South Bay Cities Council of Governments

SBCCOG Board of Directors’ Meeting
Thursday, June 25, 2020 @ 6:00 pm
Conducted Via Zoom

AGENDA

PUBLIC COMMENTS:
To address the SBCCOG Board of Directors on any agenda item or a matter within the Board of Directors’ purview, please provide written comments by 5:00 pm, June 25, 2020 via email to natalie@southbaycities.org. All written comments submitted will become part of the official record. Unless otherwise noted in the Agenda, the Public can only provide written comment on SBCCOG related business that is within the jurisdiction of the SBCCOG and/or items listed on the Agenda which will be addressed during the Public Comment portion of the meeting (Item #IV).

ACCESSING THE MEETING:
Register in advance for the Board meeting using the below link:
https://scag.zoom.us/meeting/register/tJIld-uorDsqhEYyjIrAPN_G-rVEpc0Lrw

After registering, you will receive a confirmation email containing information about joining the meeting.

AGENDA

I. CALL TO ORDER (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. May Board Meeting Minutes (attachment) – Approve (Pages 3-8)

B. No Cost Contract Extension with Fehr & Peers for Local Travel Network Project (attachment) – Approve (Pages 9-10)

C. 2020-21 Budget (attachments) – Approve (Pages 11-22)

D. Legislation of Interest to SBCCOG (attachment) – Approve (Pages 23-27)

E. Monthly Reports – Receive and File
   1. South Bay Environmental Services Center Report (attachment) (Pages 29-34)
   2. Transportation Report (attachment) (Pages 35-40)
   3. Reports from Outside Agencies (attachments for each)
      a. Metro Service Council Report by Ralph Franklin (Pages 41-42)
      b. League of California Cities & La Division Legislative Committee (Bea Dieringer & Jeff Kiernan) (Page 43)
c. SCAG & Committees (Pages 45-49)
   1. Regional Council (Judy Mitchell, Mark Henderson, James Gazeley) (Page 51)
   d. Air Quality Management District (Judy Mitchell, Joe Buscaino & Denny Shaw) (Pages 53-54)
   e. South Bay Association of Chambers of Commerce (Olivia Valentine) (Page 55)
   f. South Bay Workforce Investment Board (Chris Cagle) (Pages 57-68)

VII. PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)
A. Experiences with the National League of Cities (6:15 pm)
   1. President, Joe Buscaino
B. COVID-19 Business Impact & Reopening Survey May 2020 (6:30 pm)
   1. Mark Wilbur, President & CEO, Everything HR & Employers Group & Biz Fed

VIII. TRANSPORTATION REPORTS (6:45 pm)
A. Metro Report - Board member James Butts/Mike Bohlke/Steve Lantz
B. Transportation Committee report
   a. Comments re: I-105 Express Lane EIR (attachment) – Approve (Pages 69-75)

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (6:55 pm)
A. South Bay Fiber Network
   a. Contract with Magellan for Technical Services as needed (attachment) – Approve (Pages 77-82)
   b. Work Order #2 change order (attachment) – Approve (Pages 83-86)
   c. Work Order #3 (attachment) – Approve (Page 87)
B. Senior Services
C. Homeless Services
D. SCAG Regional Early Action Program funds to accelerate housing
E. Office Update
F. Sharing City Responses to the Coronavirus, Reopening Strategies, Protests and Other Challenges – discussion
G. Election of Officers (attachment) – Approve (7:15 pm) (Page 89)

X. AGENCY REPORTS (7:35 pm)
   NOTE: Oral reports will only be made to clarify or amplify written attachments
   No Attachments received
A. SCAG Committees
   1. Energy and Environment (Judy Mitchell and Jim Osborne)
   2. Transportation (James Gazeley, Drew Boyles)
   3. Community, Economic, & Human Development (Mark Henderson, Frank Zerunyan & Mark Waronek)
B. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao)
C. Stormwater Funding
   1. CCCA/LCC Stormwater Funding Options Committee (Hany Fangary)
D. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka) (attachment)
E. KHHR (Hawthorne Airport) Committee re: Community Impacts (Olivia Valentine)
F. California Association of Councils of Governments - CALCOG (Britt Huff)

XI. UPCOMING EVENTS & ANNOUNCEMENTS

June 29       Special Board meeting - A Dialogue for South Bay Elected Officials: Meaningful Changes to Policing

XII. ADJOURNMENT to Monday, June 29, 2020

Next Board meeting - Thursday, July 23, 2020
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X: Inactive (missed last 3 meetings in a row)
Inactive Membership is automatically re-instated by attending a meeting.

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I. CALL TO ORDER
Chair Horvath called the SBCCOG Board of Directors meeting to order at 6:02pm.

II. INTRODUCTIONS
In attendance were the following voting elected officials:
Cedric Hicks, Carson
Drew Boyles, El Segundo
Rodney Tanaka, Gardena
Olivia Valentine, Hawthorne
Stacey Armato, Hermosa Beach
Ralph Franklin, Inglewood
Bernadette Suarez, Lawndale
Jim Gazeley, Lomita
Joe Buscaino, LA City
Hildy Stern, Manhattan Beach
Kenny Kao, Palos Verdes Estates
John Cruikshank, Rancho Palos Verdes
Christian Horvath, Redondo Beach
Bea Dieringer, Rolling Hills
Britt Huff, Rolling Hills Estates
George Chen, Torrance
Lacey Johnson, SD-2
Jennifer LaMarque, SD-4

The following non-voting elected officials were in attendance:
Eric Alegria, Rancho Palos Verdes

Also, in attendance were the following persons:
Jacob Haik, LA CD-15
Aksel Palacios, LA CD-15
Denny Shaw, AQMD
Stephen Sawyer, Charter/Spectrum
Jeff Kiernan, League of CA Cities
Glenda Silva, LAWA
Sarah Patterson, SCAG
Jacki Bacharach, SBCCOG
Kim Fuentes, SBCCOG
Wally Siembab, SBCCOG
Steve Lantz, SBCCOG
David Leger, SBCCOG
Grace Farwell, SBCCOG
Natalie Champion, SBCCOG
Rosemary Lackow, SBCCOG
Brooke Heri, SBCCOG
Deborah Deets, Public
Holly Osborne, Public

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
In an effort to ensure business is completed in a timely manner, Chair Horvath announced that he is moving item 7A to after item 9.

V. PUBLIC COMMENT
Ms. Osborne asked what the tentative dates are for public meetings on the environmental process for Metro’s Green Line extension to Torrance project as well as the availability of meeting notes for any meetings held on the matter since January 2020. SBCCOG staff will look into the inquiry and provide Ms. Osborne a response.

VI. CONSENT CALENDAR
A. April Board Meeting Minutes (attachment) – Approved
B. Amendment to Agreement with Agnes Walker (attachment) – Approved
C. Amendment to County Contract re: Sanitation Stations for the Homeless (attachment) – Approved
D. West Basin Municipal Scope of Work for FY 20-21 (attachment) – Approved and directed staff to execute the contract
E. Financial Reserve Policy (attachment) – Approved
F. Monthly Reports – Receive and Filed
   1. South Bay Environmental Services Center Report (attachment)
   2. Transportation Report (attachment)
   3. Reports from Outside Agencies
a. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan) (attachment)
b. SCAG & Committees (attachment)
   1. Regional Council (Judy Mitchell, Mark Henderson, James Gazeley)
c. South Bay Association of Chambers of Commerce (Olivia Valentine) (attachment)
d. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka) (attachment)
e. Metro Service Council Report by Ralph Franklin Chair (attachment)

Board Member Dieringer asked to remove Item E from the Consent Calendar to discuss further.

MOTION by Board Member Hicks, seconded by Board Member Valentine, to APPROVE all items of the Consent Calendar except Item E. No objection. So ordered.

ITEM E. Board Member Dieringer explained that she felt the Financial Reserve Policy should be discussed further. Previously, the 5-year dues increase plan was intended to build the reserves for the organization. This policy would more than double the prior reserves and she feels there isn’t enough information to say why.

Ms. Bacharach noted that this policy is set on a more tangible set of data to establish the reserve amount. Ms. Bacharach explained that the close down costs (such as outstanding rent obligations, staffing close out costs, etc.) is about $400,000. The reserve would be built up over time with the $90,000 payment this year coming from existing accounts and interest. Future deposits would be $37,000/year for the next four years. She also noted there is no dues increase taking place this year, so dues increases are not the only way to build the reserve. The Steering Committee believed it was prudent to set a realistic close-down cost-based reserve.

