms. Fuentes then reviewed the I.T. approval request, explaining that the quotes are for removing the SBCCOG’s current system, installing it in the new office, and other move related I.T. expenses. Also included is the cost to move and setup the Xerox printer.

Ms. Dieringer noted that there is no mention of how this expense fits within the overall cost of the move. Ms. Fuentes explained that this is all within the $100,000 move budget that was approved by the Board.

MOTION by Board Member Valentine, seconded by Board Member Alegria, to APPROVE the agreement for I.T. moving costs. No objection. So ordered.

B. South Bay Fiber Network
Ms. Bacharach explained that the SBCCOG is currently asking for commitment from cities on the sites that they want to connect. That number currently stands at 37, which is enough to get the project started. Ms. Bacharach urged the Board to get any other interested sites sent to the SBCCOG staff because the available funding will likely all be used. Site surveys are still being conducted by ADF (contractor). Ms. Bacharach announced that the Measure M funding agreement for the project has been executed; the agreement with ADF is still being reviewed by legal; and that considerations are being made to ensure the lateral connections to city sites are owned by the city but maintained by the contractor.

Ms. Bacharach also touched on an LA Times article suggesting that the Measure M funding was not an appropriate use of funding for a broadband project. Ms. Bacharach explained that the Metro Board approved the South Bay’s Measure M MSP program of projects, of which the SBFN project was one. The actual broadband project was approved at an earlier Metro Board meeting. No new action was taken by the Metro Board on the SBFN project.

C. Ad Hoc Finance Committee
Chair Horvath announced that all agencies have responded except for the two county districts and Hermosa Beach. He added that a poll was sent out to determine meeting times, which will likely begin in early November.
D. Communications Needs Assessment
Ms. Bacharach reported that SBCCOG staff will be meeting with the Tripepi Smith team on Monday and that further updates will be provided next month.

E. Regional Housing Needs Assessment
Ms. Bacharach reported on the workshop held prior to the Board meeting, noting that some of the big takeaways were that data sets should be accurate; consideration of ADUs, live-aboard boats, and others should be made; and caution should be given as to not over burden disadvantaged communities.

Board Member Valentine noted that she particularly agreed with Councilmember Emdee’s point that housing should be where jobs are.

Board Member Medina asked for the Board Members to send him letters in advance of the October 7th meeting as he is one of the SBCCOG’s representatives to SCAG.

Chair Horvath shared that his takeaway from the workshop was that SCAG is sticking to their existing timeline with the final recommendation going to the Regional Council on November 7th. There is very little that will likely be changed about the current methodology being considered for recommendation. He urged his colleagues to send letters to the Regional Council representatives (Jim Gazeley, Dan Medina, and Judy Mitchell) as any changes made will likely be done by elected officials and not SCAG staff.

Board Member Mitchell echoed Chair Horvath and asked the Board Members to submit letters to the representatives named, as well and Councilmember Zerunyan from Rolling Hills Estates as he sits on SCAG’s RHNA subcommittee.

F. Senior Services
Board Member Huff reported that there was a presentation from Affordable Living for the Aging which aims to match those seniors in need of housing with those who have room at their homes. Ms. Bacharach added that the SBCCOG is currently looking into what it would take to become an age-friendly region and is currently looking for funding from health organizations to implement the concept. The League of Women Voters will be helping in the cities of Inglewood and Hawthorne. In order to begin the process, cities must send a letter to AARP. There was also a presentation by Buck Doyle (SBCCOG contractor) on the SBCCOG’s Local Travel Network project.

G. Homeless Services
Ms. Bacharach announced that the SBCCOG will likely be getting approximately $739,000 in one-time funding from LA County (based on homeless population) to spend in the South Bay. SBCCOG staff is currently looking into potential regional programs such as a house sharing program to prevent individuals, likely seniors, from becoming homeless. There is also the chance to use some of the funding on motel rooms, but like the County, there may be ordinances that prevent motels from converting into housing units for individuals experiencing homelessness. The funding should become available in January 2020. Ms. Bacharach asked for the Board to submit ideas to her.

Board Member Valentine asked for more information on the motel program. Ms. Bacharach explained that LA County has investigated converting motels into housing, but that there are often ordinances in place that prevent motels from becoming permanent housing. If these issues were overcome, the County could enter an MOU with the motel.

Ms. Bacharach added that LA County Homeless Initiative is holding 8 policy summits on different topics. The SBCCOG has requested speakers from each COG and Chair Horvath and two others will speak on the November 7th panel on cities. These conversations will help influence how Measure H funding is spent over the next three fiscal years. Chair Horvath urged the Board and their city staff to attend these meetings because Measure H funding is very limited for cities now. If funding eligibility is broadened, it may allow the South Bay to get funding for projects that were previously ineligible.

Board Member Johnson noted that Supervisor Ridley-Thomas is the Vice-Chair of the Governor’s Task Force on Homelessness and the Task Force is meeting tomorrow at King Drew Medical Center.
H. Slow Speed/Local Travel Network Project
Ms. Bacharach reported that the first outreach event was at the Senior Services Working Group meeting, with many more presentations to be made. A draft map of the potential network is being created currently.

I. Other – No report given.

IX. TRANSPORTATION REPORTS
A. Metro Report
Mr. Lantz reported the following from the Metro Board:
1) Approved the purchase of 330 CNG busses and 40 EV busses. This is relevant as the Metro Board had previously envisioned being all electric by 2030, however, they’ve realized that goal may not be as realistic as they hoped while still being able to provide reliable service.
2) Approved $115M in funding for the South Bay’s Measure M MSP programs. If your city was approved for a project, please begin working with Metro on the funding agreement.
3) There was a lengthy discussion on improvements needed for the I-710N. Metro was considering a tunnel to connect the freeway with the 210 freeway, but this was deemed infeasible. Instead, Metro allocated over $700M for local street improvements including ATP/Complete Streets type projects that served local trips. Metro Board Member Bonin was upset that no such projects were recommended for funding by Metro Highway Department staff. Metro staff defended their recommendation by saying those types of projects were considered, but that there were more important highway projects to build. Mr. Lantz noted that this is important as the South Bay may face the same type of issue.

Mr. Lantz also noted that he attended the California Transportation Commission (CTC) meeting last night in Lynwood that would give Metro the authority to create a new ExpressLane on the I-105. Three years ago, the Project Study Report indicated it would likely take approximately $150M to implement the project. Metro has already allocated $175M. However, the estimate to construct currently stands at $500M because of new technological accommodations that were considered. Metro will have to issue bonds to pay for the project. This is crucial because Metro had previously intended to borrow surplus revenues from the I-110 to build the I-105, then take those surplus revenues to build the next ExpressLanes project. This idea appears dead at this time because if Metro must bond to build the I-105 project, any surplus revenues will be used to pay back the debt service on those bonds. This will also eliminate the funding for local projects that are paid for by the net-toll revenues. The SBCCOG Board was asked to consider approving a letter to urge the CTC and Metro to consider incorporating an Integrated Corridor Management system into the overall project and include funding for it as part of the bonding. This project would allow freeway signals to communicate with street signals and will help guide traffic during incidents.

Ms. Bacharach added that the letter is not to be an endorsement of the ExpressLanes project but should urge them to consider looking at these other connected projects that could be implemented along side the project.

Board Member Dieringer expressed that she thought it was a good idea to send the letter since it appears the SBCCOG is the only agency thinking ahead.

The Board had no objection to a letter being submitted to the CTC and Metro.

X. AGENCY REPORTS
A. League of California Cities & LA Division Legislative Committee
Jeff Kiernan announced that Governor Newsom has until October 13th to sign or veto legislation. The housing bills on his desk have not been touched yet. Mr. Kiernan noted that SB 266 which would have burdened cities with paying for CALPERS pension payments that were previously approved but subsequently disallowed, was pulled after passing the Legislature but prior to making it to the Governor’s desk which is uncommon. Mr. Kiernan added that SB 54 and AB 1080 were bills that would have empowered CalRecycle to reduce the amount of single-use plastics in the state while increasing the use of recycled plastics. However, these bills did not make it out of the legislature but will likely be back next cycle. This issue is increasingly important as offshore recyclers no longer want our plastic trash. If unaddressed, this will lead to huge cost increases for trash hauling contracts. Mr. Kiernan concluded by inviting the Board to the League’s annual conference taking place in two weeks.

Board Member Dieringer added that the League will be voting on resolutions at the Friday session. One of the resolutions was sponsored by Rancho Palos Verdes and Rolling Hills Estates that calls on the CPUC to
amend rule 20A to allow the use of funds for undergrounding utility lines in areas of high fire risk. This is particularly pressing for the Palos Verdes Peninsula as it is in an area of extremely high fire danger. Currently, this rule only allows for undergrounding due to blight, not for safety reasons.

B. South Coast Air Quality Management District
Board Member Mitchell reported that the AQMD Board voted to accept mitigation offers from the two refineries still using Modified Hydrofluoric Acid (MHF). AQMD staff was ready to recommend a phase out of the chemical, but the refineries submitted letters to the Board offering additional safety measures in exchange for the phase out being taken off the table. Board Member Mitchell and Supervisor Hahn were the two SBCCOG representatives that voted against taking the refineries’ offers. Secondly, the US EPA recently issued a press release indicating that the Federal Government will begin revoking highway funding because the state has not complied with reporting/plan requirements. Board Member Mitchell explained that this is totally incorrect and that the only plan that is not approved yet is due to US EPA inaction, not inaction by California. Lastly, Board Member Mitchell touched on the battle between California Air Resources Board and the Trump Administration’s elimination of California’s stricter air quality standards. The action has been challenged in court by the ARB and 23 other states.

C. SCAG & Committees
2. Transportation – No report given.
4. Regional Council – No report given.

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

E. Stormwater Funding
1. CCCA/LCC Stormwater Funding Options Committee – No report given.

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

G. South Bay Aerospace Alliance – No report given.

H. KHHR (Hawthorne Airport) Committee re: Community Impacts – No report given.

I. South Bay Workforce Investment Board
Mr. Cagle thanked Board Member Valentine for inviting the SBWIB’s Aeroflex program graduates to a Hawthorne City Council meeting to be honored. The students’ families, teachers, and guests all attended and were very excited to see the students’ recognition. Mr. Cagle noted that the SBWIB does do a lot of work on homelessness and suggested that the SBCCOG could consider working with the SBWIB on a project using the additional Measure H funding beginning in January. Mr. Cagle also added that the SBWIB’s sites will be connected to the South Bay Fiber Network.

Mr. Cagle concluded by inviting everyone to attend the SBWIB’s annual Alumni Event on October 10th. This year’s event will also honor Supervisor Ridley-Thomas for his continued support over the years.


XI. UPCOMING EVENTS & ANNOUNCEMENTS
October 2 and 23: Boring Company Tunnel Tour
October 10: Legislative Briefing and Breakfast, Inglewood Senior Center

XII. ADJOURNMENT
Chair Horvath adjourned the meeting at 8:00 pm to Thursday, October 24, 2019 at 6:00 pm at the Redondo Beach Main Library.

David Leger
Assistant Board Secretary
South Bay Cities Council of Governments

Homelessness Program Partnership between
County of Los Angeles
And
South Bay Cities Council of Governments
SCOPE of WORK
November 2019-November 2020

This Scope of Work (SOW) details the regional homelessness coordination services that the South Bay Cities Council of Governments (SBCCOG) will conduct in support of the Los Angeles County Homeless Initiative (HI), commencing on November 8, 2019 through November 7, 2020. The total agreement amount is $79,167.

Section I. Program Overview

This program will continue the partnership between the County of Los Angeles and SBCCOG. SBCCOG will continue to provide coordination services among South Bay cities, homeless services providers, and community stakeholders relative to the implementation of the HI and the delivery of homeless services within the South Bay subregion.

SBCCOG includes the unincorporated South Bay areas of Los Angeles County and the cities of: Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, and Los Angeles 15th Council District communities of San Pedro, Harbor City, Harbor Gateway, and Wilmington. The SBCCOG Board of Directors is comprised of elected officials from each of the SBCCOG’s member cities and County Districts 2 and 4 and serves as the primary governing body taking actions to support endeavors aimed at maximizing the quality of life and productivity of the South Bay region.

Section II. Tasks

Task 1: Coordination with South Bay cities

Engage with South Bay city councils, city managers, and staff to increase participation in and support for HI programs including but not limited to:

A. Disseminate information to increase awareness of existing and planned programs with an emphasis on work being done through the Coordinated Entry System.

   a. Facilitate engagement of South Bay cities public information officers in disseminating information on HI programs via social media platforms, including LinkedIn groups.

B. Facilitate regular meetings of the SBCCOG Homeless Services Task Force which includes cities, first responders and community organizations working
in the South Bay on homeless issues. Deliverable: Six meetings per calendar year (January, March, May, July, September, and November).

C. Attend city-sponsored meetings, such as Homeless Task Forces, Working Groups, and appropriate commissions/committees.

D. Organize trainings and outreach events including but not limited to Housing and Health Resource Fairs, First Responders Trainings, and Landlord Workshops. Deliverable: One training and/or outreach event per quarter.

E. Prepare correspondence/reports and make public presentations regarding the HI. Respond to inquiries from cities regarding HI programs, homeless services, and issues. Monthly updates are given at the SBCCOG Board of Directors meetings. Public presentations will be given as requested.
   a. Distribute HI information at SBCCOG Board meetings and other relevant SBCCOG meetings including the Senior Services Working Group.

F. Post and maintain a comprehensive list of agencies working in the South Bay that fit within the Measure H strategies on the SBCCOG Homeless Services in the South Bay webpage on the SBCCOG website. 
   http://southbaycities.org/programs/homeless-services-south-bay

G. Identify specific problem areas and/or issues in the South Bay and collaborate with county departments on possible strategies for improvement.

H. Work with cities to complete Homelessness Plans.

I. Monitor, support, and assist cities to implement their Homelessness Plans. This includes providing connections between cities and LA County resources associated with specific HI Strategies, as needed, and organizing and partnering with HI program to provide technical assistance to these cities.

J. Provide city staff information on homelessness funding opportunities and help keep them appraised of RFPs and applications. Help identify potential areas of collaboration among cities to create joint-city implementation plans and help facilitate partnerships with cities to apply jointly for funding.

K. Working in close partnership with SPA 8’s Coordinated Entry System (CES) collaborative and the South Bay Coalition to End Homelessness, provide joint leadership in identifying and coordinating solutions and long-term strategic plans.

L. Support homelessness prevention strategies, focusing on older adults.
   a. Research implementation of a shared housing program as a homelessness prevention strategy beginning with a focus on older adults.
   b. Work with stakeholders and cities to implement this program if deemed feasible.

M. Support strategies to combat and reduce homelessness.
   a. Work with cities on possible sites for a Safe Parking program.
   b. Work with stakeholders and cities to implement this program if deemed feasible.
N. Promote HI programs through SBCCOG website, newsletters, e-blasts and social media platforms. Deliverable: One article in SBCCOG South Bay Watch quarterly newsletter for a total of 4 articles

O. Using city plan strategies, explore the development of a regional homelessness plan.

P. Collaborate with Supervisors and staff in Districts 2 and 4, along with community stakeholders, in exploring the development of affordable housing in LA County unincorporated.

Q. Collaborate with San Gabriel Valley COG and Gateway Cities COG in developing a workshop to be repeated in all three COG service areas that will include LACHC, LA County Departments that interface with Measure H.

Task 2: Coordination with Service Providers and Community Stakeholders

Work with regional homeless organizations and coalitions to support the coordination of homeless services in the South Bay including:

A. Attend meetings of the SPA 8 Coordinated Entry System, South Bay Coalition to End Homelessness, Los Angeles Homeless Services Authority, and other stakeholder meetings and events as appropriate.

B. Serve as liaison between SBCCOG, HI, and the South Bay business and interfaith communities. Work with Chambers of Commerce to educate businesses. Convene meetings as needed.

C. Keep local, county, state, and federal elected officials and their legislative offices in the South Bay informed about regional programs, activities and events to combat homelessness.

D. Collaborate with the South Bay Workforce Investment Board to promote employment programs and jointly apply for additional grant funding.

E. Explore the potential for the implementation of a Safe Parking program in the South Bay with faith-based communities.
Section III: Budget

Total budget: $79,167
The total budget is for all tasks described below including expenses such as website hosting and software.