Chair Horvath added that this is a reallocation of existing funds and it’s up to SBCCOG staff to determine where it comes from.

MOTION by Board Member Franklin, seconded by Board Member Boyles, to APPROVE Item E. All Board Members present voted Yes, except Board Members Dieringer and Chen who opposed. Motion passed. (16 yes, 2 no).

VII. PRESENTATIONS
A. 2020-2021 Budget Review
Ms. Bacharach gave a brief overview of the budget, noting it is balanced. Due to the receipt of a large REN contract and additional homeless funding, there is need to hire additional staff in order to support those contracts. Ms. Bacharach also noted the $100,000 allocation for a website update, explaining that the platform supporting the current website is no longer supported. Staff will begin drafting an RFP for website services to determine the actual cost.

Board Member Valentine asked if the pandemic has reduced any grants. Ms. Bacharach explained that so far, it has not. Some grants are due to end anyway, such as the Caltrans grant, but are not ending due to the pandemic. Staff is always looking for additional grant opportunities regardless.

Board Member Boyles indicated that El Segundo recently updated their website and it cost approximately $250,000, so it may be worth bidding out so the budget could be adjusted higher if needed. He added that the City’s website is more involved and likely more complex, so it may not be the same for the SBCCOG. Chair Horvath explained the he believes it can be accomplished for under the $100,000 budget.

Board Member Chen asked for further explanation of why additional staff is needed, particularly as cities are facing massive layoffs. He added that it seems to send a bad message. Ms. Fuentes explained that SBCCOG staff are funded largely through grant revenue. Because the organization received additional grants, there is not adequate capacity left with existing staff. She reminded the Board that two positions were eliminated last year, so the staff size has been minimal since then. The positions are directly tied to grant revenue received. Ms. Bacharach added that the SBCCOG positions would be open to qualified city staff who may have been laid off as well.

Board Member Dieringer noted her agreement with issues raised by Board Member Chen and asked for a specific breakdown of salaries paid out to JB&A subcontractors.
Board Member Cruikshank expressed his disagreement with Board Members Chen and Dieringer, explaining that the SBCCOG should be hiring if it can. If the work and funding are there, it only benefits SBCCOG member cities.

VIII. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. Nominating Committee report (attachment) – NOMINATIONS OPENED
Chair Horvath thanked Board Member Huff for serving as Chair of the Nominating Committee and asked her to review their recommendations. Board Member Huff placed in nomination on behalf of the committee Board Member Valentine - Chair, Board Member Boyles – 1st Vice Chair, and Board Member Cruikshank - 2nd Vice Chair. At large Steering Committee members nominated are Board Members Hicks, Kao, Suarez, and Stern. Board Member Huff thanked Board Members Gazeley and Osborne for their assistance on the Nominating Committee.

MOTION by Board Member Dieringer, seconded by Board Member Gazeley to open nominations and nominate the names listed above. No objection. So ordered.

B. Legislation of Interest to SBCCOG (attachment) – APPROVED
1. Finance SB 795 – Support
2. Housing - AB 3107 – change Monitor to Oppose; SB 1299 – Support

Ms. Bacharach reported the Legislature is meeting this week under a rule with a reduced number of bills allowed to be introduced (due to pandemic impacts). SB 795 has changed significantly but no change in position is recommended and support should be reaffirmed. Consensus to reaffirm support position.

The Community Development Directors group asked the SBCCOG Board to take an oppose position on AB 3107 as they feel it will remove local control. This bill would mandate that a housing development in which at least 20% of the units have an affordable housing cost be an authorized use on a site designated in any element of the general plan for commercial uses.

MOTION by Board Member Hicks, seconded by Board Member Valentine to OPPOSE AB 3107. No objection. Abstention by Board Members LaMarque and Johnson. Motion passed.

Board Member Boyles asked for information on AB 2580 and questioned if the SBCCOG should oppose it. Mr. Kiernan explained that this bill would allow a motel/hotel under ministerial rights to convert to residential housing. These would likely be underperforming motels.

MOTION by Board Member Boyles, seconded by Board Member Tanaka to OPPOSE AB 2580. No objection. Abstention by Board Members LaMarque and Johnson. Motion passed.

Regarding SB 902, Ms. Bacharach noted that amendments had been made, but that the Board may choose to reaffirm their opposition. Mr. Kiernan added that the bill is now an opt-in program and that the League of CA Cities will continue to monitor.

MOTION by Board Member Franklin, seconded by Board Member Hicks to CONTINUE OPPOSITION to SB 902. No objection. Abstention by Board Members LaMarque and Johnson. Motion passed.

Ms. Bacharach explained that she is recommending a support position for SB 1299 which would allow a city to receive commercial property tax revenues for 7 years if the parcel is converted to housing. This is a program that would incentivize the conversion of idle commercial properties as opposed to mandating certain things like most other housing legislation.

MOTION by Board Member Dieringer, seconded by Board Member Huff to SUPPORT SB 1299. No objection. Abstention by Board Members LaMarque and Johnson. Motion passed.

C. South Bay Fiber Network
Ms. Bacharach reported that there is approximately $15,000 in monthly service commitments so far, still below the minimum requirement of $35,000 needed by July. Ms. Bacharach asked the Board to work with their IT Directors and City Managers to sign the service agreements. Per the contract with ADF, the SBCCOG is
liable for the balance of the unmet monthly recurring costs. Cities that have already connected and signed agreements should have service beginning sometime in June/July.

D. Senior Services
Board Member Huff reported that at the meeting earlier in the week, there was a presentation by Donna Benton, a gerontology professor at USC who has been serving on the Masterplan on Aging stakeholder group. The group has just sent a list of objectives for long term support services to Governor Newsom. This project is a 10-year time frame, so hopefully after the pandemic related financial hardships, the State will be able to allocate funds for these recommendations.

E. Homeless Services
Ms. Farwell explained that the County is currently working to identify hotels/motels throughout the County to participate in Project Roomkey which temporarily converts hotel/motels to housing for homeless individuals to help them isolate during the pandemic. Lawndale, Lomita, and LA City (San Pedro) have hotels participating in the program. There have been over 400 people housed so far. Board Member Buscaino expressed his support for the program and offered to arrange tours of the San Pedro site. Board Member Suarez noted Lawndale’s experience was not as positive because the City was not consulted during the process. Ms. Farwell noted that the County has improved the communication channels and works to notify the city manager and SBCCOG prior to a signed agreement with the hotel. Lastly, Ms. Farwell congratulated Board Member Buscaino on the two Bridge Homes that will soon be opening in CD-15. Board Member Buscaino noted that other cities need to step up and build more shelters to help address the homelessness crisis.

F. Other
Ms. Bacharach announced that there was a telework workshop for city staff held via Zoom yesterday by the SBCCOG and it was well attended. The recording will be posted to the SBCCOG website.

IX. TRANSPORTATION REPORTS
A. Metro Report
Mr. Lantz reported that the Metro Board received a report that the Crenshaw-LAX line will complete construction by December, followed by a 4-5-month testing period. The line is expected to open May 2021. The Board also approved design work for the Centinela Grade Separation. Mr. Lantz reported that due to the pandemic, Metro has lost 70-80% of their weekly ridership and 95% of their fares. Metro is projecting a $1 billion loss in sales tax revenue over the next two years. Ridership has started to slowly return as the restrictions are lifted. Metro is assigning busses on a daily basis depending on ridership and the need to maintain social distancing requirements. CEO Phil Washington has put together the Metro Mobility and Affordability Plan that will lay out Metro’s efforts to adapt to the economic downturn. A continuing resolution was passed, but a new budget will be voted on in September covering the remainder of FY20-21. Metro continues to evaluate the impacts on numerous projects and programs. The Board continues to urge the development of the 4 pillar projects that were supposed to be completed by the Olympics, one of which is the Green Line extension to Torrance. There will be further information provided at the June meeting.

B. Metro Service Council Appointments (attachment) – APPROVED
Board Member Franklin reported that interviews were held via Zoom and that all present candidates were very good nominees. After discussion, the interview panel unanimously recommended the slate of Luis Duran, David Mach, Glenda Silva for three year terms and Rochelle Mackabee for a one year term.

MOTION by Board Member Franklin, seconded by Board Member Gazeley, to APPROVE the Metro Service Council nominees as recommended. No objection. So ordered.

Sharing City Responses to the Coronavirus and Reopening Strategies and Challenges
Board Members shared their city’s ongoing responses to the pandemic. Coastal cities have been working together with LA County on coordinated beach reopening. Efforts to allow restaurants to reopen are ongoing and depend on state approval. Various cities have also started delivering meals to at-risk groups such as seniors to help reduce their exposure. All cities expressed ongoing concerns over revenue losses due to the economic shutdown. Board Member Buscaino noted that as President of National League of Cities, he is working with Congressional representatives to pass the SMART Act that will funnel billions of dollars into cities of all sizes (The CARES Act had a minimum population size that kept all but large cities from participating). Board Members thanked Supervisor Hahn and LA County Health Department for leadership.
X. AGENCY REPORTS
NOTE: Oral reports are only made to clarify or amplify written attachments. All reports that were submitted or handed out are available online here: http://southbaycities.org/committees/board-directors/board-directors-meeting-61

A. SCAG Committees – No report given.
   1. Energy and Environment (Judy Mitchell, Jim Osborne)
   2. Transportation (James Gazeley, Drew Boyles)
   3. Community, Economic, & Human Development (Mark Henderson, Frank Zerunyan & Mark Waronek)

B. Air Quality Management District (Judy Mitchell, Joe Buscaino & Denny Shaw)
   Board Member Buscaino reported that Daimler Trucks North America will be building electric trucks and conduct a demonstration with truck haulers. There will also be a Replace Your Ride program to encourage EV adoption.

C. South Bay Workforce Investment Board (Chris Cagle) – No report given.
D. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao) – No report given.
E. Stormwater Funding
   1. CCCA/LCC Stormwater Funding Options Committee – No report given.

F. South Bay Aerospace Alliance – No report given.
G. California Association of Councils of Governments – No report given.

XI. UPCOMING EVENTS & ANNOUNCEMENTS
No announcements.

XII. ADJOURNMENT
Chair Horvath adjourned the meeting at 8:26 pm to Thursday, June 25, 2020 at 6:00 pm. The meeting will be held virtually via Zoom until further notice.

David Leger
Assistant Board Secretary
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: No Cost Contract Extension with Fehr & Peers for Local Travel Network Project

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

BACKGROUND
In December 2018, the SBCCOG, in partnership with the City of Inglewood, was awarded a two-year Caltrans’ Sustainability Award for $385,217 to complete a “Route Refinement Study” for a Slow-Speed Network (aka “Local Travel Network”). This is a planning grant that will define the route segments to create a region-wide network both across and within South Bay cities. The Network is envisioned to accommodate all modes of slow-speed (<25 mph) zero-emission vehicles; both battery-driven and/or human-powered.

The study consists of two (2) primary tasks. The first task is to define the route segments that will become the network. The second task will be to engage local South Bay stakeholders and solicit their input and feedback on the proposed network design. As described in the Caltrans’ “Scope of Work, both study elements are informed through the work of Fehr and Peers (a “technical consultant” selected through an RFP process). The consultant’s work products are critical to providing the necessary engineering studies, cost-benefit analysis, geo-spatial resources, and memos for both the public stakeholder engagement as well as the planning details for the study’s final report. The grant’s final report will provide the necessary details for South Bay cities to use to implement the resulting Local Travel Network design.

To date, work has progressed with the Technical Consultant through several mapping and route refinement iterations. Together with SBCCOG Staff, South Bay Cities’ staff have been engaged and have provided feedback on the route segments for their respective cities. Unfortunately, however, due to the COVID-19 emergency, work has been slowed in terms of outreach to community stakeholders. All public engagement tasks have been postponed indefinitely. SBCCOG staff anticipates a meeting in June with Caltrans (the funding agency) to discuss and revise (as necessary) the scope of work to accommodate these unforeseen issues. In the interim, the Technical Consultant’s “not to exceed” contract of $150,000 is set to terminate on June 30 with about $22,000 still available to complete their scope of work.

RECOMMENDATION
That the Board of Directors approve a contract amendment with Fehr and Peers to extend the term of the contract through October 31, 2020 at no increased cost and with all other provisions of the Agreement to remain in full force and effect.

Prepared by Aaron Baum
AMENDMENT TO SBCCOG CONSULTING SERVICES AGREEMENT

This amendment to SBCCOG Consulting Services Agreement is made as of June 25, 2020 by and between the South Bay Cities Council of Governments, a California joint powers authority ("SBCCOG") and Fehr and Peers ("Consultant").

RECITALS

A. SBCCOG and Consultant entered into a Consulting Services Agreement as of May 29, 2019 wherein SBCCOG engaged the services of the Consultant as an independent contractor to provide specified professional services to SBCCOG as set forth in Exhibit A to assist the SBCCOG with completion of a Route Refinement and Planning Study for the South Bay Local “Slow-Speed” Travel Network.

B. The Term of the contract was June 30, 2020 with a “not to exceed” cost of $150,000 paid for with funds provided by Caltrans Sustainability Grant.

C. The parties desire to extend the term of the contract to complete the approved scope of work with no cost increase.

D. SBCCOG Staff proposes that the balance of the scope of work be completed on or before October 31, 2020.

E. NOW, THEREFORE, in consideration of the foregoing, the parties agree to amend the Agreement as follows: The Agreement is hereby amended by extending the terms of the contract through October 31, 2020.

Except as modified above, all other provisions of the Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this agreement to be affected as of the date first written above.

“SBCCOG”
South Bay Cities Council of Governments

By: ____________________________
Christian Horvath (Signature)
SBCCOG Board Chairman

Date: ____________________________

Attest: ____________________________
SBCCOG Board Secretary

“Contractor”
Fehr and Peers

By: ____________________________
Jeremy Klop

Date: ____________________________
PROPOSED BUDGET

FISCAL YEAR 2020-2021

June 8, 2020
SBCCOG
ORGANIZATIONAL STRUCTURE
PROPOSED BUDGET
FISCAL YEAR 2020-2021

- Board of Directors
- Executive Director
- Legal Counsel
- Research Director
- Deputy Executive Director
- Transportation Director

Administration
- Agenda Preparation
- City Staff & Elected Officials Training
- Dominguez Channel CIMP
- Finance
- Information Technology
- Member Networking and Communications
- Regional Advocacy

Transportation, Environmental Outreach & Implementation Programs
- Transportation Improvement Programs
- Alternative Fuel Vehicle Studies
- Local Travel Network
- IT Applications
- Measure M Program Development
- Measure R Highway Program
- South Bay Rail Development Program
- South Bay Transit Programs
- Sustainability / CAP/ Adaptation
- Transportation Demand Management Programs
- South Bay Environmental Services Center
- Energy Efficiency Programs
- Green Business
- Pest Management
- Renewables
- Waste Reduction Programs
- Water Conservation, Quality, & Supply Programs

Special Services
- General Assembly
- Homeless Services
- Metro Deputy
- Senior Services
- South Bay Fiber (Broadband Network)

Goal A: Environment, Transportation and Economic Development
Goal B: Regional Advocacy
Goal C: Member Networking and Communications
Goal D: Organizational Stability
## SBCCOG
### BUDGET SUMMARY
#### PROPOSED BUDGET
##### FISCAL YEAR 2020-2021

<table>
<thead>
<tr>
<th>ESTIMATED REVENUES:</th>
<th>ADOPTED BUDGET FY19-20</th>
<th>REVISED BUDGET FY19-20</th>
<th>YTD AS OF 03/31/20</th>
<th>PROPOSED BUDGET FY20-21 AMOUNT</th>
<th>PROPOSED BUDGET FY20-21 PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dues</td>
<td>$ 392,500</td>
<td>$ 392,500</td>
<td>$ 392,499</td>
<td>$ 392,500</td>
<td>-</td>
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<tr>
<td>Other General Fund Revenues</td>
<td>283,234</td>
<td>178,467</td>
<td>246,088</td>
<td>(11,601)</td>
<td>-4.50%</td>
</tr>
<tr>
<td>Grant Revenues</td>
<td>4,782,761</td>
<td>2,956,394</td>
<td>5,881,087</td>
<td>4,579,791</td>
<td>351.94%</td>
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<tr>
<td>Total Revenues</td>
<td>$ 5,458,495</td>
<td>$ 3,527,360</td>
<td>$ 6,519,675</td>
<td>$ 4,568,190</td>
<td>234.09%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENDITURES:</th>
<th>ADOPTED BUDGET FY19-20</th>
<th>REVISED BUDGET FY19-20</th>
<th>FY20-21</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries &amp; Benefits</td>
<td>$ 689,284</td>
<td>$ 800,955</td>
<td>$ 922,014</td>
<td>$ 232,729</td>
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<tr>
<td>Professional/Contractual</td>
<td>3,939,838</td>
<td>2,262,405</td>
<td>4,733,070</td>
<td>3,758,518</td>
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<tr>
<td>Supplies &amp; Services</td>
<td>365,960</td>
<td>274,674</td>
<td>634,131</td>
<td>268,171</td>
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<tr>
<td>Sub Total Expenditures</td>
<td>$ 2,029,797</td>
<td>$ 5,015,467</td>
<td>$ 6,289,214</td>
<td>$ 4,259,418</td>
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<tr>
<td>Moving Expenses</td>
<td>-</td>
<td>45,519</td>
<td>42,226</td>
<td>(57,774)</td>
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<tr>
<td>Website Redesign</td>
<td>-</td>
<td>-</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$ 2,129,797</td>
<td>$ 5,115,467</td>
<td>$ 6,431,440</td>
<td>$ 4,301,644</td>
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</table>