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personnel Expenses</strong></td>
<td></td>
</tr>
<tr>
<td>Executive Director (Rate: $180/hr; Hours: 24)</td>
<td>4,320.00</td>
</tr>
<tr>
<td>Deputy Executive Director (Rate: $140/hr; Hours: 6)</td>
<td>840.00</td>
</tr>
<tr>
<td>Administrative Officer (Rate: $105/hr; Hours: 24)</td>
<td>2,520.00</td>
</tr>
<tr>
<td>Senior Project Manager (Rate: $105/hr; Hours: 640)</td>
<td>67,200.00</td>
</tr>
<tr>
<td>Environmental Services Analyst (Rate: $62/hr; Hours: 49)</td>
<td>3,038.00</td>
</tr>
<tr>
<td><strong>Non-Personnel Expenses</strong></td>
<td></td>
</tr>
<tr>
<td>Travel</td>
<td>600.00</td>
</tr>
<tr>
<td>Supplies</td>
<td>49.00</td>
</tr>
<tr>
<td>Meeting Expenses</td>
<td>600.00</td>
</tr>
<tr>
<td><strong>Consultant / Contractual Indirect Costs</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$79,167.00</td>
</tr>
</tbody>
</table>

Section IV. Reporting and Documentation

A. SBCCOG will provide monthly invoicing and progress reports.

All reports and invoices shall be submitted to County Chief Executive Office – Homeless Initiative at the following email addresses:

Ashlee Oh
AOh@ceo.lacounty.gov
and copy
hiadmin@ceo.lacounty.gov
STANDARD SUBCONTRACT AGREEMENT BETWEEN
PATH (PEOPLE ASSISTING THE HOMELESS) AND
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

CONTRACT NO. 316-AO-19-632-643-SBCCOG

This Subcontract Agreement (the “Agreement”) for the performance of outreach services is entered into as of July 1, 2019 (the “Effective Date”) between PATH (a.k.a. People Assisting The Homeless), a 501(c)(3) organization incorporated under the laws of the State of California (“PATH” or “Contractor”), with its principal place of business located at 340 North Madison Avenue, Los Angeles, California 90004 and South Bay Cities Council of Governments, a Joint Powers Authority organization incorporated under the laws of the State of California (“SBCCOG” or “Subcontractor”), having its principal office at 20285 South Western Avenue, #100, Torrance, California 90501 (collectively the “Parties” or individually as “Party”).

RECITALS

WHEREAS, Contractor considers Subcontractor qualified to perform certain subcontract services relating to PATH’s Prime Contract (defined below), which is funded by the County of Los Angeles (“County”) for the 2019-2020 Fiscal Year;

WHEREAS, Contractor wishes to retain Subcontractor to perform services relating to County’s Homeless Prevention Initiative in Supervisorial Districts Two (“SD2”) and Four (“SD4”);

WHEREAS, Subcontractor certifies that it is qualified to provide services under this Agreement;

NOW THEREFORE, in consideration of the mutual promises, covenants, warranties, and other good and valuable consideration as set forth herein, Contractor and Subcontractor hereby agree to the following terms and conditions of this Agreement:

TERMS AND CONDITIONS

1) SERVICES TO BE PERFORMED: Subcontractor shall provide the services described and detailed in Attachment B, Scope of Work (“Attachment B”), which is attached hereto and incorporated by reference herein. Subcontractor shall perform such services in accordance with all relevant laws, rules, regulations and criteria as set forth in this Agreement and as detailed in the Prime Contract by and between County of Los Angeles and People Assisting the Homeless for South Bay Cities Council of Governments (SD2), Contract Number AO-19-632 and in Prime Contract by and between County of Los Angeles and People Assisting the Homeless for South Bay Cities Council of Governments (SD4), Contract Number AO-19-643 (both are collectively referred to herein as the “Prime Contracts”); which are attached as Attachment A, Prime Contract (“Attachment A”) and incorporated by reference herein.

2) TERM: The term of this Agreement shall commence on July 1, 2019 and, except as otherwise provided for in this Agreement, shall continue in full force and effect thereafter until complete and full performance of the work described in Attachment B, but in no event later than June 30, 2020 (the “Term”).

3) COMPENSATION: In consideration for performance of the services described in Attachment B, PATH agrees to pay Subcontractor a not-to-exceed amount of Twenty-Five Thousand Dollars and Zero Cents ($25,000.00) (the “Contract Amount”), for services rendered, as further detailed in Attachment C, Compensation and Budget (“Attachment C”), which is attached hereto and incorporated by reference herein. This Contract Amount represents the full compensation for performance of all such services, and includes any and all expenses incurred by Subcontractor in connection with this Agreement. All invoices must be submitted to the appropriate PATH personnel as outlined in Attachment C.

4) AVAILABILITY OF FUNDING: Funding for this Agreement is subject to the appropriation and availability of funds provided by the County of Los Angeles and any and all other agencies, divisions or departments thereunder (collectively and individually the “Funding Agency”).
5) **TAXES**: Subcontractor shall be liable for all taxes imposed on it or its business by any state, local or federal government. PATH will not withhold any state, federal or FICA (Social Security and Medicare) taxes from Subcontractor’s Contract Amount payments, nor make any such tax payments. Subcontractor agrees to defend, hold harmless and indemnify PATH and the County from and against the payment of any taxes in connection with this Agreement.

6) **TRAVEL REIMBURSEMENTS**: Subcontractor is entitled to reimbursement for travel and/or per diem expenses, as further specified in Attachment C.

7) **INDEPENDENT CAPACITY**: The Parties understand and agree that neither Subcontractor nor PATH acts in any capacity as officer, employee, or agent of the Funding Agency, and that Subcontractor, its officers, employees and agents, in the performance of this Agreement, and in relation to PATH and the Funding Agency, are independent contractors. Accordingly, although PATH shall specify the general nature of services to be performed and the goals to be met, the details of performing such services and meeting such goals shall be determined by Subcontractor. This Agreement does not create a partnership relationship between the Parties, nor provide Subcontractor with any authority to enter into any contracts on behalf of PATH or the Funding Agency. Since Subcontractor is an independent contractor, Subcontractor shall not be entitled to any benefits or compensation from PATH, and shall in no event be entitled to any fringe benefits payable to employees of PATH.

8) **CONDITIONS PRECEDENT**: The following conditions shall be satisfied by Subcontractor before the obligations of PATH, as set forth herein, become binding and enforceable under this Agreement. The satisfaction of the following conditions shall be determined by PATH in good faith, and be made as a reasonable person would determine under the same circumstances:

   a. **TAXPAYER IDENTIFICATION NUMBER & CERTIFICATION**: Subcontractor shall furnish PATH with an IRS Form W-9, including taxpayer identification number and certification information, after execution of this Agreement, but before any compensation is paid under this Agreement.

   b. **PROOF OF INSURANCE**: Subcontractor shall furnish PATH with certificates of insurance coverage, as specified under Section 22, Insurance Requirements, including any required endorsements evidencing such coverage, after execution of this Agreement, but before commencement of any Services.

9) **RESPONSIBILITIES OF PATH**: Any obligations of PATH beyond the duty to pay approved invoices are listed in Attachment B.

10) **RESPONSIBILITIES OF SUBCONTRACTOR**:

   a. **RECORDS RETENTION & INSPECTION**: Subcontractor shall maintain complete and accurate records to substantiate charges, disbursement, or expenses made or incurred by Subcontractor in performance of the Services. In the event Subcontractor does not maintain appropriate documentation, claims for payment will not be valid, and therefore, not reimbursable. Any payments made by PATH subsequently found to be invalid and not reimbursable must be returned by Subcontractor. Subcontractor shall retain, and make available upon request, such books, documents, papers and records for a period of five (5) years from the date of final payment for the Services. Subcontractor understands that these records may be subject to review by PATH, the Funding Agency or any of their duly authorized representatives for purposes of conducting audits and/or examinations.

   b. **STANDARDS OF PERFORMANCE**: Subcontractor shall be responsible for all Services rendered hereunder, which shall be performed solely by Subcontractor, its officers, agents and employees. Subcontractor shall enforce strict discipline and good order among Subcontractor’s employees and other persons carrying out the Services. Subcontractor shall not permit employment of unfit persons or persons not properly skilled in tasks assigned to them.

   c. **CONFLICT OF INTEREST**: Subcontractor affirms that to the best of Subcontractor’s knowledge, there exists no actual or potential conflict of interest as to Subcontractor and its employees or agents and their business or financial interests, in performance of Services to be performed under this Agreement. Subcontractor also acknowledges that no prior or current relationships exist, which would prevent Subcontractor from entering into and fulfilling all obligations under this Agreement. In the event any conflict of interest does exist or may arise, Subcontractor shall immediately notify PATH, in writing, of such actual or potential conflict of interest, identifying persons and relevant circumstances found in the conflict of interest therein.

   d. **CONFIDENTIALITY**: In performance of this Agreement, Subcontractor, its employees, agents or representatives may be given access to or become acquainted with Confidential Information (defined herein as “Confidential Information”), which Subcontractor shall maintain in confidence and not use for any purpose, except as provided for by PATH. Confidential Information shall mean any technical, financial, marketing, business, personal or other information or records, obtained or developed by Subcontractor in connection to this Agreement, whether in oral, written or electronic form, including, but not limited to reports, specifications, plans, historic and current data, computer programs, client and program records, social security and tax identification numbers, client names, home addresses, personnel health records and medical information and other business, personal and/or proprietary information relating to PATH and/or its employees, clients,
vendors, consultants, contractors, or other persons or entities with whom PATH conducts business. Nothing herein shall impose or obligate Subcontractor to disclose any information, data or other material that Subcontractor is under any actual or implied duty to any third party to keep confidential. Confidential Information shall not apply to such information that is required to be disclosed by law, becomes available to the public, or is rightly obtained absent any breach by Subcontractor thereof.

e. COMPLIANCE WITH LAW & FINANCIAL CAPABILITY: Subcontractor shall comply with, and represents and warrants that it is in compliance with, all applicable federal, state and local laws, rules and regulations required thereby, and incorporated by reference herein, and shall possess, make available, and maintain all requisite permits, licenses and certificates necessary to perform under this Agreement. Subcontractor shall be responsible for compliance by any subcontractor or contract employee for the same, and shall require these and other provisions enumerated and incorporated by reference herein, in all subcontracts. Subcontractor certifies that it is financially capable of adhering to the foregoing, is financially solvent, and is not subject to any lienholder claims or encumbrances that would preclude or otherwise affect its ability to fully comply with and perform under this Agreement. In addition, Subcontractor shall comply with all requirements from the County, including those specified in Attachment A (the Prime Contracts) and in Attachment E, County Exhibits (“Attachment E”), which is incorporated by reference herein.

f. NON-DISCRIMINATION: In performance of this Agreement, Subcontractor shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code, § 12900, et seq.), the regulations promulgated thereunder (Cal. Code of Regulations, Title 2, § 11000, et seq.), including the Nondiscrimination Clause (Cal. Code of Regulations, Title 2, § 11105) as set forth therein, Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (adopted pursuant to Government Code, §§ 11135–11139.5), and regulations or standards adopted by the Funding Agency to implement such article, which are incorporated by reference herein.

g. CONTRACT WORK HOURS AND SAFETY STANDARDS: In performance of this Agreement, Subcontractor shall comply, as applicable, with the requirements of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3701, et seq.), as supplemented by Department of Labor regulations (29 CFR Part 5).

h. CLEAN AIR ACT & FEDERAL WATER POLLUTION CONTROL ACT: In performance of this Agreement, Subcontractor shall comply, as applicable, with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401, et seq.) and Federal Water Pollution Control Act (33 U.S.C. 1251, et seq.).

11) SERVICES WARRANTY: Subcontractor shall provide and pay for all labor services necessary for the proper execution and completion of the Services. Subcontractor warrants that the Services shall be performed in a professional and timely manner. Subcontractor shall be solely responsible for all Services, including the procedures, means and coordination of the Services. Subcontractor shall supervise and coordinate the Services using Subcontractor’s best skill and attention.

12) MATERIALS WARRANTY: If applicable, Subcontractor shall furnish, provide and pay for all materials and supplies necessary for the proper execution, completion and performance of the Services. Subcontractor warrants that any such equipment and materials placed permanently in connection with the Services, as applicable, shall be new, of good quality and free of defects, as determined by industry standards.

13) CERTIFICATION OF CONTRACTOR:

a. DEBARTMENT AND SUSPENSION: By executing this Agreement, Subcontractor certifies that it is not a party listed on the governmentwide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), “Debarment and Suspension.”

b. ENERGY POLICY AND CONSERVATION ACT: By executing this Agreement, Subcontractor certifies that it and any subcontractor to this Agreement will, if applicable, comply with the mandatory standards and policies relating to energy efficiency contained in the state energy conservation plan, issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6201 et seq.).

c. BYRD ANTI-LOBBYING CERTIFICATION: By executing this Agreement, Subcontractor certifies that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352.

d. NATIONAL LABOR RELATIONS BOARD COMPLIANCE: By executing this Agreement, Subcontractor certifies that no more than one final un-appealable finding of contempt has been issued by a federal court against Subcontractor within the last two years because of Subcontractor’s failure to comply with a federal court order requiring compliance with a National Labor Relations Board order.

14) INTELLECTUAL PROPERTY: Subcontractor hereby irrevocably transfers and assigns to PATH any and all rights, titles and
interests to all materials including, but not limited to, works of authorship, photographs, recordings, designs, drawings, technical information, field developments, trade or service marks (collectively “Work Products”) created by Subcontractor in connection with this Agreement. Subcontractor agrees to execute any and all documents and perform any such acts as may be necessary to establish, register, enforce, protect or otherwise maintain these rights by PATH. PATH shall be the sole owner of any and all copyrights and other intellectual property rights pertaining to or arising from the Work Products. PATH may make changes in, deletions from, or additions to Work Products, at its sole discretion.

15) **TERMATION & BREACH OF CONTRACT:** This Agreement shall terminate automatically at the expiration of the Term. Either Party may terminate this Agreement for cause, at any time, effective immediately upon receipt of such notice. Termination for cause shall mean termination based upon a material breach of any term or condition of this Agreement, which either Party shall provide immediate notice to the other Party upon the discovery of any such breach. A material breach shall include, but is not limited to:

a. Failure to perform the Services in an adequate or timely manner;
b. Non-compliance with applicable laws, rules and regulations;
c. Submission of false, misleading or erroneous information;
d. Failure to maintain accurate or complete records;
e. Disclosure of Confidential Information;
f. Administrative or fiscal mismanagement; and
g. Failure to provide PATH or the Funding Agency with access to Subcontractor’s fiscal and other records in connection with this Agreement.

Further, either Party may terminate this Agreement for convenience, at any time, with a ten (10) day advance written notice to the other Party, effective at the conclusion of such ten day period. PATH shall only be responsible for payment of Services charges incurred prior to termination of this Agreement if (1) Subcontractor does not perform Services or incur any unnecessary expenses after receipt of notice of termination, and (2) all claims for such payments are received by PATH within thirty (30) days following such notice.

16) **FORCE MAJEURE:** Neither Party shall be deemed to be in default of its obligations under this Agreement if and so long as such performance is prevented, restricted or interfered with by acts of God, war, government regulations or orders, disasters, civil disorder, strikes or any other similar act or cause not within the control of either Party.

17) **INDEMNIFICATION & HOLD HARMLESS:** Subcontractor shall defend, indemnify and hold harmless PATH, the Funding Agency, and each of their officers, board members, directors, agents, employees, representatives and successors-in-interest from any and all claims and losses occurring or resulting to any and all contractors, subcontractors, suppliers, laborers, materialmen and any other person, firm or corporation furnishing or supplying services, materials or supplies in connection with performance of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm or corporation who may be injured or damaged by Subcontractor in performance of this Agreement.

PATH shall defend, indemnify and hold harmless Subcontractor and each of its officers, board members, directors, agents, employees, representatives and successors-in-interest from any and all claims and losses occurring or resulting to any and all contractors, subcontractors, suppliers, laborers, materialmen and any other person, firm or corporation furnishing or supplying services, materials or supplies in connection with performance of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm or corporation who may be injured or damaged by PATH in performance of this Agreement.

18) **RESTRICIONS ON SALARIES:** No part of any Federal funds provided under this contract shall be used by any Contractor or its Subcontractors to pay the salary of an individual at a rate in excess of Level 1 of the Executive Schedule. Salary schedules may be found at [http://www.opm.gov/oca](http://www.opm.gov/oca).

19) **SMOKING PROHIBITION REQUIREMENT:** Subcontractor must comply with Public Law 103-227, also known as the Pro-Children Act of 1994, which requires that smoking not be permitted in any portion of any indoor facility owned, leased, or contracted for or by an entity and used to provide services to children under the age of eighteen (18).

20) **INSURANCE COVERAGE:** Subcontractor shall, at its own expense, procure and maintain the following insurance coverages during the Term, unless otherwise specified herein, to protect against any and all claims arising from or in connection with performance of this Agreement by Contractor, its agents, representatives, employees or subcontractors, including, but not limited to, claims for bodily injury, property damage and death. Subcontractor understands and agrees to comply with any and all other insurance coverage requirements specified in this Agreement, including those described in Attachment A, Prime Contracts (“Attachment A”) and Attachment D, Additional Insureds for Certificates of Insurance (“Attachment D”), which is incorporated by reference herein. Subcontractor also agrees to comply with any additional insurance requirements not specified herein, but which may be required from or requested by the County during the Term of this Agreement. Contractor in no way warrants that the

Standard Subcontract Agreement
PATH and SBCCOG [Contract No. 316-AO-632-643-SBCCOG]

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Required Insurance Certificates or any other insurance requirement specified herein are sufficient to protect the Subcontractor from liabilities which may arise from or relate to performance of this Agreement.

a. **Coverage Limits:**

   i. **Comprehensive Commercial General Liability Insurance:** Subcontractor shall, during the Term of this Agreement and at its sole expense, procure and maintain Commercial General Liability insurance (providing scope of coverage equivalent to ISO policy form CG 00 01), naming the Contractor, County and its Agents as an additional insured, with limits of not less than:

   - General Aggregate: $2 million
   - Products/Completed Operations Aggregate: $1 million
   - Personal and Advertising Injury: $1 million
   - Each Occurrence: $1 million

   ii. **Comprehensive Automobile Liability Insurance:** Subcontractor shall, during the Term of this Agreement and at its sole expense, procure and maintain automobile liability insurance (providing scope of coverage equivalent to ISO policy form CA 00 01) with limits of not less than $1 million for bodily injury and property damage, in combined or equivalent split limits, for each single accident. Insurance shall cover liability arising out of the Subcontractor’s use of autos pursuant to this Agreement, including owned, leased, hired, and/or non-owned autos, as each may be applicable.

   iii. **Workers’ Compensation and Employers’ Liability Insurance:** Subcontractor shall, during the Term of this Agreement and at its sole expense, procure and maintain Workers Compensation and Employers’ Liability insurance or qualified self-insurance satisfying statutory requirements, which includes Employers’ Liability coverage with limits of not less than $1 million per accident. If the Subcontractor will provide leased employees, or, is an employee leasing or temporary staffing firm or a professional employer organization (PEO), coverage also shall include an Alternate Employer Endorsement (providing

   iv. **Sexual Misconduct Liability:** Subcontractor shall, during the Term of this Agreement and at its sole expense, procure and maintain sexual misconduct insurance covering actual or alleged claims for sexual misconduct and/or molestation with limits of not less than $2 million per claim and $2 million aggregate, and claims for negligent employment, investigation, supervision, training or retention of, or failure to report to proper authorities, a person(s) who committed any act of abuse, molestation, harassment, mistreatment or maltreatment of a sexual nature.

   v. **Professional Liability/Errors and Omissions:** Subcontractor shall, during the Term of this Agreement and at its sole expense, procure and maintain professional liability, errors and omissions insurance covering the Subcontractor’s liability arising from or related to this Agreement, with limits of not less than $1 million per claim and $2 million aggregate. Further, the Subcontractor understands and agrees it shall maintain such coverage for a period of not less than three (3) years following this Agreement’s expiration, termination or cancellation.

   vi. **Privacy/Network Security (Cyber) Liability:** Insurance coverage providing protection against liability for (1) privacy breaches [liability arising from the loss or disclosure of confidential information no matter how it occurs]; (2) system breach; (3) denial or loss of service; (4) introduction, implantation, or spread of malicious software code; (5) unauthorized access to or use of computer systems with limits of not less than $2 million. No exclusion/restriction for unencrypted portable devices/media may be on the policy.

b. **Cancellation or Changes:** Subcontractor shall provide the Contractor with, or the Subcontractor’s insurance policies shall contain a provision that the Contractor shall receive, written notice of cancellation or any change in Required Insurance, including insurer, limits of coverage, term of coverage or policy period. The written notice shall be provided to the Contractor at least ten (10) days in advance of cancellation for non-payment of premium and thirty (30) days in advance for any other cancellation or policy change. Failure to provide written notice of cancellation or any change in Required Insurance may constitute a material breach of the Agreement, in the sole discretion of the Contractor, upon which the Contractor may suspend or terminate this Agreement.

c. **Failure to Maintain Insurance:** Subcontractor’s failure to maintain or to provide acceptable evidence that it maintains the Required Insurance shall constitute a material breach of the Agreement, upon which the Contractor immediately may withhold payments due to the Subcontractor, and/or suspend or terminate this Agreement. Contractor, at its sole discretion, may obtain damages from the Subcontractor resulting from said breach. Alternatively, the Contractor may purchase the Required Insurance, and without further notice to the Subcontractor, deduct the premium cost from sums due to the Subcontractor or pursue the Subcontractor reimbursement.

d. **Subcontractor’s Insurance Shall Be Primary:** The Subcontractor’s insurance policies, with respect to any claims related to this Agreement, shall be primary with respect to all other sources of coverage available to the Subcontractor. Any Contractor or County maintained insurance or self-insurance coverage shall be in excess of and not contribute to any Subcontractor coverage.
e. **Waivers of Subrogation:** To the fullest extent permitted by law, the Subcontractor hereby waives its rights and its insurer(s)’ rights of recovery against the Contractor and County under all the Required Insurance for any loss arising from or relating to this Agreement. The Contractor shall require its insurers to execute any waiver of subrogation endorsements which may be necessary to effect such waiver.

21) **Remedies for Breach of Contract:** In the event that either Party breaches any term or condition of this Agreement, the non-breaching Party will be entitled to pursue any and all administrative, equitable and legal remedies permitted by law, as appropriate.

22) **Dispute Resolution:** If a dispute arises out of this Agreement and cannot be settled through informal discussions or negotiations, the Parties agree to first try to settle in good faith by submitting the dispute to a sole mediator mutually selected by the Parties, or if the amount in dispute is less than Five-Thousand Dollars ($5,000), the Parties may also resolve the dispute by use of the small claims court in Los Angeles County. If the dispute is not then resolved, then, upon notice by either Party, such a dispute shall be settled by binding arbitration, administered by the American Arbitration Association (“AAA”), in accordance with its Commercial Arbitration Rules and Mediation Procedure and the Federal Arbitration Act (“FAA”), with the seat of such arbitration in Los Angeles County, California. The prevailing Party shall be entitled to attorney’s fees and costs associated with arbitration, and judgment on the written award may be entered by any court having jurisdiction. The contents and result of mediation and arbitration shall be held in strict confidence by all participants, each of whom will be bound by an appropriate confidentiality agreement.

23) **Assignments:** Neither Party will assign its interest or delegate its duties, in whole or in part, under this Agreement.

24) **Modifications:** No amendments, alterations, changes or modifications to the terms and conditions of this Agreement shall be valid, unless made in writing, approved and signed by authorized representatives of both Parties.

25) **Notices:** All notices required to be given herein shall be made in writing and sent to the designated Party recipients as set forth below:

<table>
<thead>
<tr>
<th><strong>PATH (People Assisting the Homeless)</strong></th>
<th><strong>South Bay Cities Council of Governments (SBCCOG)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Attn.: Jennifer Hark Dietz, Deputy CEO</td>
<td>Attn: Jacki Bacharach, Executive Director</td>
</tr>
<tr>
<td>340 North Madison Avenue</td>
<td>20285 South Western Avenue, #100</td>
</tr>
<tr>
<td>Los Angeles, California 90004</td>
<td>Torrance, California 90501</td>
</tr>
<tr>
<td>E-Mail: <a href="mailto:JenniferD@epath.org">JenniferD@epath.org</a></td>
<td>E-Mail: <a href="mailto:Jacki@southbaycities.org">Jacki@southbaycities.org</a></td>
</tr>
<tr>
<td>Facsimile: (323) 644-2288</td>
<td>Phone: (310) 371-7222</td>
</tr>
</tbody>
</table>

All notices shall be effective upon receipt. The Parties may change the address for notification and name of the designated Party recipients to be notified by informing the other Party in writing of such change.

26) **Applicable Law:** Unless otherwise specified herein, this Agreement, and the rights and obligations of the Parties as set forth herein, shall be governed by and construed in accordance with the laws of the State of California, without regard to conflict of law principles that would require the application of law from other jurisdiction.

27) **No Waiver:** Failure or delay by either Party to enforce any term or condition of this Agreement shall not constitute a waiver of such term or condition, or of any other term or condition found herein, unless such a waiver is in writing, provides consent, and signed by an authorized Party representative. Any waiver to, or waiver of, any breach by the other Party, shall not constitute waiver of, or excuse for any other different or subsequent breach.

28) **Entire & Integrated Agreement:** Except as otherwise provided for herein, this Agreement constitutes the entire agreement, final expression and exclusive statement of mutual understanding between the Parties relating to the subject matter contained herein. The Parties acknowledge and agree that this Agreement supersedes and cancels all prior written and oral agreements, communications and understandings, of any type whatsoever, made between the Parties in connection to this Agreement. The Parties acknowledge and agree that neither Party has made any oral or written statements that are not included in this Agreement and that in any way induced either Party into entering this Agreement.

29) **Severability & Survival:** The Parties herein agree that if any term or condition of this Agreement is determined to be invalid or unenforceable by any court of competent jurisdiction, such term or condition shall be deemed stricken, and the remainder of this Agreement shall remain in full force and effect, and shall not be affected thereby. The Parties further agree that the rights, duties, obligations and warranties of the Parties, as set forth in paragraphs herein entitled “Taxes,” “Records Retention & Inspection,” “Audit Exception Liability,” and sections herein entitled “Confidentiality,” “Intellectual Property,” “Termination,” “Indemnification & Hold Harmless,” “Dispute Resolution” and “Applicable Law,” shall survive the termination of this Agreement to the fullest extent permitted by applicable statute of limitation laws.
30) **ORDER OF PRECEDENCE:** In the event of a necessary clear conflict between the terms and conditions found herein, attachments incorporated by reference herein and any subsequent amendments to this Agreement, then the later-in-time document shall govern.

31) **COUNTERPARTS & PHOTOCOPIES:** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original. If this Agreement is executed in counterparts, no signatory hereto shall be bound until both Parties named below have duly executed or caused to be duly executed a counterpart of this Agreement, a copy of which may be used as if it contained an original signature for all purposes.

32) **TIME OF ESSENCE:** Time is of the essence in performance of this Agreement.

**IN WITNESS WHEREOF,** the Parties hereto, intending to be legally bound hereby, have caused this Agreement to be executed. The undersigned certify that by signing this Agreement, they are duly authorized to execute this Agreement.

**PATH (PEOPLE ASSISTING THE HOMELESS)**

By: ______________________________
Authorized Signatory
Name: Jennifer Hark-Dietz
Title: Deputy CEO and Executive Director
Date: _____________________________

**SOUTH BAY CITIES COUNCIL OF GOVERNMENT**

By: ______________________________
Authorized Signatory
Name: Christian Horvath
Title: Chair
Date: ______________________________

The following Attachments follow the signature page of this Agreement. The Standard Terms and Conditions required of the Contractor by are incorporated by reference by way of these attachments.

1) **Attachment A** – Prime Contracts
2) **Attachment B** – Scope of Work
3) **Attachment C** – Compensation and Budget
4) **Attachment D** – Additional Insureds for Certificate of Insurance
5) **Attachment E** – Los Angeles County Exhibits
ATTACHMENT B
SCOPE OF WORK

Subcontractor will perform the following services during the Term of this Agreement:

1. **SERVICES TO BE PERFORMED:** Pursuant to this Agreement, Subcontractor is contracted to provide Outreach Services as further detailed and described in this Scope of Work (the “SOW”):
   a. Convene meetings no less than quarterly during the Term of this Agreement between the cities in the South Bay Council of Governments and PATH-designated team members for updates and feedback on the Homeless Prevention Initiative project, which will include the following:
      i. Form a committee for elected officials of SBCCOG cities;
      ii. Form a committee for city staff and service providers to discuss the issues in more detail; and
      iii. Provide regular updates to the SBCCOG Board of Directors and City Managers and other SBCCOG Committees.
   b. Coordinate and seek responses to comments and city concerns regarding how the Homeless Prevention Initiative project is performing;
   c. Participate in lessons learned and review performance of services provided under this Agreement at the conclusion of the sixth and ninth months under the Term of this Agreement; and
   d. Research new and existing homeless issues within the county by attending pertinent meetings and by reviewing relevant reports and relay this information to subcontractor-designated staff members.

2. **REPORTING AND RECORDING REQUIREMENTS:**

   Subcontractor shall maintain documentation, as applicable or requested by PATH, on file for the purposes of reporting data and information on performance for the funded Program and related project activities in a manner and in such detail that is consistent with the contracted scope of services.

3. **ADHERENCE TO SCOPE OF REQUIRED SERVICES:**

   Failure by Subcontractor to adhere to this Scope of Work or any criteria specified herein may result in notice of non-compliance, disallowed costs, reduction in funding, and/or may include sanctions up to and including termination of this Agreement.
   Subcontractor shall be responsible for reimbursing PATH for all charges paid for benefits and/or services provided if PATH and/or the Funding Agency determines that benefits and/or services were provided to ineligible participants.
South Bay Cities Council of Governments

October 24, 2019

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: Torrance Energy Efficiency Services Payment

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

**BACKGROUND**
At the February 2019 Steering Committee meeting, the SBCCOG approved a 5% charge on all Edison incentive funds received in 2019 to support the Energy Leader program. The action was reported to the Board in March 2019 and was discussed for several months prior with the city facility staff and city managers at their meetings. This policy was created to address Edison program funding reductions causing SBCCOG budget shortfalls in both 2018 and 2019. There was concern that the SBCCOG would not have adequate funding to support our energy efficiency work through 2019 which included funding Greg Stevens, the contract energy engineer. In addition, there were several energy efficiency projects in the development stages, and the SBCCOG wanted to make sure the cities received support to complete them.

**CURRENT STATUS**
To date four cities have been invoiced under this policy – Hermosa Beach (paid $4,367), Inglewood (paid $1,728.83); Carson (billed $608.67 not received); and Torrance (billed $59,426.45 requested a reduction). Staff is anticipating that additional projects will be completed in 2019 and invoices will be sent to the following cities: Carson (est. $11,737.60) and Rancho Palos Verdes (est. $12,049.60) for a total of $23,787.20.

**FUTURE**
Edison has informed all partners that they will not be funding programs such as the SBCCOG’s in 2020. They have committed, however, to complete their funding incentive obligations to cities through next year. There are several city exterior lighting projects in the pipeline which could be completed in 2020 if the cities continue to move forward – Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Manhattan Beach, Palos Verdes Estates, Redondo Beach, and Torrance. The SBCCOG will not be receiving funding from Edison to support these projects if they continue into 2020, so the SBCCOG may want to consider ways to continue providing this resource through the next year.

**TORRANCE REQUEST**
The City of Torrance has requested a reduction in the SBCCOG Energy Efficiency fee. The city is willing to pay $12,500 for project completed in 2019. In addition, they have requested utilizing Greg Steven’s services through the SBCCOG in 2020 to complete their park lighting
project. The city has offered to pay an additional $15,000 now to access these services through 2020 which will require including this in the renewal of Greg Steven’s contract with the SBCCOG for 2020. The two payments total $27,500.

RECOMMENDATION
The Steering Committee recommends that the Board approve accepting compromise with Torrance for payment of a total of $27,500 for the SBCCOG Energy Efficiency fee for their two projects.
South Bay Cities Council of Governments

October 24, 2019

TO:        SBCCOG Board of Directors
FROM:  SBCCOG Steering Committee
RE:        Actions of Steering Committee since last Board meeting

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

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

At the October Steering Committee took the following actions to approve:

- Cancelling the January 9 Legislative Briefing in light of the LCC/SBACC/SBCCOG Meet and Greet for Legislators on January 31
- Inviting Ray Tahir to speak at a future Board meeting on stormwater legal issues
- Adding space to the new office based on projected needs going from 4,459 ft² to 5,265 ft²
- Sending letter to Metro re: administration of SBCCOG programs and invoicing

More information on these items is available on request.