<table>
<thead>
<tr>
<th>Estimated Balance (Deficit)</th>
<th>ADOPTED BUDGET FY19-20</th>
<th>REVISED BUDGET FY19-20</th>
<th>FY20-21</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Balance (Deficit)</td>
<td>$ (178,312)</td>
<td>$ 343,028</td>
<td>$ 88,235</td>
<td>$ 266,546</td>
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</table>

### RESERVES:

- Contributions to Reserve:
  - Prior to FY15-16: $ 53,372
  - FY 15-16 Plus Interest Earnings: $ 20,192
  - FY 16-17 Plus Interest Earnings: $ 20,349
  - FY 17-18 Plus Interest Earnings: $ 20,939
  - FY 18-19 Plus Interest Earnings: $ 22,297
  - FY 19-20 Plus interest Earnings: $ 22,743
  - FY 20-21 Reserve: $ 90,000

  **Total in LAIF thru 6/30/21**: $ 249,892

---

**Note:**
Both revenue and expenses are higher than usual for both FY19-20 and FY20-21 due to the South Bay Fiber Network project. The majority of the revenue/expense is passed through to American Dark Fiber who was contracted to build network.

**Estimates:**
- FY19-20 - approximately $2.8m
- FY20-21 - approximately $3.8m
ESTIMATED REVENUES FY 2020-2021: $6,519,675

- Dues: $392,500 (6%)
- Other General Fund Revenues: $246,088 (4%)
- Grant Revenues: $5,881,087 (90%)

ESTIMATED EXPENDITURES FY 2020-2021: $6,431,440

- Salaries & Benefits: $4,733,070 (75%)
- Professional/Contractual: $634,131 (10%)
- Supplies & Services: $922,014 (15%)
## ESTIMATED REVENUE DETAILS

### PROPOSED BUDGET

#### FISCAL YEAR 2020-2021

<table>
<thead>
<tr>
<th>REVENUE SOURCE</th>
<th>ACCOUNT CODE</th>
<th>ACTUAL REVENUE</th>
<th>ADOPTED BUDGET FY 19-20</th>
<th>REVISED BUDGET FY 19-20</th>
<th>YTD AS OF 03/31/20</th>
<th>PROPOSED BUDGET FY 20-21</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUE SOURCE:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dues</td>
<td>4020</td>
<td>$372,501</td>
<td>$392,500</td>
<td>$392,500</td>
<td>$392,499</td>
<td>$392,500</td>
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<td>General Assembly Sponsorship</td>
<td>4050</td>
<td>62,250</td>
<td>60,000</td>
<td>64,250</td>
<td>64,250</td>
<td>40,000</td>
<td>(20,000)</td>
</tr>
<tr>
<td>Holiday Light Exchange</td>
<td>4055</td>
<td>2,250</td>
<td></td>
<td></td>
<td>1,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Training</td>
<td>4060</td>
<td>5,000</td>
<td></td>
<td>1,000</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MTA South Bay Deputy</td>
<td>4070</td>
<td>98,877</td>
<td>100,439</td>
<td>100,439</td>
<td>77,161</td>
<td>106,288</td>
<td>5,849</td>
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<tr>
<td>Interest Income</td>
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<td>29,610</td>
<td>28,800</td>
<td>47,444</td>
<td>23,768</td>
<td>30,000</td>
<td>1,200</td>
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<td>12,000</td>
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<td>12,000</td>
<td>-</td>
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<td>Reimbursable Expense</td>
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<td>300</td>
<td>300</td>
<td></td>
<td></td>
<td>(300)</td>
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<td>CIMP Dominguez Channel Admin Fee</td>
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<td>92,958</td>
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<td>56,150</td>
<td>57,800</td>
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<td>2.94%</td>
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<tr>
<td>Miscellaneous Revenue</td>
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<td>1,288</td>
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<td></td>
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<td>-</td>
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<tr>
<td><strong>Sub-total General Fund Revenues</strong></td>
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<td>$676,734</td>
<td>$650,189</td>
<td>$675,734</td>
<td>$570,966</td>
<td>$638,588</td>
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</tr>
<tr>
<td>GBN - Hawthorne</td>
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<td>$29,271</td>
<td>10,000</td>
<td>20,000</td>
<td>20,000</td>
<td>10,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>GBN - Torrance</td>
<td>4127</td>
<td>34,500</td>
<td>10,000</td>
<td>24,500</td>
<td>20,000</td>
<td>20,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>SCG Contract</td>
<td>4511</td>
<td>40,000</td>
<td>40,000</td>
<td>40,000</td>
<td>30,000</td>
<td>40,000</td>
<td>-</td>
</tr>
<tr>
<td>SCG-DWP Outreach</td>
<td>4512</td>
<td>149,732</td>
<td>168,980</td>
<td>203,480</td>
<td>174,980</td>
<td>6,000</td>
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</tr>
<tr>
<td>WBMWD Contract</td>
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<td>49,000</td>
<td>49,000</td>
<td>49,000</td>
<td>36,750</td>
<td>49,000</td>
<td>-</td>
</tr>
<tr>
<td>Sanitation District</td>
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<td>26,250</td>
<td>29,000</td>
<td>29,000</td>
<td>21,750</td>
<td>29,000</td>
<td>-</td>
</tr>
<tr>
<td>Torrance Water</td>
<td>4540</td>
<td>51,588</td>
<td>231,184</td>
<td>231,184</td>
<td>191,191</td>
<td>103,657</td>
<td>(127,527)</td>
</tr>
<tr>
<td>CalTrans LTN</td>
<td>4544</td>
<td>30,735</td>
<td>50,000</td>
<td>50,000</td>
<td>38,014</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>Metro Vanpool / Shared Mobility</td>
<td>4545</td>
<td>48,000</td>
<td>48,000</td>
<td>48,000</td>
<td>22,000</td>
<td>48,000</td>
<td>-</td>
</tr>
<tr>
<td>Metro Express Lane</td>
<td>4546</td>
<td>95,781</td>
<td>120,000</td>
<td>111,902</td>
<td>88,000</td>
<td>(32,000)</td>
<td>-26.67%</td>
</tr>
<tr>
<td>Measure R</td>
<td>4570</td>
<td>3,336</td>
<td>3,320</td>
<td>1,032</td>
<td>835</td>
<td>1,100</td>
<td>(2,220)</td>
</tr>
<tr>
<td>Integrated Pest Management</td>
<td>4589</td>
<td>6,000</td>
<td>2,300</td>
<td>500</td>
<td>2,300</td>
<td>(3,700)</td>
<td>-61.67%</td>
</tr>
<tr>
<td>Energy Coalition (REN)</td>
<td>4592</td>
<td>51,588</td>
<td>231,184</td>
<td>231,184</td>
<td>191,191</td>
<td>103,657</td>
<td>(127,527)</td>
</tr>
<tr>
<td>Homeless (PATH)</td>
<td>4600</td>
<td>30,735</td>
<td>50,000</td>
<td>50,000</td>
<td>38,014</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>Homeless - LA County</td>
<td>4601</td>
<td>48,000</td>
<td>48,000</td>
<td>48,000</td>
<td>22,000</td>
<td>48,000</td>
<td>-</td>
</tr>
<tr>
<td>Homeless - LA County- Innovation Fund</td>
<td>4602</td>
<td>95,781</td>
<td>120,000</td>
<td>111,902</td>
<td>88,000</td>
<td>(32,000)</td>
<td>-26.67%</td>
</tr>
<tr>
<td>Water Replenishment District</td>
<td>4610</td>
<td>30,735</td>
<td>50,000</td>
<td>50,000</td>
<td>38,014</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>Measure M</td>
<td>4611</td>
<td>87,299</td>
<td>147,800</td>
<td>108,000</td>
<td>41,413</td>
<td>60,000</td>
<td>(87,800)</td>
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<tr>
<td>South Bay Fiber Network (SBFN)</td>
<td>4612</td>
<td>87,299</td>
<td>147,800</td>
<td>108,000</td>
<td>41,413</td>
<td>60,000</td>
<td>(87,800)</td>
</tr>
<tr>
<td>Fiber - State of CA</td>
<td>4613</td>
<td>30,735</td>
<td>50,000</td>
<td>50,000</td>
<td>38,014</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>PUC SCE/SCG Contract</td>
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<td>324,500</td>
<td>189,479</td>
<td>199,203</td>
<td>149,191</td>
<td>(49,191)</td>
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<tr>
<td>SCG-Strategic Plan Income</td>
<td>4514</td>
<td>8,649</td>
<td>5,400</td>
<td>5,400</td>
<td>5,400</td>
<td>5,400</td>
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<tr>
<td>SCE-Strategic Plan Income</td>
<td>4515</td>
<td>34,597</td>
<td>21,708</td>
<td>21,750</td>
<td>21,750</td>
<td>-</td>
<td>-</td>
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<tr>
<td>SOLSmart</td>
<td>4590</td>
<td>14,050</td>
<td>1,071</td>
<td>950</td>
<td>950</td>
<td>(1,071)</td>
<td>-100.00%</td>
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<tr>
<td>Energy Efficiency</td>
<td>4591</td>
<td>6,097</td>
<td>32,071</td>
<td>28,109</td>
<td>26,175</td>
<td>(2,220)</td>
<td>-66.87%</td>
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<tr>
<td>SBWIB Broadband Income</td>
<td>4135</td>
<td>51,588</td>
<td>231,184</td>
<td>231,184</td>
<td>191,191</td>
<td>103,657</td>
<td>(127,527)</td>
</tr>
<tr>
<td>SBWIB Telework</td>
<td>4136</td>
<td>41,683</td>
<td>11,044</td>
<td>-</td>
<td>-</td>
<td>(11,044)</td>
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<tr>
<td>EV-LA County</td>
<td>4548</td>
<td>15,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-</td>
</tr>
<tr>
<td><strong>Sub-total Grant Revenues</strong></td>
<td></td>
<td>$1,239,806</td>
<td>$1,301,296</td>
<td>$1,958,495</td>
<td>$2,956,394</td>
<td>$5,811,087</td>
<td>$4,579,791</td>
</tr>
<tr>
<td><strong>Total Estimated Revenues</strong></td>
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<td>$1,916,540</td>
<td>$1,951,485</td>
<td>$5,458,495</td>
<td>$3,527,360</td>
<td>$6,519,675</td>
<td>$4,568,190</td>
</tr>
</tbody>
</table>
## EXPENDITURE DETAILS BY ACCOUNT