RECOMMENDATION
Receive and file
**South Bay Cities Council of Governments**

October 24, 2019

**TO:** SBCCOG Board of Directors  
**FROM:** Jacki Bacharach, SBCCOG Executive Director  
**RE:** Bills to Monitor and for Action – **Status as of October 13, 2019**

**Adherence to Strategic Plan:**  
Advocate for the interests of the South Bay

**VETOED**

**FINANCE**

<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Title</th>
<th>Status as of October 13, 2019</th>
<th>Supporting Notes</th>
<th>Opposing Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 5</td>
<td>Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. Would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. Would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.</td>
<td>SUPPORT (3/28/19) (Ltr to Sen Housing Comm 4/1/19 &amp; Ltr to Asm Housing &amp; Comm Dev Comm 7/1/19)</td>
<td>LCC supports</td>
<td>10/13/19 VETOED</td>
</tr>
<tr>
<td>SB 127</td>
<td>Transportation funding: active transportation: complete streets. Would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. Would require the department to include complete streets elements in the asset management plan, as specified.</td>
<td>OPPOSE (2/11/19) (Ltr to Sen Housing Comm 2/20/19 &amp; Ltr to Asm Trans Comm 7/1/19)</td>
<td></td>
<td>10/13/19 VETOED</td>
</tr>
<tr>
<td><strong>NEW LAWS</strong></td>
<td><strong>HOUSING &amp; HOMELESSNESS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **AB 68**  
(Ting) | Land use: accessory dwelling units. Expands ministerial approval of ADUs to include multiple ADUs in existing multifamily dwellings, multiple detached ADUs on the same lot as a multifamily dwelling and an ADU and a JADU on one lot, under specified conditions. Requires local agencies to ministerially approve a building permit for certain ADUs and JADUs in 60 days (instead of 120 days) from the time of receipt of the completed application. Provides that a local ADU ordinance cannot impose lot coverage standards or require minimum lot size or certain setbacks, and cannot require offstreet parking to be replaced when existing parking like a garage, carport or covered parking structure is demolished for the construction or conversion of an ADU. Authorizes the Department of Housing and Community Development (HCD) to submit written findings to a local agency regarding whether the local ordinance complies with state law and requires the local agency, within 30 days, to respond by either amending its ordinance or adopting a resolution with findings explaining the reason the ordinance complies, and allows HCD to notify the attorney general (AG) that the local agency is in violation.  
**OPPOSE**  
(5/23/19)  
(Ltr to Sen Housing Comm 6/3/19 & ltr to Sen EQ Comm 7/1/19)  
10/13/19  
**NEW LAW** |
| **AB 881**  
(Bloom) | Accessory dwelling units. Limits the criteria by which a local agency can determine where ADUs may be permitted to the adequacy of water and sewer services and the impact of ADUs on traffic flow and public safety. Requires local agencies to ministerially approve ADUs on lots with multi-family residences and within existing garages. Removes, until January 1, 2025, the authority for local agencies to require that applicants for ADUs be owner occupants and removes the ability for cities to require owner occupancy for either the primary or the accessory dwelling unit. Specifies that, in measuring one-half mile from public transit for purposes of applying parking requirements, it is measured in walking distance. Adds a definition of "public transit" to mean a bus stop, bus line, light rail, street car, car share drop off or pick up, or heavy rail stop. Adds a definition of "accessory structure" to mean a structure that is accessory and incidental to a dwelling located on the same lot.  
**OPPOSE**  
(5/23/19)  
(Ltr to Sen Housing Comm 6/3/19 & ltr to Sen Gov Fin Comm 7/1/19)  
**LCC Opposes unless amended**  
10/13/19  
**NEW LAW** |
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Bill Title</th>
<th>Status</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 1482 (Chiu)</td>
<td>Tenant Protection Act of 2019: tenancy: rent caps. Would, with certain exceptions, prohibit an owner, as defined, of residential real property from terminating a tenancy without just cause, as defined, which the bill would require to be stated in the written notice to terminate tenancy when the tenant has continuously and lawfully occupied the residential real property for 12 months, except as provided. Would require, for certain just cause terminations that are curable, that the owner give a notice of violation and an opportunity to cure the violation prior to issuing the notice of termination.</td>
<td>MONITOR</td>
<td>10/8/19</td>
</tr>
<tr>
<td>SB 6 (Beall)</td>
<td>Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. Would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet web. Would require for any housing element adopted on or after January 1, 2021, that an electronic copy of the inventory of land suitable for residential development be submitted to the Department of Housing and Community Development.</td>
<td>MONITOR</td>
<td>10/13/19</td>
</tr>
<tr>
<td>SB 330 (Skinner)</td>
<td>Housing Crisis Act of 2019. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act specifies that one way to satisfy that requirement is to make findings that the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. The act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the</td>
<td>OPPOSE (3/28/19)</td>
<td>10/13/19</td>
</tr>
</tbody>
</table>
record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least $10,000 per housing unit in the housing development project on the date the application was deemed complete. Until January 1, 2030, would specify that an application is deemed complete for these purposes if a complete initial application was submitted, as described.

**ENVIRONMENTAL**

<table>
<thead>
<tr>
<th>SB 400</th>
<th>Reduction of greenhouse gases emissions: mobility options. Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law defines specified terms, including mobility options, which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that mobility options also include bike sharing and electric bicycles.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Umberg)</td>
<td>MONITOR 9/6/19 NEW LAW</td>
</tr>
</tbody>
</table>

**2 YEAR BILLS**

<table>
<thead>
<tr>
<th>AB 1694</th>
<th>San Gabriel and Lower Los Angeles Rivers &amp; Mountains Conservancy: territory: Dominguez Channel watershed &amp; Santa Catalina Island. would additionally include the Dominguez Channel watershed and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(O'Donnell)</td>
<td>SUPPORT (6/27/19) (Ltr to Sen Nat Res &amp; Water Comm. 7/2/19) 8/30/19 2 year bill</td>
</tr>
</tbody>
</table>

**TRANSPORTATION**

<table>
<thead>
<tr>
<th>AB 516</th>
<th>Authority to remove vehicles. Would modify the authority to remove a vehicle parked or left standing for 72 or more consecutive hours in violation of a local ordinance by requiring the vehicle to remain parked or left standing for 10 or more business days after a notice is affixed to the vehicle specifying the date and time after which the vehicle may be removed. The bill would repeal the related authority to conduct a lien sale to cover towing and storage expenses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Chiu)</td>
<td>OPPOSE (6/27/19) (Ltr to Sen Pub Safety Comm. 7/1/19) LCC opposes 8/30/19 2 Year Bill</td>
</tr>
<tr>
<td><strong>FEDERAL</strong></td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>HR 530 (Eshoo)</td>
<td><strong>Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019.</strong> 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.</td>
</tr>
<tr>
<td><strong>SUPPORT &amp; REQUEST CO-SPONSORS</strong></td>
<td><strong>1/25/19</strong></td>
</tr>
<tr>
<td>(2/11/19)</td>
<td>House Energy &amp; Commerce Committee - Subcommittee on Communications &amp; Technology</td>
</tr>
<tr>
<td>Endorsed by NLC, NATOA, NAC</td>
<td></td>
</tr>
</tbody>
</table>
October 24, 2019

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – September 2019

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

I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH

Climate Adaptation
The city-specific vulnerability assessments were sent to each city. The next step will be to work with the individual cities to select strategies that meet their community’s needs. A new Civic Spark Fellow, Naomi Albert, will start October 7, 2019.

Energy
Energy Efficiency Partnership Program – Southern California Gas Company (SCG)
   2019 Goal: 10,000 therms       2019 Status: 0 therms installed GOAL: 0%

SBCCOG staff and the energy engineer are working with SoCalGas to finalize the project savings in the chart below. In addition, staff is working to identify schools for a direct install program. It is anticipated that goals will be exceeded based on this list.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>Therm Savings</th>
<th>Incentive</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carson (12 sites)</td>
<td>DI Install - aerators, showerheads</td>
<td>TBD</td>
<td>TBD</td>
<td>verifying account numbers</td>
</tr>
<tr>
<td>City of Hawthorne (1 site)</td>
<td>DI Install - showerheads, pipe insulation</td>
<td>TBD</td>
<td>TBD</td>
<td>verifying account numbers</td>
</tr>
<tr>
<td>City of Manhattan Beach (6 sites)</td>
<td>DI Install - aerators, showerheads</td>
<td>TBD</td>
<td>TBD</td>
<td>verifying account numbers</td>
</tr>
<tr>
<td>Torrance USD</td>
<td>Pool heaters</td>
<td>TBD</td>
<td>TBD</td>
<td>Ken P, working on the application.</td>
</tr>
<tr>
<td>Torrance City Hall</td>
<td>Space heating boiler + controls</td>
<td>TBD</td>
<td>TBD</td>
<td>Project out for bid.</td>
</tr>
</tbody>
</table>

Total Therms Identified

Energy Efficiency Partnership Program – Southern California Edison (SCE)
   2019 Energy Saving Goal: 1,459,446 kWh 2019 Status: 228,755 kWh % of GOAL: 14.6%
   2019 Demand Reduction Goal: 256 kW 2019 Status: 24 kW % GOAL: 8.7%

Most of the work in September was to facilitate the park lighting projects. The SBCCOG also is working with the City of Carson and the Regional Energy Network to see if there are opportunities for joint city support. The
project pipeline along with the current city Energy Leader Partnership (ELP) tier levels are listed below. The SBCCOG staff continues to work to identify other funding options to support program efforts.

<table>
<thead>
<tr>
<th>City</th>
<th>Current ELP Tier Level</th>
<th>Energy Efficiency Measures (EEMs)</th>
<th>Estimated Completion Date</th>
<th>Estimated kWh savings</th>
<th>Estimated Incentive ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carson</td>
<td>Platinum</td>
<td>LED Streetlights</td>
<td>Q4/19</td>
<td>588,596</td>
<td>$234,752</td>
</tr>
<tr>
<td>El Segundo</td>
<td>Gold</td>
<td>LED Sports Lighters</td>
<td>Q4/19</td>
<td>733,452</td>
<td>$124,687</td>
</tr>
<tr>
<td>Gardena</td>
<td>Gold</td>
<td>Exterior LED Lighting</td>
<td>Q4/19</td>
<td>184,396</td>
<td>$31,347</td>
</tr>
<tr>
<td>Hawthorne</td>
<td>Platinum</td>
<td>Exterior LED Lighting</td>
<td>Q4/19</td>
<td>78,125</td>
<td>$13,281</td>
</tr>
<tr>
<td>Hermosa Beach</td>
<td>Platinum</td>
<td>Exterior LED Lighting</td>
<td>Q4/19</td>
<td>29,574</td>
<td>$5,915</td>
</tr>
<tr>
<td>Inglewood</td>
<td>Platinum</td>
<td>Chiller VFD/HVAC Controls</td>
<td>Q3/19</td>
<td>238,000</td>
<td>$63,645</td>
</tr>
<tr>
<td>Manhattan Beach</td>
<td>Platinum</td>
<td>LED Streetlights</td>
<td>Q4/19</td>
<td>477,067</td>
<td>$81,101</td>
</tr>
<tr>
<td>Palos Verdes Estates</td>
<td>Platinum</td>
<td>LED Lighting</td>
<td>Q4/19</td>
<td>305,597</td>
<td>$61,119</td>
</tr>
<tr>
<td>Rancho Palos Verdes</td>
<td>Platinum</td>
<td>Streetlights (LS-1 to LS-2 conversion)</td>
<td>Q4/19</td>
<td>517,922</td>
<td>$103,584</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>Gold</td>
<td>Exterior LED Lighting</td>
<td>Q4/19</td>
<td>381,513</td>
<td>$64,857</td>
</tr>
<tr>
<td>Rolling Hills</td>
<td>Gold</td>
<td>LED Lighting</td>
<td>Q4/19</td>
<td>42,311</td>
<td>$7,193</td>
</tr>
<tr>
<td>Torrance</td>
<td>Platinum</td>
<td>Exterior LED Lighting</td>
<td>Q4/19</td>
<td>841,894</td>
<td>$143,122</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Interior LED Lighting</td>
<td>Q2/20</td>
<td>837,954</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>VFD &amp; Pump Motor</td>
<td>Q4/19</td>
<td>172,003</td>
<td>$29,240</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Interior LED Lighting</td>
<td>Q4/19</td>
<td>16,741</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>6,240,114</td>
<td>$1,250,926</td>
</tr>
</tbody>
</table>

Cities need to implement projects as soon as possible as SCE funding is continually in transition; however, if projects are in progress and are scheduled to be completed in 2019, SCE is committed to complete their funding obligations as long as the city also meets all of their project requirements including deadlines.

SCE/SCG Strategic Plan Funding: City meetings are being scheduled to discuss the findings of the benchmarking.


HERO – PACE: SBCCOG continues to promote PACE financing for homeowners. The spreadsheet below covers the activity from each South Bay members’ jurisdiction since the launch date through Aug. 2019. Proceeds from HERO for 2019 Q2 = $378.16. Proceeds for 2019 Q3 are expected in October. Total since program start in 2014 = $30,581.78.
SolSmart:

Contract period is August 2018 through July 31, 2019

Contract goal: SolSmart Designation for 8 South Bay Cities + SBCCOG

Status of goal: 5 Cities as well as the SBCCOG have Achieved Gold Designation; 4 Cities have achieved Silver Designation.

In the month of September, wrap-up efforts were underway. All participating cities as well as the SBCCOG received SolSmart Designation. Final accounting was completed, and a recognition ceremony was planned for the October SBCCOG Board of Directors’ Meeting.

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

(Contract period August 1, 2019 – March 2020)

Contract goals - City of Hawthorne: 20 certified green businesses; Status of goals: 5 certified businesses

Contract goals - City of Torrance: 15 certified green businesses; Status of goals: 4 certified businesses

CAGBN – SBCCOG staff continues to assist CAGBN cities of Hawthorne and Torrance with certifying businesses and continues to conduct outreach. During the month of September, SBCCOG staff conducted 1 assessment for businesses in Hawthorne and 2 in Torrance. Appointments have been confirmed for 6 additional business assessments in October. As businesses are certified through CAGBN, they also become GBAP participants. GBAP by city: Torrance (49), Lawndale (26), Hawthorne (9), 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 209 businesses in the program as of the end of September 2019.

Water Conservation

West Basin Municipal Water District Programs (West Basin) Contract year is July 1, 2019 through June 30, 2020

Task 1. Educational Outreach Support

Exhibit Events

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

Status of goal: 38 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of September

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 for the same Tax ID #

SBCCCOG continues to reach out to potential sites.

### Task 2. Support for Workshops & Events

**Educational Classes**

*Contract goal:* minimum of 5 and a maximum of 10

*Status of goal:* 3 completed; 1 scheduled

**Rain Barrel Giveaway**

*Contract goal:* 5

*Status of goal:* 0 completed – events start in November and continue January – April 2020

### Task 3. Cash for Kitchens

**Contract goal:** target 73 commercial kitchens.

*Status of goal:* 1 water survey completed; One survey was conducted in the month of July.

No surveys were conducted in September due to West Basin revising this task.

### Task 4. IRWMP & Measure W Assistance

**Contract goal:** to assist West Basin as needed, including attendance at meetings, taking notes, assisting with reports, etc.

*Status of goal:* Staff will be attending upcoming meetings

### Torrance Water Contract year is July 1, 2019 through June 30, 2020

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

*Class and community events (This goal is dependent upon Torrance establishing classes).*

*Contract goal:* as requested

*Status of goal:* 2 completed; 3 scheduled in October, November, and December

**Task 2:** Cash for Kitchens

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

*Status of goal:* 0 water surveys completed; 1 follow-up site visits completed.


Ongoing promotion of WRD programs continues through the SBCCCOG’s information kiosk, e-newsletters, other social media channels, and events for the month of September.

### Sanitation Districts of LA County (LACSD) Contract year is July 1, 2019-June 30, 2020

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

*Status of goal:* 38 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of September

*Contract goal:* 1 training for SBCCCOG Volunteers on LACSD programs - *Status of goal:* GOAL MET

*Contract goal:* Schedule up to 3 Sanitation Districts-related presentations

*Status of goal:* 0 have been completed; 1 have been scheduled: 10/3/19

SBCCCOG staff continues to reach out to community organizations to schedule presentations.
Los Angeles Department of Water and Power (LADWP) Contract year is January 1-December 31, 2019

Contract goals:
- 8-12 targeted special exhibit events - Status of goal: 11 completed; 1 scheduled.
- 1 training for SBCCOG Volunteers on LADWP programs - Status of goal: – GOAL MET
- 6-8 commercial kitchens to be identified for water assessments and conservation training. Status of goal: 6 water surveys completed. – GOAL MET

Discussions on scope of work have started for the 2020 contract year.

Transportation

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

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

Status of goals: 29 outreach events; 1 vanpool or rideshare meetings; 1 Survey Engagement

In September, SBCCOG participated in the City of Torrance Rideshare event. Work continued to design instruments and create communications strategies to support the Shared Mobility Outreach efforts. Metro Shared Mobility materials were distributed at 7 SBCCOG Outreach events. SBCCOG reached out to Metro staff for a formal briefing and “Kick-off” meeting to be held in October.


In September, SBCCOG staff continued to follow-up with the Metro MEL Team on the new contract. The contract continues to make its way through Metro’s review and legal process; SBCCOG staff anticipates the new contract will be ready for SBCCOG Board approval in November.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Workshops, Trainings, & Exchanges

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

<table>
<thead>
<tr>
<th>Event Date</th>
<th>Event Name</th>
<th>No. Attended/No. of RSVPs</th>
<th>Marketing Info. (how did they hear about the Workshop)</th>
<th>Staff Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/21/19</td>
<td>Eco Gardener Workshop (Edible Gardening) – Torrance</td>
<td>50/108</td>
<td>Email: 66, Flyer: 1, Friend or Family: 8, Social Media: 2, Website: 17, Other: 14</td>
<td>GF</td>
</tr>
</tbody>
</table>

Outreach Events

In September
- 4 community events
- 1 SCE Seminar
- 2 residential workshops

For the period July 1, 2019 through September 2019:
- 13 community events
- 4 business events
- 2 presentation
- 3 SCE Seminars
- 4 networking opportunities
- 1 business event
- 1 presentation
- 6 residential workshops
- 10 networking opportunities
Media

Social Media (during the month of September)

- **SBCCOG -- Totals for Social Media (SBCCOG)** *(top tweet – right)*
  - Twitter: 231 followers total, 2,400 impressions*
  - Facebook: 108 likes total, 209 impressions

- **SBESC -- Totals for Social Media** *(top tweet – right)*
  - Twitter: 549 followers total, 2,700 impressions*
  - Facebook: 744 likes total, 426 impressions
  - LinkedIn: 130 followers total, 95 impressions

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

Press Releases/Press Interviews/Articles/Network TV

- “Beach cities earn collective $330,665 in county dollars to combat homelessness” – The Beach Reporter (9/4/2019)

- “Tomorrow’s Technology is Coming to the South Bay” – Yahoo! Finance (9/11/2019)


- “County Oks $4.4M in Transportation Funds for 16-City Fiber Network” – Techwire (9/27/2019)
  [https://www.techwire.net/news/county-oks-44m-for-fiber-network.html](https://www.techwire.net/news/county-oks-44m-for-fiber-network.html)

Volunteer Program

*Status of Program:* 102.5 hours for September 2019; 2019 thus far = 1,174.39 hours; *Grand total* as of 9/30/19: 19,974.67 (starting April 2008)

The date for the Volunteer Recognition is November 21, just prior to start of the November Board of Directors meeting. All Board members are invited and encouraged to attend. Staff is seeking gifts for the volunteers from our partners. Partners have also been invited to the Volunteer Recognition. Volunteer training was held on September 7th.
TO: SBCCOG Board of Directors
FROM: Steve Lantz, SBCCOG Transportation Director
RE: SBCCOG Transportation Update Covering September 2019

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

California Air Is So Bad, EPA Wants to Withhold Federal Highway Funding
Hard on the heels of adopting federal vehicle emission standards which are more lenient than California standards, and attempting to impose them on California, the federal EPA has said the state and regional air quality implementation plans won’t meet the new federal air quality standards in the Federal Clean Air Act and must be re-written within the next year. The agency is threatening to withhold federal transportation funding until the new plans comply with the federal air quality rules.

States, including California, are claiming adopting conforming plans would be too difficult and take too long to conform to the federal standards since the state and regional plans rely heavily on the stricter state vehicle emissions targets. California regulators surprised the White House in July by secretly negotiating a deal with four major automakers to voluntarily abide by California’s emissions rules and increase fuel efficiency.

The EPA responded by revoking a decades-old rule that empowers California to set tougher car emissions standards than those required by the federal government. California Atty. Gen. Xavier Becerra then sued the administration the next day, arguing that the state’s stricter pollution rules were lawful and needed to improve air quality.

The EPA is relying on Section 179 of The Federal Clean Air Act which discusses sanctions and consequences for not complying with the law and includes a list strategies other than stricter emissions standards. The list includes congestion pricing (street tolls), parking surcharges in congested areas, bus and high-occupancy vehicle lanes, entire roads dedicated to transit, vehicle restricted zones, registration fees tied to vehicle emissions, and requirements that employers reduce work-related trip emissions.

The act’s 18-month timeline for sanctions, however, means that even if the EPA rejected one of California’s pollution-reduction plans tomorrow, penalties would not take effect until well into 2021.
Bill Would Tie Federal Transit Funding to Housing Production
Each year, the Federal Transit Administration doles out more than $2 billion to help build new rail, streetcar and bus rapid transit systems through its Capital Investment Grants Program. Much of that money is distributed as part of the “New Starts” program, which gives grants for projects that cost more than $300 million in total, or which are seeking at least $100 million in federal money. The grants can be used to pay for new light or commuter rail systems, creation of bus rapid transit systems, or extensions to existing systems. The program does not currently include grant approval criteria that ties major federal transit investments with station-adjacent housing production.

The Build More Housing Near Transit Act (HR 4307), introduced on September 12th, would amend the rules for Federal Transit Administration New Starts grants by requiring applicants to include in their grant application a housing feasibility assessment and a commitment of local land use policies to accommodate affordable and market-rate housing development associated with the project. Such a requirement could apply to the South Bay Green Line extension if Metro chose to seek federal New Starts funding for the project.

The housing feasibility assessment for parcels in the project station walkshed would be required to show opportunities for more housing production in the area around the project. The bill would require applicants to use standard real estate financial models that consider, among other possible factors, density, development certainty, market interest, exemption of minimum parking requirements, by-right development, agency ownership of land, and regional growth goals.

The bill sponsors do not expect the bill to be approved as a stand-alone measure. However, they are hopeful the provisions will be incorporated into a larger transit bill during the 2020 session.

Transportation Bill Would Dramatically Cut Federal Small Project Transit Grants
S2520, a transportation, housing, and urban development 2020 funding bill approved by the Senate Appropriations Committee on September 19th, slashes the amount of money allotted for small public transit projects from $526 million approved in FY 2019 to $78 million per year in FY 2020. The House version of the bill includes $430 million for Small Starts projects. The differences in the amounts will have to be reconciled by a conference committee that has yet to be scheduled.

Because the Senate was unable to complete their work on all the appropriations bills for FY2020 before October 1st, the House and Senate approved a continuing resolution that extends funding through November 21, 2019.

NACTO Updates Micromobility Guidance
The National Association of City Transportation Officials (NACTO) has released an updated set of guidelines for managing micromobility fleets. The report is available at:


To more nimbly regulate the industry and meet transportation goals, the guide recommends flexible permitting structures, including incentive-based performance clauses around issues like shifting trips or increasing options for underserved communities. The guide also says city
streets should be redesigned "to fully realize the potential of shared micromobility" and give users a safe space to ride. That includes a recommendation that cities direct permit fees to infrastructure projects.

A key section of the guide has to do with infrastructure. With the vehicle often too fast to go on sidewalks, but too slow to share space with cars, NACTO recommends prioritizing the development of "safe and comfortable" bikeways and discuss potential street design changes. The guide also explores parking options that can limit clutter, highlighting how Seattle, Orlando and Washington, DC have created designated parking areas.

Micromobility fleets offer a raft of data about where people are going and what type of trips they prefer, and NACTO builds on a previous guidance on best practices for the data. Cities, the guide says, should require trip data that will allow them to evaluate system performance, determine permit compliance and answer planning questions, while also requiring companies to comply with strict privacy standards.

**STATE**

**Governor Orders Transportation Aligned with Climate, Fills Two CTC Board Slots**
Governor Gavin Newsom signed an executive order on September 20th requiring the California State Transportation Agency to direct state construction, operations and maintenance investment in ways that decrease fuel consumption, reduce greenhouse gas emissions, and encourage alternatives to driving to achieve the objectives of the state’s Climate Change Scoping Plan.

He also filled two empty slots on the California Transportation Commission with two members from L. A. County who represent communities that have largely been left out of the state transportation funding process. Tamika Butler is a former Executive Director of the Los Angeles Bicycle Coalition and is currently Director of Equity and Inclusion at Toole Design Group. Hilary Norton, who runs FAST (Fixing Angelenos Stuck in Traffic) in Los Angeles, has worked with various stakeholders, including many business groups, to rally support for a broad range of transportation choices for Southern Californians.

**Governor Signs Two Bills Aimed at Reducing Heavy Duty Vehicle Emissions**
As a part of Climate Week, Governor Newsom on September 20th signed S.B. 210 that requires a “smog check” for heavy-duty diesel trucks. While these trucks make up only a small portion – four percent – of the total number of vehicles on California’s roads, they account for twenty percent of the greenhouse gas emissions from the transportation sector. Previously there was no smog check requirement for these vehicles.

S.B. 44 calls for the ARB to “create a comprehensive plan for reducing greenhouse gas emissions from medium and heavy-duty vehicles.”

**AB 5 Turns Independent Contractors Into Employees; Impacts UBER / LYFT Drivers**
On September 18th, Governor Gavin Newsom signed AB 5 which reclassified an estimated 2 million workers as employees instead of independent contractors. Nearly 200,000 of them are Uber or Lyft drivers that use the technology platforms of technology network companies (TNCs) and must adhere to their policies and procedures to get connected with their customers.
Depending on whether you are talking to the TNCs companies or with organized labor, the TNCs will (or will not) have to fundamentally change the rideshare industry’s hiring practices.

Uber and Lyft claim they will take on fewer drivers and assign rigid shifts much as a restaurant or retailer might schedule workers. Drivers will likely be prevented from driving more than 40 hours a week to avoid overtime, or even 30 hours a week to avoid healthcare benefits. The companies likely would block drivers from working for other platforms or from signing on when the number of drivers outstrips demand.

Uber and Lyft also warn that riders could see higher costs and longer wait times. Riders in transit deserts, they warn, could lose service entirely. There would be less incentive for Uber and Lyft to offer surge or dynamic pricing, which is now used as a financial incentive to get drivers where demand is high.

The California Labor Federation has called these scenarios a “corporate scare tactic” and said nothing prevents companies from maintaining flexibility. However, in shifting to employee status, companies would have to offer basic worker protections such as guaranteed minimum wage, overtime pay, contributions to Social Security and Medicare, unemployment and disability insurance as well as workers’ compensation, sick leave and family leave. Drivers would also be paid whether or not there’s a passenger in the vehicle which doesn’t happen now.

It’s unclear if drivers would unionize. Right now there’s a conflict between the state’s Dynamex decision, which presumably would shift drivers from freelancer to employee, and the federal government’s treatment of gig workers as contractors, which makes them ineligible for the right to form a union. In a confusing twist, Governor Newsom has opined that, “Only when the National Labor Relations Act does not cover workers may states act to provide the right to organize a union…”.

**EV Sales Surge In California, Not So Much Elsewhere**

Sales of new electric vehicles in California shot up nearly 63.7% in the first half of the year, to 51,750 units, largely on the strength of the Tesla Model 3. But pure electric cars still total only 5.5% of California car sales and California EVs account for about half of the EVs sold throughout the country.

Statewide sales of new hybrid cars, which run mainly on gasoline with an electric battery boost and don’t need to be plugged in, rose 22.1% in the first half, to 48,861 vehicles. Plug-in hybrids, which can run on battery power for a few dozen miles before having to switch to internal combustion, plummeted 28.5%, to 35,500 vehicles — in part because consumers rejected the latest design of the plug-in hybrid leader, the Toyota Prius Prime.

Without Tesla, pure EV sales would be limp. About 33,000 Model 3s were sold in California in the first half of the year. The next-highest seller was Chevrolet’s Bolt EV, at 4,482 cars, followed by the Tesla Model X (3,690) and the Tesla Model S (3,390.) The Nissan Leaf sold 2,034 units. At these sales rates, the EVs are unprofitable so government subsidies on electric car purchases have proved necessary to keep consumers interested.

Car companies talk about cutting air pollution and relieving global warming. But unless governments ban sales of new internal combustion engine-propelled cars, consumer
acceptance could be gradual, principally due to the initial increased cost of EVs due to the cost of the batteries, range anxiety and a shortage of public charging options.

REGION

Metro Releases Report On How Women Travel
Metro recently released a 169-page report on challenges faced by its women riders, Understanding How Women Travel, that is intended to inform Metro’s upcoming Gender Action Plan to improve women riders’ experience.

Metro found that more than half of its bus riders (54%) are women, and more than half (51%) of Metro rail riders are women. Their trip purposes and trip lengths are different from traditional home-to-work patterns, they don’t use discounted fare media as frequently as the average rider, and women experience more exposure to travel burdens such as costs, stress, and safety risks. They are particularly concerned about personal security for themselves and their small children, and the safety aspects of vehicle and station design are not well suited to the strollers and other equipment they need to travel with their children.

Women who ride Metro live in poverty at greater rates than male riders. Median household income for female Metro bus riders is $16,623; for males it is $19,549. Low-income women reported that although they knew a monthly or weekly pass would save money, up-front cost of a daily, weekly or monthly pass is too high. In addition, TAP cards are difficult to obtain and reload and are attached to only one individual, cannot be used to pay for children that may be accompanying an adult rider.

The top three complaints filed by female Metro bus riders are all related to travel time reliability. The report outlines the consequences of reliability issues which become even more difficult when traveling with children or trip-chaining, or for women with jobs or household responsibilities that require travel during mid-day, late night, or early morning periods, or on the weekends.

Metro gathered data from existing studies and data (including the National Household Travel Survey and Metro surveys), field observations, participatory workshops, focus groups, and pop-up events.

Congestion Pricing On L. A. Streets Could Soon Happen
The Metro Board of Directors awarded two consultant contracts on September 26th for a $5 million, 18-24-month feasibility study of ways to reduce the county's traffic congestion including the possibility of charging motorists to drive on select roads or through select zones. One consultant team will provide technical assistance and the other will provide stakeholder outreach assistance.

Congestion pricing charges drivers a variable fee that changes based on the congestion on the freeway or road they are travelling. Metro’s ExpressLanes are a local example. Metro has published “Visionary Outcomes” for the project to accomplish by 2028. They include a 10-minute walk or roll to high quality mobility options; a 15-minute maximum wait, any time of day; 30% faster bus speeds; and, options to bike/walk options to bypass congestion. The Metro study will also explore partnering with local jurisdictions to impose the congestion fees that would fund capital projects and reduce transit fares, perhaps to as low as zero.
South Bay Bicycle Traffic School Educates, Clears Traffic Record

A few years ago, while watching someone ride away from a bike shop on a new purchase, Jim Hannon had a surprising thought. Hannon, a retired engineer and member of the board of directors of the South Bay Bicycle Coalition, wondered why a bicyclist didn’t need the same testing and licensing as a motorist to use the same road. The thought eventually led to a program of the bike coalition to create a “traffic school” diversion program for bicyclists who receive moving violations modelled after the driver’s school diversion programs.

Instead of paying the full price of a ticket, cyclists can take a bike safety class, and pay a reduced price or avoid fines entirely. About 200 South Bay residents have graduated from the bicycle diversion program, a three-hour class on safe, legal bicycle riding. The focus is on violations cyclists commonly commit, such as failing to stop at stop signs. The coalition sees the diversion program less as a way to help bicyclists dodge tickets than as a way to encourage safer behavior on the road.