### PROPOSED BUDGET

**FISCAL YEAR 2020-2021**

<table>
<thead>
<tr>
<th>ACCOUNT CATEGORY</th>
<th>ACCOUNT CODE</th>
<th>ACTUAL FY 18-19</th>
<th>ADOPTED BUDGET FY 19-20</th>
<th>REVISED BUDGET FY 19-20</th>
<th>YTD AS OF 03/31/20</th>
<th>PROPOSED BUDGET FY 20-21</th>
<th>INCREASE (DECREASE)</th>
<th>PROPOSED BUDGET FY19-20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Salaries/Regular</strong></td>
<td>6010</td>
<td>$524,804</td>
<td>$552,000</td>
<td>$640,000</td>
<td>$358,520</td>
<td>$739,070</td>
<td>$187,070</td>
<td>33.89%</td>
</tr>
<tr>
<td><strong>Salaries/Part-Time</strong></td>
<td>6030</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Overtime</strong></td>
<td>6011</td>
<td>1,346</td>
<td>1,400</td>
<td>1,400</td>
<td>187</td>
<td>1,400</td>
<td>25,200</td>
<td>37.50%</td>
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<td><strong>Medical/Deferred Comp</strong></td>
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<td>52,250</td>
<td>67,200</td>
<td>75,600</td>
<td>46,000</td>
<td>92,400</td>
<td>46,165</td>
<td>33.55%</td>
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<tr>
<td><strong>Life Insurance</strong></td>
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<td>80</td>
<td>1,114</td>
<td>1,081</td>
<td>750</td>
<td>1,663</td>
<td>549</td>
<td>49.30%</td>
</tr>
<tr>
<td><strong>Social Security</strong></td>
<td>6014</td>
<td>5,520</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Life Insurance</strong></td>
<td>6015</td>
<td>8,084</td>
<td>9,418</td>
<td>5,339</td>
<td>10,797</td>
<td>7,213</td>
<td>33.55%</td>
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<tr>
<td><strong>FUTA</strong></td>
<td>6016</td>
<td>387</td>
<td>491</td>
<td>504</td>
<td>389</td>
<td>743</td>
<td>252</td>
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<tr>
<td><strong>California SUI-ER</strong></td>
<td>6017</td>
<td>2,640</td>
<td>5,208</td>
<td>4,019</td>
<td>5,116</td>
<td>2,047</td>
<td>66.68%</td>
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<tr>
<td><strong>Workers’ Comp</strong></td>
<td>6018</td>
<td>7,369</td>
<td>8,200</td>
<td>10,000</td>
<td>3,392</td>
<td>8,200</td>
<td>-</td>
<td>-</td>
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<td><strong>Employee Reimbursable Expense</strong></td>
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<td>5,000</td>
<td>-</td>
<td>5,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>Severance Pay</strong></td>
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<td>16,500</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Sub-total Salaries &amp; Benefits</strong></td>
<td>-</td>
<td>$671,721</td>
<td>$689,284</td>
<td>$800,955</td>
<td>$444,222</td>
<td>$922,014</td>
<td>$232,729</td>
<td>33.76%</td>
</tr>
<tr>
<td><strong>Office Supplies</strong></td>
<td>6201</td>
<td>12,314</td>
<td>12,599</td>
<td>12,599</td>
<td>5,230</td>
<td>7,500</td>
<td>5,099</td>
<td>(-40.47%)</td>
</tr>
<tr>
<td><strong>Postage</strong></td>
<td>6202</td>
<td>1,237</td>
<td>1,200</td>
<td>1,200</td>
<td>546</td>
<td>1,200</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Referrals</strong></td>
<td>6203</td>
<td>26,266</td>
<td>25,597</td>
<td>25,597</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Membership Dues</strong></td>
<td>6204</td>
<td>10,116</td>
<td>10,581</td>
<td>10,581</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Mileage Reimbursement</strong></td>
<td>6205</td>
<td>4,875</td>
<td>5,058</td>
<td>5,058</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Meetings/Conferences</strong></td>
<td>6206</td>
<td>9,772</td>
<td>6,840</td>
<td>6,840</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Special Events/General Assembly</strong></td>
<td>6224</td>
<td>28,716</td>
<td>31,160</td>
<td>31,160</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Staff Training/Development</strong></td>
<td>6207</td>
<td>774</td>
<td>2,500</td>
<td>2,500</td>
<td>5,230</td>
<td>7,500</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Newsletter</strong></td>
<td>6208</td>
<td>10,369</td>
<td>8,400</td>
<td>11,428</td>
<td>6,712</td>
<td>11,424</td>
<td>3,024</td>
<td>36.00%</td>
</tr>
<tr>
<td><strong>Audit Fees</strong></td>
<td>6209</td>
<td>5,000</td>
<td>6,578</td>
<td>6,578</td>
<td>6,712</td>
<td>6,000</td>
<td>(578)</td>
<td>-8.79%</td>
</tr>
<tr>
<td><strong>Contractual Services</strong></td>
<td>6210</td>
<td>445,337</td>
<td>3,523,838</td>
<td>1,951,405</td>
<td>4,313,070</td>
<td>3,758,518</td>
<td>677.76%</td>
<td></td>
</tr>
<tr>
<td><strong>Professional Services</strong></td>
<td>6211</td>
<td>420,000</td>
<td>416,000</td>
<td>311,000</td>
<td>420,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Rent</strong></td>
<td>6212</td>
<td>150,544</td>
<td>153,336</td>
<td>82,548</td>
<td>61,591</td>
<td>136,100</td>
<td>(17,236)</td>
<td>-11.24%</td>
</tr>
<tr>
<td><strong>Equipment Lease</strong></td>
<td>6213</td>
<td>10,594</td>
<td>11,685</td>
<td>9,832</td>
<td>7,219</td>
<td>9,600</td>
<td>(1,725)</td>
<td>-17.46%</td>
</tr>
<tr>
<td><strong>Telephone</strong></td>
<td>6214</td>
<td>7,666</td>
<td>8,610</td>
<td>8,400</td>
<td>6,201</td>
<td>8,400</td>
<td>(210)</td>
<td>-2.44%</td>
</tr>
<tr>
<td><strong>IT Services/Maintenance</strong></td>
<td>6215</td>
<td>54,573</td>
<td>35,811</td>
<td>51,794</td>
<td>36,616</td>
<td>(26,513)</td>
<td>-42.00%</td>
<td></td>
</tr>
<tr>
<td><strong>Software/ Hardware</strong></td>
<td>6216</td>
<td>12,892</td>
<td>15,142</td>
<td>6,216</td>
<td>14,133</td>
<td>5,356</td>
<td>61.03%</td>
<td></td>
</tr>
<tr>
<td><strong>Liability Insurance</strong></td>
<td>6217</td>
<td>2,226</td>
<td>2,400</td>
<td>2,400</td>
<td>2,248</td>
<td>2,300</td>
<td>(100)</td>
<td>-4.17%</td>
</tr>
<tr>
<td><strong>Subscription/ Advertising</strong></td>
<td>6218</td>
<td>292</td>
<td>1,000</td>
<td>1,000</td>
<td>200</td>
<td>1,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Miscellaneous Supplies/HLE</strong></td>
<td>6219</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Specialty Legal Services</strong></td>
<td>6220</td>
<td>5,000</td>
<td>5,000</td>
<td>4,725</td>
<td>10,000</td>
<td>5,000</td>
<td>100.00%</td>
<td></td>
</tr>
<tr>
<td><strong>City Reimbursements</strong></td>
<td>6222</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>295,287</td>
<td>295,287</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Miscellaneous Expenses</strong></td>
<td>6225</td>
<td>(2,507)</td>
<td>1,000</td>
<td>1,000</td>
<td>890</td>
<td>1,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Sub-Total Supplies &amp; Services</strong></td>
<td>-</td>
<td>$1,214,277</td>
<td>$1,340,512</td>
<td>$2,414,512</td>
<td>$2,458,942</td>
<td>$5,367,201</td>
<td>$4,026,688</td>
<td>300.38%</td>
</tr>
<tr>
<td><strong>Moving Expenses</strong></td>
<td>6221</td>
<td>-</td>
<td>100,000</td>
<td>100,000</td>
<td>45,519</td>
<td>42,226</td>
<td>(57,774)</td>
<td>-57.77%</td>
</tr>
<tr>
<td><strong>Website Redesign</strong></td>
<td>6032</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>100,000</td>
<td>100,000</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Operating Expenditures</strong></td>
<td>-</td>
<td>$1,885,998</td>
<td>$2,129,797</td>
<td>$5,115,467</td>
<td>$2,948,683</td>
<td>$6,431,440</td>
<td>$4,301,644</td>
<td>201.97%</td>
</tr>
</tbody>
</table>
# SBCCOG
## APPROVED SALARY SCHEDULE BY POSITION / PROFESSIONAL-CONTRACTOR LABOR DISTRIBUTION
## PROPOSED BUDGET
## FISCAL YEAR 2020-2021