National data indicate that more than 80 percent of fatal cycling accidents occur as a result of riding against traffic or riding on the sidewalk and rolling through stop signs.

Although a law passed in 2016 (AB 902) allowed diversion programs for bicyclists, it did not mandate that cities create such a program. As a result, nonprofit organizations such as the South Bay Bicycle Coalition and Bike East Bay have designed curriculums, and lobbied elected officials to approve diversion programs.

After the law went into effect, coalition members sat down with elected officials and police chiefs from the 14 South Bay cities and offered to help set up the program. The coalition found an eager audience in Commissioner Brad Fox, who handles traffic cases at the Torrance branch of the Los Angeles County Superior Court. Today, anyone who receives a bike-based moving violation and is assigned to the Torrance courthouse has the option to pursue the bike diversion program.

The South Bay’s pilot program in Torrance has been emulated throughout the state.

TRENDS

Nearly Half of Southern California Workers Do Not Want To Work At The Office

Here’s a hint why local coffee shops are jammed each workday: Almost half of office workers in Los Angeles and Orange counties say they do their best work when … they’re not in the office, especially in the morning!

The Accountemps employment agency surveyed 2,800 office workers in 28 U.S. metropolitan areas about productivity. Of those L.A.-O.C. workers surveyed, 45% of respondents said they were most productive working from home or at another offsite location (e.g., coffee shop or library) vs. being in an open office space or working in a private office with the door closed.

LA-OC represented the highest share of out-of-the-office fans among the 28 regions surveyed and was sharply above the 26% nationwide who preferred working offsite. Why You can guess the many reasons Southern Californians like offsite workspaces. It can help prune commuting pain. And thanks to our global business ties, we’re working with all sorts of time zones making for all kinds of crazy hours. The region’s great weather makes being outside enjoyable. And, well, we’re a little odd.
Why? Aside from the obvious commute hell that is Southern California, nearly half, or 48%, said they dislike office annoyances — from chatty coworkers to office noise such phone calls, typing, music, and noise from the kitchen area.

Lyft's App Now Shows Bike Lanes
Lyft has introduced bike lanes to its apps. Any protected lanes appear as solid green, while those that are 'just' bike-friendly will be dotted green. Lyft is hoping its bike route mapping will make riders feel safer when riding a bike or scooter attracting their customers to use those options instead of hailing a car or walking.

LA Workers Are Nation’s Top Commute Quitters
A new survey conducted by Scoop, a carpool sharing app, has found that 24% of L. A. workers quit their job because of how long it takes to get there. And 60% are not applying for jobs because of the commute. Results of a study of 16 metropolitan areas across the U. S. found L. A. to have the highest percentage of any metropolitan area. L. A. commute quitters were 7% higher than the national average of 17 percent. The survey found LA Commuters take 29 minutes to travel an average of 14 miles and 75% don’t have free parking when they get to work… seems overly optimistic to this reporter.
TO:          SBCCOG BOARD OF DIRECTORS
FROM:         RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT:     MONTHLY REPORT FOR OCTOBER, 2019
DATE:         OCTOBER 11, 2019

The meeting was called to order at 9:30am at Inglewood City Hall.

The first presenter, Annelle Albarran, Metro Transportation Planning Manager, spoke on the Vermont Transit Corridor Project. Through funds made available by Measure M and the Twenty-Eight by ’28 projects, a new anticipated BRT (Bus Rapid Transit) will open sometime between FY28-FY30. Currently, there is no funding available but a study is being conducted for a potential Light Rail conversion after 2067. In April 2019, the Metro Board approved for staff to move forward with three (3) BRT alternatives and to advance the three (3) rail concepts into environmental review. The review would also include a feasibility study to look at extending the Vermont Transit corridor to the South Bay Silver Line PCH transit way station (do the CEQA process with the option of a NEPA study as well).

The BRT will extend 12.4 miles with travel on Vermont Avenue from Hollywood Boulevard on the north to 120th Street on the south. This will be an approximately $310 million dollar project as it is one of the busiest bus corridors with 45,000 daily boardings. The BRT will connect to four (4) Metro Rail lines, several bus routes and key activity centers. The Right-Of-Way (ROW) areas along Vermont Ave have different widths that are as narrow as 80-ft. in some segments and as wide at 200-ft. south of Gage Ave (which includes sidewalks/medians). It was identified that the ROW is the narrowest in segments with the highest boarding activity.

The BRT Technical Study identified four (4) initial concepts but Metro staff have determined that only two (2) would be the most promising to: 1. Improve travel times/customer experience; 2. Increase ridership; 3. Minimize parking impacts, and 4. Provide street/community improvements.

BRT Concept #1 is an End-to-End Side Running proposal that would extend the entire 12.4 miles along Vermont Avenue from Hollywood Boulevard to 120th Street. This concept converts traffic lanes next to the curb to bus lanes only and would result in a loss of approximately 446 parking spaces at curbside.

BRT Concept #2 is a Combination Side/Center Running proposal that would provide curbside and center median service. There would be approximately 8.2 miles of side-running (curb lane travel) north of Gage to Hollywood Boulevard and approximately 4.2 miles of center running (center lane travel), utilizing existing center medians, south of Gage to 120th Street. Collectively, this concept result in a loss of approximately 460 parking spaces. Metro said that they will be working with “Mom and Pop” shops along Vermont Avenue to address the loss of parking spaces near their businesses i.e. development of new multi-level parking structures.
The next presenter, Jorge Martinez, Metro Transportation Planner, gave the FY2020, Q1 (July-September 2019) Station Evaluation Report. There were 52 stations evaluated using 34 measures of performance. These measures of performance include inspections of monitors, flooring, map cases, elevators, escalators, lighting, stairs, handrails, mezzanines, Park & Ride lots, etc. The ratings are based on a scale from 0 to 10 with “Good to Very Good” (8-10) with little or no damage, trash, graffiti, etc.; “Marginal” (4-7.9) with some damage, trash, graffiti, etc. and “Unsatisfactory” (0-3.9) with heavy damage, trash, graffiti, etc. All 52 stations were rated Good to Very Good and of the stations inspected, eleven (11) were in the South Bay service area and, unfortunately, there was a noticeable amount of graffiti and pigeon presence.

The next agenda items required that the Service Council Members address the issue of whether to be dark in the months of November and/or December 2019. The Service Council Members voted to have our regularly scheduled meeting in the month of November, on Friday, November 8, but elected to be dark in the month of December.

The Service Council Members further weighed in on moving our service council meetings to a new location. It was determined there will be an increased cost to use the Community Room at Inglewood City Hall effective January 2020. In addition, any riders or individuals that came to the meeting, except for Metro Staff and Service Council Members, were exempt from paying for parking but all others paid the city’s parking fees if they parked in the parking structure. After weighing in on several options, the Service Council voted to return to the Juanita Millender-McDonald Carson Community Center located at 801 East Carson Street, Carson, CA effective Friday, January 10, 2020, which would be our first scheduled meeting in the New Year.

Service Council Member Charles Deemer attended the Mobility 21 conference in Anaheim, CA and provided us with a summary and a written report which will be added to the service council minutes.

The final presenter was Scott Greene, Metro Transportation Planning Manager, who spoke on the Regional Updates. In October 2019, ticket vending machines (TVMs) were installed at the LAX City Bus Center & Pico/Rimpau. Initially, the TVMs would only accept cash but, as of now, they also accept credit/debit cards. While the TVMs are owned by Metro, the on-going operations and maintenance support costs for both TVMs are being sponsored by Santa Monica Big Blue Bus per agreement with Metro.

Green Line weekend service has resumed and test trains crossed the Green Line junction for Crenshaw/LAX Line signal system testing.

Finally, Crenshaw Boulevard has now reopened from Slauson Avenue on the north to Florence Avenue on the south. The roadway had been closed for 59 days and reopened on Thursday, October 10.

The meeting concluded with the Service Council Members making comments and/or giving their line ride reports. We adjourned the meeting at 12:15pm.
South Bay Fiber Network (SBFN)
Letter of Commitment

October 14, 2019

The South Bay Cities Council of Governments (SBCCOG) confirms our organization’s commitment to connect to the South Bay Fiber Network (SBFN). We commit to participate in the SBFN at a minimum service level of at least 1 GB at $1,000/month for our agency’s designated building/site. We understand that, for sites in the South Bay region, up-front capital costs will be paid by the SBCCOG’s use of approved sub-regional Measure M funds. We commit to paying the monthly recurring costs for our elected term of either a three- or five-year period.

We commit to:

- Execute an addendum to the final SBCCOG contract with American Dark Fiber, LLC (ADF), the selected vendor, to provide broadband services;
- Work with ADF personnel to:
  - Meet to address and resolve our questions;
  - Enumerate the SBCCOG building/site to be connected;
  - Define a timeline for permitting, construction, and installation to enable SBFN network connections;
  - Assist with expediting necessary permits;
  - Agree, that ADF will provide initial service to the SBCCOG designated building/site, expected in April-June 2020.

At this time, we commit to a count of 1 (number) site to be connected. (Confirm addresses on the next page and complete the table.)

________________________________________  __________________________________
SBCCOG Chair (signature)    SBCCOG Executive Director (signature)

Christian Horvath_______________________  Jacki Bacharach_______________________
SBCCOG Chair      SBCCOG Executive Director (Name)

South Bay Cities Council of Governments    
City/Agency

___________________________  ________________________
SBCCOG Executive Director (signature)    Date
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<tr>
<th>Number</th>
<th>Address</th>
<th>Term (3-yr / 5-yr)</th>
<th>Requested Bandwidth</th>
<th>Lit Services? Or Transport Only?</th>
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South Bay Cities Council of Governments

October 24, 2019

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: Office Move Update and Approval of Related Expenditures

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

BACKGROUND
The lease for the SBCCOG’s current office expires on November 30, 2019 and staff must vacate by that date. In preparation for the move to 2355 Crenshaw Boulevard in Torrance (corner of Crenshaw and Sepulveda Boulevards), the following are updates, schedule, and action items:

Lease Agreement – The lease agreement was fully executed by the Landlord on September 5, 2019.

- Vacating Current Space – The SBCCOG continues to prepare for Maritz, the Sublandlord, to potentially dismantle and remove the systems furniture (cubes) starting as early as November 11, 2019.
  - Files: Work continues on review and electronic archival of all paper documents while maintaining compliance with the SBCCOG’s adopted record retention schedule. A team of volunteers are helping with the scanning.
  - SCAG video conference: SCAG will move and setup this equipment at new location; there will be no ability to have video conferencing from Nov. 22, 2019 to move in.

- Preparing New Space – It is anticipated that the space will not be available for occupancy until late January 2020 with operations starting Feb. 3. Staff met with the building architect on October 2nd to review space plans, select suite finishes, and provide comments. Permitting is expected to begin the week of October 7th, followed by construction bidding, buildout, and completion (see schedule below). As a result of this revised timeline, the SBCCOG is developing a plan for continued operations for the month of December 2019 and January 2020.

- Temporary Office Space – Through the generosity of Councilmember Buscaino, his Deputy Chief of Staff Jacob Haik has made available an office on the 5th floor of their building in San Pedro at no charge. Jacob has said that we can have the space starting in November through February. The available space is furnished and large enough to house most if not all SBCCOG staff members, as well as staff meetings (not Steering Committee or Board meetings). Staff is exploring options for temporary internet connections.

- Office Furniture – Staff is reviewing several options to furnish the new office:
  - Purchase new furniture; very rough preliminary estimate is $25,000 (would eliminate move budget).
Pros of buying new:
- Clean and uniform office look
- Stackable furniture allowing maximized use of space
- Eliminates the need to coordinate movers, temporary storage, additional move-in activities, and some related expenses (The longer the delay to move in, the more desirable this option may be.)
- New furniture can be delivered upon completion of the new office

Cons of buying new: may be more expensive than using existing furniture even with the moving costs.

- Maritz furniture; Staff is working with Maritz to evaluate the ability and benefit of obtaining some of the existing used furniture; which must be requested from Maritz and may not be available. It is important to note that certain items, such as conference room and workspace furniture, will need to be purchased. There are models of new furniture that can facilitate a more flexible layout necessary to accommodate the new location’s smaller size as well as a need to replace workstations currently being used in the office cubicles.

- **Movers** – SBCCOG staff has received quotes from five separate moving services. The chart below provides approximate costs and storage as provided by movers (not stand-alone storage facilities). Due to the gap between November 30 and the move-in date, items moved will require two moves (current space to temporary office/storage and then again to new office). This situation doubles the moving costs and are reflected in the chart below. These quotes are based on moving the existing furniture owned by Maritz and used by the SBCCOG staff except for the cubicle furniture (Maritz has stated that it is not available). The quotes have been grouped by services so that more accurate comparisons can be made. The quotes will be revised once a decision on furniture is made. In addition, City of Torrance offered storage space at their City Yard and staff is reviewing this option.

<table>
<thead>
<tr>
<th>Company</th>
<th>Move Quote</th>
<th>Storage Quote</th>
<th>Total Quote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexander’s Mobility Services</td>
<td>$17,190</td>
<td>Not provided</td>
<td>$17,190</td>
</tr>
<tr>
<td>King Office Services</td>
<td>$9,959</td>
<td>Not provided</td>
<td>$9,959</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Company</th>
<th>Move Quote</th>
<th>Storage Quote</th>
<th>Total Quote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mover Services, Inc.</td>
<td>$7,722</td>
<td>$435</td>
<td>$8,157</td>
</tr>
<tr>
<td>All American Movers, Inc.</td>
<td>$12,300</td>
<td>$1,500</td>
<td>$13,800</td>
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</table>

<table>
<thead>
<tr>
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<th>Move Quote</th>
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<th>Total Quote</th>
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<tr>
<td>Starving Students</td>
<td>$286.38/hr</td>
<td>NA</td>
<td>$859.14+</td>
</tr>
</tbody>
</table>

Recommendation - Due to the move schedule constraints, staff is recommending approval to contract with Mover Services, Inc. based on quote comparison and recommendations from the real estate broker and new landlord. This approval will allow staff adequate time to secure a move date and process the required paperwork.

- **Relocation of I.T. Network and Connected Devices** – SBCCOG staff is working with I.T. consultants to coordinate site visit(s) and install timeline. I.T. consultants have been made aware of the delay of the move-in date and are working with staff to explore bridged service options if timeline and scope of work exceeds original expectations.
South Bay Fiber Network (SBFN) – SBCCOG staff has worked with our contractor and the landlord and we can connect the new office to the SBFN.

**ESTIMATED CALENDAR** – projected key dates

- **Oct. 9:** Construction plans completed
- **Oct. 15:** Staff to compile request of Maritz owned furniture
- **Oct. 24:** Finalize mover contract
- **Nov. 8:** Plan check review completed
- **Nov. 11:** Current office prepared so that systems furniture (cubes) can be removed
- **Nov. 22:** Office completely packed
- **Dec. 1-31:** Order furniture (if needed)
- **Jan. 15-22:** Office construction completed
- **Jan. 1–31:** I.T. set up
- **Jan. 27-31:** Move in office furniture
- **Feb. 3:** First workday in new office

**BUDGET**

Below is the estimated budget and balance based on information currently available. The chart will be updated as actual costs are incurred and any additional items are identified. Due to the impact of the furniture purchase on moving firm estimates and vice versa, an estimate of $25,000 was included for a combined move/furniture purchase expense. All of these are not to exceed estimates.

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Estimate</th>
<th>Actual</th>
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</thead>
<tbody>
<tr>
<td>Security Deposit – Park Del Amo</td>
<td>$13,362.39</td>
<td>$13,362.39</td>
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<tr>
<td>I.T.</td>
<td>$22,977.00</td>
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</tr>
<tr>
<td>Moving Costs</td>
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</tr>
<tr>
<td>New office furniture (maximum estimate)</td>
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<tr>
<td><strong>TOTALS:</strong></td>
<td><strong>$72,339.39</strong></td>
<td><strong>$13,362.39</strong></td>
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<tr>
<td><strong>TOTAL BUDGET</strong></td>
<td><strong>$100,000.00</strong></td>
<td><strong>$100,000.00</strong></td>
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<tr>
<td><strong>BUDGET REMAINING</strong></td>
<td><strong>$27,660.61</strong></td>
<td><strong>$86,637.61</strong></td>
</tr>
</tbody>
</table>

**Other items to be included in the budget:**

- Additional construction upgrades – Park Del Amo (such as sound insulation, additional cabinetry in Board room, etc.) | TBD
- Signage Removal at Maritz Building | TBD

**RECOMMENDATION**

The Steering Committee recommends that the Board approve the cost of moving, not to exceed $11,000 with direction to staff that they work with the movers already contact to get their hourly rates and look at their reviews before proceeding with a selected mover.
To: SBCCOG Board of Directors  
From: Jacki Bacharach, Executive Director  
Steve Lantz, Transportation Director  
Subject: Sub-Regional Sales Tax Sources for Transit Capital Funding

Adherence to Strategic Plan:

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

BACKGROUND

In 2008 the voters of L. A. County approved Measure R, a one-half cent sales tax increase throughout L. A. County with revenues collected through 2039. Measure M, approved in November 2016, increased the countywide sales tax by an additional half-percent. The Measure M sales taxes will increase to one cent in 2039 upon the termination of Measure R and will be collected indefinitely at one percent unless the measure is repealed by L. A. County voters. The two sales tax measures include five South Bay sub-regional revenue streams:

- The Measure R South Bay Ramp and Interchange Improvements: I-405, I-110, I-105, SR-91 Program (known as the South Bay Highway Program or SBHP) - $906 million by 2039;
- The Measure M Highway Operational Improvements Multi-Year Sub-Regional Program (HOIP) - $500 million in M + $600 million in “Other” sources by 2057;
- The Measure M Transportation System and Mobility Improvement Program I (TSMIP I) - $293.5 million by 2032;
- The Measure M Transportation System and Mobility Improvement Program II (TSMIP II) - $350 million by 2057; and
- The South Bay Sub-Regional Equity Program (SREP) - $130 million from M and “Other” sources by a date to be determined.

Funding in the Measure R and Measure M Ordinances is assigned to specific line items on an Appendix A Expenditure Plan. The Expenditure Plans assign funding specific to each line item from two sub-funds, one for highway capital projects and programs and the other for transit capital projects and programs. The SBHP, HOIP and the two TSMIPs are assigned highway funds only. The SREP is assigned highway and transit funds.

MEASURE R DECENNIAL SUB-FUND TRANSFER OVERVIEW

Because of the highway sub-fund limitations, South Bay transit capital projects have not been deemed eligible to date. However, beginning in 2019, the Measure R Decennial Highway/Transit Sub-Fund Transfer provision provides an opportunity to fund high-priority transit projects in addition to high priority highway projects in the South Bay.
In developing the Measure R and Measure M Ordinances, the Metro Board recognized the potential likelihood that highway and transit priorities within individual sub-regions could change over the course of the legislative lifespans of the ordinances, especially during the outlying decades of each ordinance. The Board incorporated specific policies and processes in the Measure R and M ordinances that allow a once-a-decade transfer of funds between the Highway and Transit Sub-funds of each Measure. A 2/3 affirmative vote of the Metro Board is required to transfer the funds between the Highway and Transit sub-funds. A provision in Section 11 of the Measure R Ordinance reads as follows:

“...Not more than once in any ten (10) year period commencing after the year 2019, Metro may adopt an amendment transferring Net Revenues between the Transit Capital Sub-fund and the Highway Capital Sub-fund.”

(See footnote1 for details of the Measure R amendment process.)

The first Measure R transfer can be authorized starting in 2020. A similar sub-fund transfer provision in Measure M would allow transfer of Measure M Sub-Regional funds between the Highway and Transit Sub-fund accounts after 2027.

**SUBREGIONAL EQUITY FUNDS**

Metro also could fund some South Bay transit capital projects by accelerating a portion or all of the $130 million in Measure M South Bay SREP funds. The SREP is the only funding category assigned both highway and transit sub-funds.

Metro programmed the SREP funds in its Long Range Transportation Plan to be available post-2039 when Measure R expires and Measure M rises to one cent. However, the Metro Board subsequently accelerated availability of SREP funds in the West San Fernando Valley and San Gabriel Valley for first-decade transit projects. Based on that precedent, South Bay SREP funding could be accelerated by the Metro Board for either highway or transit projects.

**CALL FOR PROJECTS**

In order to determine our future identified needs for funds for both highway and transit projects in the South Bay, a call for projects has begun. Projects are due October 31. When we have all submittals which will include multi-year funding requirements, the SBCCOG staff will bring back to the Transportation Committee and Board of Directors a recommendation as to whether there should be any transfer and if so, how much. Also, there have already been some timely

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1 Section 11 (A) Metro may amend this Ordinance, including Attachment A, with the exception of Section 11, for any purpose, including as necessary to account for the results of any environmental review required under the California Environmental Quality Act of the individual specific projects listed in Attachment A. Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public of the public meeting and proposed amendments and provide them with a copy of the proposed amendments, at least 30 days prior to the public meeting. Amendments shall become effective forty-five days after adoption.
projects identified that could benefit from the accelerated availability of the Sub-Regional Equity funds. That will be part of the recommendation as well.

It should be remembered that this is a zero sum exercise. Transferring Measure R SBHP funds from the highway sub-fund to the transit sub-fund would reduce available SBHP highway funding by the amount of the transfer. However, the passage of Measure M significantly increased and extended the availability of sub-regional highway funding available in the South Bay.

The Measure R decennial transfer provisions provide an option for the SBCCOG Board to determine whether the member agencies want to seek approval by the Metro Board to transfer a yet-to-be determined amount in Measure R South Bay Highway Operational Improvement Funds to enable funding of high-priority transit capital projects.

SBCCOG should request Metro to establish a policy that creates a transfer account that retains funds for each transit capital project that allows completion of the project and any unforeseen circumstances. The Metro policy should allow the transferred SBHP funds to be transferrable between projects to accommodate unforeseen project scope or budget changes. Once the transit projects are complete, unused transferred SBHP funds should revert to the Highway Sub-Fund.

**FUND-TRANSFER PROJECT APPLICATION DEVELOPMENT**

Because local jurisdictions, Caltrans and Metro are developing candidate projects to be initiated using Measure R and M sub-regional funding as soon as July 2020, it is important for the SBCCOG to determine whether it wants to initiate the transfer process immediately after the October 25, 2019 project application deadline for the 2020 Metro Budget Request process.

To understand the potential magnitude of the transfer and its potential reduction in sub-regional highway project funding, SBCCOG staff is encouraging potential project lead agencies to submit both highway capital projects that qualify under current SBHP, HEOI, and TSMIP eligibility policies and transit capital project applications that would qualify for SREP funding and for SBHP funds should the transfer be approved.

The following steps would be needed for the SBCCOG and Metro to approve the transfer:

1. During September and October 2019, SBCCOG staff will collaborate with South Bay local jurisdictions, Caltrans and Metro to develop a list of candidate transit capital projects that could be considered for approval by the SBCCOG Board within the current SBCCOG’s Metro Budget Request “Call for Projects” process.

   In November 2019, the SBCCOG Board should decide whether it wishes to request Metro to accelerate the Measure M SREP funds and/or to transfer the SBHP funds from the highway sub-fund to the transit sub-fund.

2. Metro should determine which Metro Staff is responsible for administering the SBHP Sub-Fund Transfer Program. SBCCOG and the designated Metro administrator should determine if there is concurrence on the eligibility of candidate transit projects and specify any transit projects for which there is disagreement between the SBCCOG and
Metro staff to the SBCCOG Board prior to the SBCCOG Board recommending the projects for Metro Board approval.

3. If the SBCCOG Board and Metro approve a not-to-exceed amount of the acceleration and/or transfer funding to be used for South Bay transit projects, the Metro Board must approve the fund transfer by a 2/3 majority vote. (Projects in the SBCCOG’s annual Metro Budget Request will be approved in a separate action by a simple majority vote.)

4. Once it is known if the acceleration and transfer funds are available, SBCCOG staff will work with Metro, Caltrans and the local jurisdictions to develop a prioritized list of South Bay highway and transit projects that includes ongoing projects and new projects recommended for development and implementation over the next decade.

5. For Metro to approve the SBCCOG’s annual Metro Budget Request in April 2020, the SBCCOG must approve and submit the FY 2020 Metro Budget Request at its February 2020 meeting.

6. In April 2020 the Metro Board would be asked to approve the SBCCOG Metro Budget Request including the Measure R Transfer-funded transit capital projects approved by SBCCOG in February.

RECOMMENDATION
The Transportation Committee should review, discuss, and provide direction on the above processes and policies to the SBCCOG Board.
TO: SOUTH BAY CITIES COG BOARD MEMBERS
FROM: JEFF KIERNAN, REGIONAL PUBLIC AFFAIRS MANAGER, LEAGUE OF CALIFORNIA CITIES®
RE: UPDATE FOR COG MEETING ON OCTOBER 24, 2019 (prepared 10/15/2019)

City Issues

Cannabis: The House recently passed H.R. 1595 (Perlmutter), the SAFE Banking Act, with a vote of 321 to 103. This bill would give banks “safe harbor” for providing the cannabis industry with access to banking and other financial services. The bill is awaiting action in the Senate Committee on Banking, Housing & Urban Affairs.

Here in CA, the League continues to await a trial date over the lawsuit with the Bureau of Cannabis Control’s regulations that require cities to allow delivery in violation of Prop 64. We are hopeful that the Court will select a date by the end of the year.

Small Cells / FCC: The League of CA Cities is part of a coalition that includes, the National League of Cities and many cities around the country that are challenging the FCC’s regulations restricting government fees, leases, & permitting review of small cell wireless infrastructure in the 9th Circuit.

The League is also reviewing options challenging the FCC’s preemption actions related to cable franchising which would include expanding the wireless telecom preemptions (i.e. leases, fees & permitting) to cable providers’ small cell infrastructure. The League continues to support S. 2012 (Feinstein) & H.R. 530 (Eshoo) that would repeal the FCC’s 2018 action and oppose S. 3157 (Thune), the STREAMLINE Act, which would codify these regulations in legislation. None of these bills appear poised to move anytime soon.

League Pension Survey: The League has just completed the information-gathering phase of our 2019 Pension Survey. It has been two years since the last statewide survey of city pension obligations and the League is now working on analyzing the data for use next year as we look to working with Governor Newsom and the Legislature on additional ways to reduce cities unfunded pension obligations.

Other Legislation: SB 378 (Wiener) was amended too late in the year for the League’s policy committees to take action, but our EQ committee will consider it in January. This bill would help prevent and mitigate the impact of planned blackouts, like the recent planned public safety power shutoffs, by ensuring that shareholders – not ratepayers – are responsible for the costs associated with a planned outage. The hope is that this ensures that utilities prioritize infrastructure upgrades and safety over simply shutting off the power.

End of Year Legislation

AB 68 (Ting) Land Use. Accessory Dwelling Units. Significantly amends the statewide standards that apply to locally-adopted ordinances concerning accessory dwelling units (ADUs). Changes include: prohibits minimum lot size requirements; requires at least 850 sq.ft. per ADU; and requires approval within 60 days.

League Position: Oppose  Governor Action: Chaptered

AB 171 (Gonzalez) Employment. Sexual harassment. Creates another pathway for costly litigation against employers for issues that are already protected under the Fair Employment and Housing Act (FEHA) by adding sexual harassment retaliation protections to the Labor Code.

League Position: Oppose  Governor Action: Vetoed

AB 220 (Bonta) Political Reform Act of 1974. Campaign Funds. Childcare Costs. Clarifies that a candidate running for office is authorized to use campaign funds to pay for childcare expenses.

League Position: Support  Governor Action: Chaptered
**AB 314** (Bonta) Public employees. Labor relations. Release time. Creates a uniform and expanded standard of time off without loss of compensation for public employees to engage in activities related to employer-employee relations, also known as “release time.”

League Position: Oppose  
Governor Action: Vetoed

**AB 344** (Calderon) New Beginnings California Program. Establishes the New Beginnings California Program, which will provide annual matching funds to up to 50 cities, counties, or local continuum of care programs to expand or continue employment programs for homeless individuals.

League Position: Support  
Governor Action: Vetoed

**AB 485** (Medina) Local government. Economic Development Subsidies. Imposes an extensive and onerous list of conditions that would overly restrict a local agency from offering economic incentives (with their own funds) to locate a warehouse.

League Position: Oppose  
Governor Action: Chaptered

**AB 836** (Wicks) Wildfire Smoke Clean Air Centers. Establishes the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program. This grant program seeks to create a network of clean air centers by providing funding to public facilities for smoke-protective filtration systems.

League Position: Support  
Governor Action: Chaptered

**AB 881** (Bloom) Accessory Dwelling Units. Prohibits a local jurisdiction from requiring a property owner live in the main house or one of the accessory structures. Requires local agencies to ministerially approve ADUs on lots with residential or mixed-use zones. Adds a definition of “public transit” to mean a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

League Position: Oppose  
Governor Action: Chaptered

**AB 931** (Boerner Horvath) Local Boards and Commissions. Representation. Appointments. Prohibits cities, with populations over 50,000, from having nonelected local boards and commissions comprised of more than 60 percent of the same gender identity beginning January 1, 2030.

League Position: Oppose  
Governor Action: Chaptered

**AB 1079** (Santiago). Telecommunications. Privacy Protections. Authorizes public safety agencies to test the systems that respond to 911 calls or communicate threats to life or property on unpublished or unlisted telephone numbers without first obtaining the subscriber's express consent.

League Position: Support  
Governor Action: Chaptered

**AB 1110** (Friedman) Rent Increases. Noticing. Lengthens the notification time requirement a tenant must receive before the effective date of specified rent increases.

League Position: Support  
Governor Action: Chaptered

**AB 1184** (Gloria) Public Records. Writing Transmitted by Electronic Mail. Retention. Requires all public agencies to store all public records transmitted electronically for at least two years. Additionally, prohibits local agencies from filing a state mandate claim because the bill states that it furthers the California Public Records Act (CPRA).

League Position: Oppose  
Governor Action: Vetoed

**AB 1297** (McCarty) Firearms. Concealed Carry License. Requires, rather than authorizes, a local licensing authority to charge a fee that is equal to the reasonable costs associated with processing a concealed carry weapon (CCW) license application, issuing a CCW license, and enforcing the license. The bill would also remove the current prohibition on charging more than $100 for the fee.

League Position: Oppose  
Governor Action: Chaptered
**AB 1483 (Grayson) Housing Data. Collection and Reporting.** Requires local jurisdictions to provide public information regarding its zoning ordinances, development standards, fees, exactions, and affordability requirements. This information must be available on the local jurisdiction’s internet website.

*League Position: Oppose*  
*Governor Action: Chaptered*

**AB 1600 (Kalra) Discovery. Personnel Records. Peace Officers and Custodial Officers.** Shortens the notice requirement in criminal cases when a defendant files a motion to discover police officer misconduct from 16-days to 10-days. Creates a limited exception to the prohibition on the release of supervisory officer records.

*League Position: Oppose*  
*Governor Action: Chaptered*

**AB 1763 (Chiu) Planning and Zoning. Density Bonuses. Affordable Housing.** Expands the existing Density Bonus Law (DBL) to require a city or county to award a developer significantly more density, additional concessions and incentives, and greater allowable height if 100% of the units in a development are restricted to lower income households.

*League Position: Oppose*  
*Governor Action: Chaptered*

**AB 1212 (Levine) Public Employees’ Retirement. Pension Fund Management. In-State Infrastructure.** Requires a state agency that is responsible for infrastructure projects to produce a list of priority infrastructure projects for funding consideration by the boards of the California Public Employees' Retirement System (CalPERS), California State Teachers' Retirement System (CalSTRS) and the boards of investment and retirement for 1937 Act county retirement systems (CERL), respectively, and the state agency to provide further project information to the board upon request.

*League Position: Oppose*  
*Governor Action: Vetoed*

**AB 1320 (Nazarian) Public Employee Retirement Systems. Prohibited Investments. Turkey.** Prohibits the California Public Employees' Retirement System (CalPERS) and the California State Teachers' Retirement System (CalSTRS) from investing in an investment vehicle issued or owned by the government of Turkey, if the federal government of the United States (U.S.) imposes sanctions on the government of Turkey for failing to officially acknowledge its responsibility for the Armenian Genocide, among other provisions.