### PROFESSIONAL SERVICES - 6211

<table>
<thead>
<tr>
<th>POSITION</th>
<th>SALARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative Officer - Tier 1</td>
<td>$ 91,000</td>
</tr>
<tr>
<td>Senior Project Manager - Tier 1</td>
<td>85,000</td>
</tr>
<tr>
<td>Accountant - Tier 3</td>
<td>81,000</td>
</tr>
<tr>
<td>Project Manager - Tier 3</td>
<td>78,000</td>
</tr>
<tr>
<td>Project Manager - Tier 2</td>
<td>71,000</td>
</tr>
<tr>
<td>Project Manager - Tier 1</td>
<td>64,000</td>
</tr>
<tr>
<td>Environmental Services Analyst III - Tier 3</td>
<td>87,000</td>
</tr>
<tr>
<td>Environmental Services Analyst III - Tier 2</td>
<td>82,000</td>
</tr>
<tr>
<td>Environmental Services Analyst III - Tier 1</td>
<td>77,000</td>
</tr>
<tr>
<td>Environmental Services Analyst II - Tier 3</td>
<td>72,000</td>
</tr>
<tr>
<td>Environmental Services Analyst II - Tier 2</td>
<td>67,000</td>
</tr>
<tr>
<td>Environmental Services Analyst II - Tier 1</td>
<td>62,000</td>
</tr>
<tr>
<td>Environmental Services Analyst I - Tier 3</td>
<td>57,000</td>
</tr>
<tr>
<td>Environmental Services Analyst I - Tier 2</td>
<td>53,500</td>
</tr>
<tr>
<td>Environmental Services Analyst I - Tier 1</td>
<td>50,500</td>
</tr>
<tr>
<td>Administrative Assistant - Tier 3</td>
<td>47,000</td>
</tr>
<tr>
<td>Administrative Assistant - Tier 2</td>
<td>40,000</td>
</tr>
<tr>
<td>Administrative Assistant - Tier 1</td>
<td>35,000</td>
</tr>
<tr>
<td>Part-time Hourly Staff (ESAs for events)</td>
<td>10,000</td>
</tr>
</tbody>
</table>

### CONTRACTOR SERVICES - 6210

<table>
<thead>
<tr>
<th>POSITION</th>
<th>TOTAL AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Director - Steve Lantz</td>
<td>112,690</td>
</tr>
<tr>
<td>Research Director - Siembab Corp.</td>
<td>95,000</td>
</tr>
<tr>
<td>Energy Efficiency Engineer - GSE Solutions</td>
<td>50,000</td>
</tr>
<tr>
<td>Metro Deputy - Mike Bohlke</td>
<td>110,879</td>
</tr>
<tr>
<td>Budget &amp; Finance Consultant - Agnes Walker</td>
<td>8,500</td>
</tr>
<tr>
<td>South Bay Fiber Network Contractor - American Dark Fiber</td>
<td>3,811,000</td>
</tr>
<tr>
<td>Additional consultants or staff as needed on contracts or project development</td>
<td>125,000</td>
</tr>
</tbody>
</table>