*League Position: Oppose*  
*Governor Action: Chaptered*

**AB 1637 (Smith) Unclaimed Property Law.** Authorizes the State Controller to automatically allocate to a state or local agency, without the requirement for an agency to file a claim, any unclaimed property in that agency’s name received as part of the Controller’s unclaimed property database.

*League Position: Support*  
*Governor Action: Chaptered*

**SB 5 (Beall, McGuire, Portantino) Affordable Housing and Community Development Investment Program.** Establishes a new, local-State partnership to provide up to $2 billion annually to fund State approved affordable housing, infrastructure, and economic development projects that also support State policies to reduce greenhouse gas emissions, expand transit oriented development (TOD), address poverty, and revitalize neighborhoods.

*League Position: Support*  
*Governor Action: Vetoed*

**SB 13 (Wieckowski) Accessory Dwelling Units.** Prohibits local jurisdictions from imposing any impact fees on ADUs less than 750 square feet, and limit the charge on ADUs over 750 square feet to 25 percent of the fees otherwise charged for a new single-family dwelling on the same lot. Prohibits replacement parking when a garage, carport, or covered parking structure is demolished or converted into an ADU. This measure also prohibits owner occupancy requirements.

*League Position: Oppose*  
*Governor Action: Chaptered*

**SB 137 (Dodd) Federal Transportation Funds. State Exchange Programs.** Authorizes Caltrans to expand the existing Match-Exchange Program to regions with populations greater than 200,000 that would allow the department to swap its funds with federal funds local agencies receive for transportation projects, for purposes of reducing duplicative federal environmental review requirements.

*League Position: Support*  
*Governor Action: Chaptered*
**SB 209** (Dodd) Office of Emergency Services. Wildfire Forecast and Threat Intelligence Integration Center. Establishes the Wildfire Forecast and Threat Intelligence Integration Center to serve as the State’s integrated central organizing hub for wildfire forecasting, weather information, and threat intelligence gathering.

League Position: Support  
Governor Action: Chaptered


League Position: Support  
Governor Action: Vetoed

**SB 230** (Caballero) Law Enforcement. Use of Deadly Force. Training. Policies. Requires law enforcement agencies to maintain a use of force policy. Requires each agency to make its use of force policy accessible to the public. Standardizes use of force training and education for officers across California through both coursework and uniform minimum guidelines on use of force, as developed by the Commission on POST.

League Position: Support  
Governor Action: Chaptered

**SB 329** (Mitchell) Discrimination. Housing. Source of Income. Prohibits landlords from discriminating against tenants who rely upon housing assistance paid directly to landlords, such as a Section 8 voucher, to help them pay the rent.

League Position: Support  
Governor Action: Chaptered

**SB 330** (Skinner) Housing Crisis Act of 2019. Declares a statewide housing crisis and for a five-year period freezing nearly all development related fees once a developer submits a “preliminary” application, including essential project specific fees.

League Position: Oppose  
Governor Action: Chaptered

**SB 344** (McGuire) UUT Prepaid Mobile Telephony Collection. This measure grants a one-year extension of a sunset date to the Local Prepaid Mobile Telephony Services Collection Act (Local Prepaid MTS) until January 1, 2021, to ensure the affected local agencies can continue to implement this law and collect revenue needed for local services.

League Position: Support  
Governor Action: Chaptered

**SB 518** (Wieckowski) Civil Actions. Settlement Offers. Removes a key provision in current law that encourages settlements and avoids costly litigation in disputes between parties involving the Public Records Act.

League Position: Oppose  
Governor Action: Vetoed

**SB 531** (Glazer) Local Agencies. Retailers. Prohibits future sales tax agreements between local agencies and retailers with a warehouse, sales office, or fulfillment center that results in a shift of sales taxes from other jurisdictions.

League Position: Support  
Governor Action: Vetoed

**SB 542** (Stern) Workers’ Compensation. Creates a new presumption of industrial causation for all mental health conditions or mental disabilities that result in a diagnosis of post-traumatic stress disorder, or mental health disorder that develops or manifests itself during a period when a firefighter or peace officer is in service of the department.

League Position: Oppose  
Governor Action: Chaptered

**SB 670** (McGuire) Telecommunications. Community Isolation Outage. Notification. Requires telecommunications service providers to submit a specified outage notification to the Office of Emergency Services (OES) when a telecommunications outage impacting 911 service and emergency notifications occurs. The Office of Emergency Services is then responsible for notifying the appropriate county offices of emergency services, public safety answering points (PSAPs), and sheriffs for areas affected by an outage.

League Position: Support  
Governor Action: Chaptered
**SB 681** (Stern) Local Referenda and Charter Amendments. Withdrawal.
Provides local jurisdictions with the ability to withdraw referenda or charter amendments up to 88 days prior to an election.

*League Position: Support*  
*Governor Action: Chaptered*
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS MONTHLY REPORT

FROM JUDY MITCHELL

Representing District 40 on the Regional Council, and EEC & AQMD

RC Presentations
Economic Impacts of the Housing Crisis – Antonio M. Bento, Professor, Sol Price School of Public Policy, USC discussed and answered questions regarding the challenges and opportunities for sustainable development in Southern California. This presentation to both the CEHD Committee and Regional Council provided context for policy discussion and actions being considered by SCAG’s policy committees and Regional Council.

AB 101 establishes the Local Government Planning Support Grants Program administered by the California Department of Housing and Community Development (HCD) for the purpose of providing regions with one-time funding. The legislation allocates $250 million to HCD for councils of governments and jurisdictions to be used for technical assistance, the preparation and adoption of planning documents, process improvements to accelerate housing production and to facilitate the compliance with the 6th cycle of RHNA. In addition, all cities and counties in compliance with state housing law will receive between $65,000 and $1.5 million based on population for purposes of housing planning.

SCAG is expected to be eligible for approximately $50 million to administer our RHNA and provide planning services to our cities and counties. Staff will share the proposed timeline and preliminary concepts for developing a program framework and funding proposal to be submitted to HCD for approval.

Report on the federal administration’s SAFE Rule.
As Part I of the final Safer, Affordable, Fuel-Efficient Vehicles (SAFE) Rule, the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) issued a widely anticipated and highly political and controversial final “One National Program Rule” (Rule) on September 19, 2019. The final Rule is designed to preempt state and local tailpipe greenhouse gas emissions standards, zero emission vehicle mandates, and fuel economy for automobiles and light duty trucks. The rule preempts California’s Advanced Clean Car Regulations and may potentially impact SCAG’s Connect SoCal under development, the upcoming 2021 Federal Transportation Improvement Program (FTIP), and transportation projects in the SCAG region.
In September 2016, Governor Brown signed into law SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment. As it pertains to CalRecycle, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Furthermore, SB 1383 builds upon California's commitments to reduce greenhouse gas emissions and air pollution statewide. Governor Brown identified reductions of short-lived climate pollutant emissions, including methane emissions, as one of five key climate change strategy pillars necessary to meet California’s target to reduce GHG emissions 40 percent below 1990 levels by 2030 as established in SB 32 (Pavley). SB 1383 will further support California’s efforts to achieve the statewide 75 percent recycling goal by 2020 established in AB 341 (Chesbro) and strengthen the implementation of mandatory commercial organics recycling established in AB 1826 (Chesbro).

SCAQMD

The Board adopted Rule 1407- which governs the control of emissions of arsenic cadmium, and nickel from non-chromium metal-melting operations. Following the meeting, the annual luncheon was held and the Clean Air Awards were presented.
October 3, 2019

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NEWS FROM THE EXECUTIVE DIRECTOR

- UPDATED DRAFT RHNA ALLOCATION METHODOLOGY FRAMEWORK WORKSHOP
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ABOUT

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

AGENDA

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

HIGHLIGHTS FROM THE MEETING

Professor Bento provides a presentation to the Regional Council.

INFO

PROFESSOR ANTONIO BENTO DISCUSSES CHALLENGES AND OPPORTUNITIES FOR SUSTAINABLE DEVELOPMENT
For a better understanding of the economic impacts of the ongoing housing crisis, Dr. Antonio M. Bento, a professor at the Sol Price School of Public Policy and the Department of Economics of the University of Southern California, provided a presentation to—and answered questions from members of—the Regional Council regarding challenges and opportunities for sustainable development in Southern California. Bento’s presentation focused on the Regional Housing Needs Assessment (RHNA) process and how an economic, market-based approach could efficiently allocate housing units across jurisdictions. It was suggested that both the identification of priority growth areas in Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and RHNA’s analysis of potential areas for new housing are good technical starting points, and that a needed next step (one that is not enabled by the current RHNA process) could potentially involve a new mechanism whereby jurisdictions may be able to maximize efficiency by trading housing allocations. Although Bento labeled his work as a thought exercise and one that is not necessarily ready as a potential policy solution, it is important that new ideas continue to be developed to aid policy discussions on how regions plan to accommodate and foster more housing.

INFO
STAFF PROVIDES UPDATE ON FEDERAL ‘SAFE’ VEHICLES RULE WITH POTENTIAL FAR-REACHING IMPACTS

In a report to the Regional Council, SCAG staff indicated that the jointly published final rulemaking from the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) on Sept. 27 entitled, “The Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program” could have a number of significant impacts on the agency’s primary planning efforts. In the widely anticipated and controversial rule, the NHTSA is affirming that federal law preempts state and local vehicle fuel economy, tailpipe greenhouse gas (GHG) emissions standards, and zero-emission vehicle (ZEV) requirements and that the EPA is withdrawing the Clean Air Act preemption waiver that it granted to California in January 2013 as it relates to the state’s GHG and ZEV programs. Among other potential impacts, the rulemaking could impede the agency’s ability to perform the required transportation conformity analyses for both the Connect SoCal plan and the upcoming 2021 Federal Transportation Improvement Program. This could potentially lead to a situation where a transportation conformity lapse or highway sanctions—or both—would prevent SCAG from making changes or adding new projects to our regional transportation plans and programs, as well as prevent many important transportation projects from receiving necessary federal approval or federal funding. SCAG staff will continue to participate in a number of statewide efforts to address the impacts of this rulemaking and will keep the agency’s regional partners apprised of any updates.

INFO
REGIONAL COUNCIL PROVIDES FEEDBACK ON CONNECT SOCAL DEVELOPMENT

Signaling a concern regarding the current state of the development of Connect SoCal, several Regional Council members commented that they felt there were not enough opportunities for the board to provide policy input into the development process. While staff was commended for its technical expertise and planning aptitude, the general consensus was that the elected officials that are ultimately responsible for the plan so far have been provided with a number of presentations and a lot of information, but not enough chances to comment directly on the policy considerations of the plan. SCAG Executive Director Kome Ajise indicated that the agency will take the Regional Council’s direction and evaluate how additional feedback can be provided on the policy issues addressed in the Connect SoCal plan while adhering to the agency’s overall desire to deliver a comprehensive long-range transportation plan for the region on time.
NEWS FROM THE EXECUTIVE DIRECTOR

UPDATED DRAFT RHNA ALLOCATION METHODOLOGY FRAMEWORK WORKSHOP

On Sept. 23, SCAG held a workshop to provide the general public and local jurisdictions with an overview of the updated draft Regional Housing Needs Assessment (RHNA) Allocation Methodology framework. Staff provided a presentation on the updated draft allocation methodology framework, which incorporates feedback received from the over 250 people that participated at the public hearings and over 300 comments received during the comment period and furthers the objectives of both SCAG’s regional planning efforts and State housing law. The updated draft methodology addresses both existing need (determined by projected household growth, transit accessibility, and a new component on job accessibility that was added based on input received during the public comment period) and projected need (determined by projected household growth, future vacancy need and replacement need). As part of the workshop, SCAG staff also answered questions on the recommended draft methodology from members of the public.

The staff-recommended RHNA allocation methodology will be presented at the RHNA Subcommittee meeting on Oct. 7, which will provide its recommendation to a Special Meeting of the Community, Environment & Human Development (CEHD) Committee on Oct. 21. The CEHD recommendation will go to the Regional Council for approval on Nov. 7, after which the California Department of Housing and Community Development (HCD) will undergo a 60-day review of the methodology. It is expected that the Final RHNA Allocation Methodology will be approved in January-February 2020. For a schedule of upcoming meetings or for more information on RHNA, please visit the RHNA webpage. If you would like to be added to the RHNA mailing list, please e-mail housing@scag.ca.gov.
On Sept. 25, SCAG Regional Council President Bill Jahn, Executive Director Kome Ajise and staff hosted a New Member Orientation for 10 Regional Council and Policy Committee members who had joined SCAG from January 2018 through this year. Staff provided an in-depth presentation that covered multiple topics such as the agency's governing structure, member benefits, and major on-going projects. There was also an opportunity for members to ask questions on forms, bylaws, Fair Political Practice Commission (FPPC) filings, and more. Six longstanding Regional Council and Policy Committee members also participated as mentors to support the new members. The New Member Orientation will become a twice-per-year set event that will coincide with major elections.

GO HUMAN EVENTS AROUND THE REGION

The Go Human Kit of Parts has launched with appearances at CicLAvia: Meet the Hollywoods, the September 2019 Regional Council meeting, and the City of Los Angeles’s Sylmar Taco Festival. There are an additional 11 events scheduled with more to come. The Kit of Parts are physical “pop-up” tools that SCAG partners can borrow to demonstrate safety such as pedestrian islands, bulb-outs, parklets and crosswalks. SCAG also celebrated September’s Pedestrian Safety Month with Go Human Challenges at four events across the region to engage and educate residents on topics such as traffic safety, sustainability, and active transportation using games like tic-tac-toe, ring toss and transportation trivia. Last but not least, Go Human launched two bicycle-friendly business districts (BFBD) in Baldwin Park and El Monte/South El Monte. With over 200 overall attendees, the BFBD launches also featured beginner-friendly bicycle tours of local bicycle-friendly businesses and free samples. SCAG’s Go Human program has some exciting things planned for Walktober. Please visit the Go Human website for updates on future programs, events and announcements.

UPCOMING MEETINGS

October
7th RHNA Subcommittee
15th Legislative/Communications & Membership Committee
17th Technical Working Group
17th Joint Meeting of the Environmental Justice and Public Health Working Groups
21st Special Meeting of the Community, Economic & Human Development Committee
22nd Transportation Conformity Working Group
23rd Modeling Task Force

NOVEMBER
7th Joint Meeting of the Regional Council and Policy Committees
19th Legislative/Communications & Membership Committee
21st Technical Working Group
21st Active Transportation Working Group
21st Natural Lands Working Group
26th Transportation Conformity Working Group
On October 1, 2019, the SBACC held its monthly meeting. These are the highlights:

- Faviola Ochoa from the Southern CA Gas Company presented the Company’s position, advocating a balanced energy portfolio instead of all electrification. She requested that SBACC vote to adopt the company’s Resolution, which would support providing local cities with the decision-making authority and resources needed to achieve the state’s climate goals, as well as proposed legislation and regulation that retains local control by allowing all technologies and energy resources that could power buildings and fuel vehicles as well as meet or exceed emissions reduction regulations. The SBACC voted to adopt the Resolution.

- There was a very limited Government Affairs Report. On the Federal Level: The US Chamber of Commerce is working to get support for a trade agreement with China; HR 1487, which requires a study of the Coastal Region, passed out of the House Committee; HR 4474, the No Money Bail Act, was just re-introduced; On the State level: It was reported that SB 50 will be coming back and we will need to get ready for a renewed effort; Senator Allen’s office reported that this was a big year for housing bills but not as many got through as were introduced.

- The SBACC sent Governor Newsome a letter, dated October 1, 2019, requesting that he sign 8 bills that are currently before him that would benefit the members of the SBACC: AB 23, AB 25, AB 394, AB 430, AB 535, AB 1083, AB 1195, and SB 669.

- Supervisor Hahn’s office reported that the County has purchased a Mobile Stroke Unit, one of three in the US, which is a State-of-the-Art specialized ambulance, and will be made available to various cities, based on a schedule.

Submitted by:
Olivia Valentine
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South Bay Cities Council of Governments

Requests Your Presence at the

12TH ANNUAL VOLUNTEER RECEPTION

Join us as we recognize all of our volunteers with a special thanks to those who have contributed 50 hours or more!

Thursday, November 21, 2019
4:30 p.m. – 5:45 p.m.
Katy Geissert Civic Center Library
3301 Torrance Blvd, Torrance, CA 90503

Please RSVP by November 18, 2019
310-371-7222 x 209 or martha@southbaycities.org

Light dinner will be provided!
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