### Estimated Contractor Expenses FY 2020-2021

$ 4,313,070
<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DEFINITION</th>
<th>ACRONYM</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA-SUI</td>
<td>California State Unemployment Insurance</td>
<td>LADWP</td>
<td>Los Angeles Department of Water &amp; Power</td>
</tr>
<tr>
<td>CALCOG</td>
<td>California Council of Governments</td>
<td>LAIF</td>
<td>Local Agency Investment Fund</td>
</tr>
<tr>
<td>CAP</td>
<td>Climate Action Plan</td>
<td>LARC</td>
<td>Los Angeles Regional Coalition</td>
</tr>
<tr>
<td>CEC</td>
<td>California Energy Commission</td>
<td>LGSEC</td>
<td>Local Government Sustainability Energy Coalition</td>
</tr>
<tr>
<td>CIMP</td>
<td>Coordinated Integrated Monitoring Program</td>
<td>MEL</td>
<td>Metro Express Lanes</td>
</tr>
<tr>
<td>CPUC</td>
<td>California Public Utilities Commission</td>
<td>MTA</td>
<td>Metropolitan Transportation Authority</td>
</tr>
<tr>
<td>DWP</td>
<td>Department of Water &amp; Power</td>
<td>LTN</td>
<td>Local Travel Network</td>
</tr>
<tr>
<td>EUC</td>
<td>Energy Upgrade California</td>
<td>PACE</td>
<td>Property Assessed Clean Energy</td>
</tr>
<tr>
<td>EV</td>
<td>Electric Vehicle</td>
<td>PATH</td>
<td>People Assisting the Homeless</td>
</tr>
<tr>
<td>FTE</td>
<td>Full Time Equivalent</td>
<td>PUC</td>
<td>Public Utilities Commission</td>
</tr>
<tr>
<td>FUTA</td>
<td>Federal Unemployment Tax Act</td>
<td>REN</td>
<td>Regional Energy Network</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year</td>
<td>SB</td>
<td>South Bay</td>
</tr>
<tr>
<td>GA</td>
<td>General Assembly</td>
<td>SBCCOG</td>
<td>South Bay Cities Council of Governments</td>
</tr>
<tr>
<td>GBC</td>
<td>Green Building Challenge</td>
<td>SBFN</td>
<td>South Bay Fiber Network</td>
</tr>
<tr>
<td>GBN</td>
<td>Green Business Network</td>
<td>SBWIB</td>
<td>South Bay Work Investment Board</td>
</tr>
<tr>
<td>GSW</td>
<td>Golden State Water</td>
<td>SCE</td>
<td>Southern California Edison</td>
</tr>
<tr>
<td>HERO</td>
<td>Home Energy &amp; Resources Organization</td>
<td>SCG</td>
<td>Southern California Gas</td>
</tr>
<tr>
<td>HLE</td>
<td>Holiday Light Exchange</td>
<td>WBMWD</td>
<td>West Basin Metropolitan Water District</td>
</tr>
<tr>
<td>ICLEI</td>
<td>International Council for Local Environmental Initiatives</td>
<td>WRCOG</td>
<td>Western Riverside Council of Government</td>
</tr>
<tr>
<td>LA</td>
<td>Los Angeles</td>
<td>WRD</td>
<td>Water Replenishment District</td>
</tr>
</tbody>
</table>
Budget summary: Overall, the proposed budget for FY20-21 reflects a projected budget balance of $88,235: revenue increase of $4,568,190 or 234.09% and an expenditure increase of $4,301,644 or 201.97%. Primarily, these increases are due to the South Bay Fiber project which is a pass through for the fiber network construction. A one-time web-site redesign expense of $100,000 is also proposed.

Estimated revenues: As illustrated on the Estimated Revenue Details (page 4), the total General Fund revenues which include Dues, are projected to decrease by ($11,601) or (1.78%). Revenues from grants increased $4,579,791 or 351.94%. As stated above, this increase is due primarily to the South Bay Fiber project.

Below is an explanation of some of the revenue increases and (decreases) with the corresponding account codes and descriptions on the revenue categories:

- **Dues/4020** - remains at same level as current year
- **General Assembly Sponsorship/4050** - estimated decrease of ($20,000) due to the cancellation of the GA in 2020
- **MTA South Bay Deputy/4070** – increase in reimbursement of $5,849 reflects estimated increase funded by Metro
- **CalTrans LTN/4544** – decrease of ($127,527) due to project ending
- **Measure R/4570** - decrease of ($32,000) due to decrease in program activity
- **PACE programs/4589** - decrease of ($2,220) due to less participation in program
- **Integrated Pest Management/4589** - decrease of ($3,700) due to change in scope of services
- **Energy Coalition (REN)/4592** - new contract estimated $100,000
- **Homeless – LA County, Innovation Fund/4602** – new contract estimated $739,685; includes $295,287 of pass through funds for cities
- **Measure M/4611** – decrease of ($87,800) due to decrease in program activities
- **South Bay Fiber Network (SBFN)/4612** - increase of $4,101,365; additional funding for network construction
- **Fiber – State of CA/4613** - anticipated spending of $50,000
- **Contracts ended**
  - PUC SCE/SCG Contract/4510
  - SCE/SCG Strategic Plan/4514-4515
  - SolSmart/4590
  - Energy Efficiency/4591
  - SBWIB Broadband/4135

Proposed expenditures/Salaries & Benefits: The proposed expenditures (page 5) for the coming fiscal year show a net increase of $4,301,644 or 201.97% compared to the adopted budget in the current year. The Salaries & Benefits portion of the budget increased $232,729 or 33.76%, which reflects four additional staff.

Below is an explanation of the expenditure increases with the corresponding account codes and descriptions on the various expenditure categories:
• **Salaries/Regular/6010** – $739,070 reflects proposed budget for 11 positions, up from 7 in the current year
• **Salaries/Part-Time/6030** – provides $5,520 funding for a part-time employee, as needed, working an average of 20 hours a month to assist with outreach events
• **Medical/Deferred Comp/6012** – $92,400 includes SBCCOG’s contribution of $700 per month per employee.
• **Benefits/6013-6017** – as salaries increase, benefits will have a relative increase, especially those benefits based on a percentage of salaries such as: Social Security, Medicare, and California SUI-ER
• **Employee Reimbursable Expense/6019** – $5,940 provides a cell phone allowance of $55 per month for nine employees (current year budget is for four employees) who often work in the field; required to telecommute or attend outside meetings
• **Vacation/Floating Holiday Payoff/6020** - $5,000 provides for payoff in case an employee leaves during the coming fiscal year

**Supplies & Services:** Overall, the Supplies & Services category shows a net increase of $4,026,688 or 300.38%. As stated above, the expense increase is due primarily to the South Bay Fiber Network.

Below is an explanation of increases or (decreases) and the corresponding account codes and descriptions of the expenses:

• **Office Supplies/6201** – decrease of ($5,099) based on current expenses: paper, pens, business cards, etc.
• **Membership Dues/6204** – proposed budget $11,500 paid to 13 Chambers of Commerce in the South Bay, CALCOG, ICLEI, LGSEC, LARC, and Cal Chamber
• **Mileage Reimbursement/6205** – an increase of $2,222 due to staff increase; provides employee reimbursements for attending events or site visits based on IRS mileage rate
• **Special Events/6224** – $40,000 proposed for all expenses related to General Assembly; reflects increase of $8,840 to allow for price increases from vendors
• **Newsletter/6208** – $11,424, an increase of $3,024; includes both the Newsletter and the What is the SBCCOG & SBESC handouts
• **Contractual Services/6210** – net increase of $3,758,518; reflects increase in grant-related expenditures, primarily South Bay Fiber Network (SBFN)
• **Professional Services/6211** – $420,000 for JB&A agreement; no change in budget; however, only $416,000 was distributed to JB&A in FY19-20 (per request by JB&A to balance total compensation for FY2018-19)
• **Rent/6212** – decrease ($17,236): annual lease at new location less than annual lease at prior location
• **Equipment Lease/6213** – $9,960 for Xerox machine per agreement
• **IT Services/Maintenance/6215** – $36,616, a decrease of ($26,513) due to change of vendor
• **Software/Hardware/6216** - $14,133, includes scheduled computer upgrade
• **Miscellaneous Supplies/HLE/6219** – Holiday Light Exchange program cancelled
- **Specialty Legal Services/6220** – $10,000 for legal services outside of current pro-bono services
- **City Reimbursements/6222** - $295,287 LA County Homeless Innovation pass through funds for cities
- **Moving Expenses/6221** – $42,226, balance of $100,000 from prior year to cover residual moving expenses
- **Website Redesign/6032** - proposed budget of $100,000, one-time expense

**Reserves:** Per the newly adopted reserve policy, the target amount for contingencies is $405,000. As shown on the Budget Summary (page 2), if approved, $249,892 shall be accumulated in LAIF as of June 30, 2021. This amount includes $53,372 reserve funds established prior to FY15-16 and $106,520 from the 5-year dues increase with interest. In addition, $90,000 to be reserved in FY20-21. In order to reach the target of $405,000, $38,777 will be required each year for four additional years.
### Fund Balance for June 30, 2019 per Audited Financial Statement

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revised Revenue Budget FY19-20</td>
<td>5,458,495</td>
</tr>
<tr>
<td>Less Adjustments:</td>
<td></td>
</tr>
<tr>
<td>Energy Coalition</td>
<td>(84,000)</td>
</tr>
<tr>
<td>Homeless LA County</td>
<td>(147,937)</td>
</tr>
<tr>
<td>Fiber - State of CA</td>
<td>(60,000)</td>
</tr>
<tr>
<td>Total Revenue Adjustments</td>
<td>(291,937)</td>
</tr>
<tr>
<td>Adjusted Revised Revenue Budget FY19-20</td>
<td>5,166,558</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revised Expenditure Budget FY19-20</td>
<td>(5,119,467)</td>
</tr>
<tr>
<td>Less Adjustments:</td>
<td></td>
</tr>
<tr>
<td>Salaries &amp; Benefits (staff not hired)</td>
<td>111,671</td>
</tr>
<tr>
<td>Moving expenses not incurred</td>
<td>42,226</td>
</tr>
<tr>
<td>Total Expense Adjustments</td>
<td>153,897</td>
</tr>
<tr>
<td>Adjusted Revised Expenditure Budget FY19-20</td>
<td>(4,965,570)</td>
</tr>
</tbody>
</table>

**Estimated Fund Balance FY19-20**: 957,738

### Proposed Budget FY20-21

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Revenues</td>
<td>6,519,675</td>
</tr>
<tr>
<td>Estimated Expenditures</td>
<td>(6,431,440)</td>
</tr>
<tr>
<td>Estimated Balance (Revenue over Expenditures)</td>
<td>88,235</td>
</tr>
<tr>
<td>Less Reserve for Contingencies:</td>
<td></td>
</tr>
<tr>
<td>FY19-20 (final dues increase with interest)</td>
<td>(22,743)</td>
</tr>
<tr>
<td>FY20-21 as proposed</td>
<td>(90,000)</td>
</tr>
<tr>
<td>Total Proposed Reserve</td>
<td>(112,743)</td>
</tr>
<tr>
<td>Proposed carryover balance for moving expenses</td>
<td>(42,226)</td>
</tr>
</tbody>
</table>

**Estimated Fund Balance June 30, 2021**: $891,004

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Note: The SBCCOG has received a $1.2 million from the State of California for the fiber network, of which $764.00 has been expended. This $1.2 million is not currently part of the fund balance.
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors
FROM: SBCCOG Steering Committee
RE: Bills to Monitor and for Action – Status as of June 17, 2020

NOTE: Positions in **bold** were taken at the June 8 Steering Committee meeting

**Adherence to Strategic Plan:**
Goal B: Regional Advocacy. Advocate for the interests of the South Bay

**FINANCE**

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>SUPPORT</th>
<th>Committee</th>
<th>Hearing Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 795 (Beall)</td>
<td>AMENDED SUBSTANTIALLY: Economic development: housing: workforce development: climate change infrastructure. Would continuously appropriate the sum of $10,000,000,000 from the General Fund for expenditure over the 2020–21 fiscal year and each of the 4 following fiscal years. Of that amount, would require the Controller to allocate for each of those fiscal years $1,805,000,000 among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as described above. Would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to programs under the bill.</td>
<td>SUPPORT (5/28/20) (Ltr to Sen Approp. 6/4/20)</td>
<td>Senate Appropriations Committee</td>
<td>6/18/20</td>
</tr>
<tr>
<td>SCA 6 (Dodd) &amp; ACA 16 (Gray)</td>
<td>Gambling: sports wager. Constitutional amendment would authorize regulated and taxed sports wagering, including online or mobile sports wagering, operated by horse race tracks and federally recognized Indian tribes, as specified.</td>
<td>SUPPORT (6/8/20) SCA 6 (Ltr to Sen Approp. 6/8/20)</td>
<td>SCA 6: Senate Appropriations Committee</td>
<td>6/18/20</td>
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<tr>
<td>ACA 16:</td>
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<td>ACA 16:</td>
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<tr>
<td>Bill No.</td>
<td>Bill Title</td>
<td>Description</td>
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<tr>
<td>AB 2580 (Eggman)</td>
<td>Conversion of Motels and Hotels. Streamlining</td>
<td>This measure would authorize a development proponent to submit an application for a development for the conversion of a motel, hotel, or commercial use into multifamily housing units to be subject to a streamlined, ministerial approval process, provided that development proponent reserves at least 20% of the proposed housing units for persons and families of low or moderate income.</td>
<td>OPPOSE (5/28/20)</td>
<td>DEAD To be removed</td>
</tr>
<tr>
<td>AB 3107 (Bloom)</td>
<td>Planning and zoning: general plan: housing development.</td>
<td>Notwithstanding any inconsistent provision of a city’s or county’s general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any element of the general plan for commercial uses if certain conditions apply. Among these conditions, would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria. Would require the city or county to apply certain height, density, and floor area ratio standards to a housing development that meets these criteria. Would require a jurisdiction to comply with these requirements only until it has completed the rezoning, required as described above, for the 6th revision of its housing element. Would repeal these provisions as of Jan 1, 2030.</td>
<td>OPPOSE (5/28/20)</td>
<td>6/11/20 Senate Rules Committee for assignment</td>
</tr>
<tr>
<td>SB 902 (Wiener)</td>
<td>AMENDED 5/21/20: Planning and zoning: housing development: density.</td>
<td>Would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. Would require the Department of Housing and Community Development, (5/28/20) (4/23/20) (Ltr to Sen Approp. 6/4/20)</td>
<td>Senate Appropriations Committee Hearing Date: 6/18/20</td>
<td></td>
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<tr>
<td>Bill Number</td>
<td>Description</td>
<td>Supporting/Letting Support</td>
<td>Committee</td>
<td>Hearing Date</td>
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<tr>
<td>SB 1120</td>
<td>Subdivisions: tentative maps. Would require a proposed housing development containing 2 residential units to be considered ministerially, without discretionary review or hearing, in zones where allowable uses are limited to single-family residential development if the proposed housing development meets certain requirements, including that the proposed housing development would not require demolition or alteration requiring evacuation or eviction of an existing housing unit that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.</td>
<td>OPPOSE (6/8/20)</td>
<td>Senate Appropriations Committee</td>
<td>6/18/20</td>
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<tr>
<td>SB 1299</td>
<td>Housing Development. Incentives. Rezoning of Idle Retail Sites. Would, upon appropriation by the Legislature, require HCD to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of workforce housing. It provides for 7 years of property tax based on commercial status if changed to housing.</td>
<td>SUPPORT (5/28/20)</td>
<td>Senate Appropriations Committee</td>
<td>6/18/20</td>
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<tr>
<td>SB 1385</td>
<td>Local Planning. Housing in Commercial Zones. This measure, the Neighborhood Homes Act, would deem a housing development project, as defined, an authorized use on a neighborhood lot that is zoned for office or retail commercial use under a local agency’s zoning code or general plan. Would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.</td>
<td>MONITOR</td>
<td>Senate Appropriations Committee</td>
<td>6/18/20</td>
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<tr>
<td>POTENTIAL BALLOT MEASURE</td>
<td>Broadband Infrastructure and Distance Learning Bond Act of 2020. To provide immediate access to multi-gigabit broadband services to rural, urban and suburban unserved and underserved communities and households and to provide local educational</td>
<td>SUPPORT (6/8/20)</td>
<td>NOT AVAILABLE YET – NO NUMBER</td>
<td></td>
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<tr>
<td>Federal</td>
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<td><strong>HR 530</strong> (Eshoo)</td>
<td>Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019. Overturns the FCC's September order preempting local authority over small cell wireless infrastructure on January 14, the day the order took effect. Would not preclude future FCC or congressional preemption of cities on wireless infrastructure, but it would halt the FCC's harmful preemption order, which ignored the input of hundreds of local governments. The bill also complements ongoing efforts to overturn the FCC order in federal courts, and the investigation by congressional leaders into alleged attempts by the FCC to thwart that litigation.</td>
<td>SUPPORT &amp; REQUEST CO-SPONSORS (2/11/19)</td>
<td>1/25/19 House Energy &amp; Commerce Committee - Subcommittee on Communications &amp; Technology</td>
<td></td>
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<tr>
<td><strong>HR 763</strong> (Deutsch)</td>
<td>Energy Innovation &amp; Carbon Dividend Act. Imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere. The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at $15 in 2019, increases by $10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets. Imposes a specified fee on fluorinated greenhouse gases.</td>
<td>SUPPORT (6/8/20)</td>
<td>1/25/19 House Ways &amp; Means, Energy &amp; Commerce, Foreign Affairs – referred to Subcommittee on Energy</td>
<td></td>
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<tr>
<td><strong>HR 1507</strong> (Blumenauer)</td>
<td>The Bicycle Commuter Act of 2019. Official summary in progress. Would allow cyclists to deduct more than $50 per month and write off bike-share memberships.</td>
<td>MONITOR</td>
<td>3/5/19 House Ways and Means Committee</td>
<td></td>
</tr>
</tbody>
</table>

**2020 Legislative Session Calendar**

June 15 - 19 Assembly Floor session only. No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees

June 19 Last day for the Assembly to pass bills introduced in that house & Last day for fiscal committee to hear and report to the floor bills introduced in their house

Summer Recess begins for the Assembly upon adjournment, provided Budget Bill has been passed

June 22-26 Senate Floor Session Only. No committees, other than conference or Rules committees, may meet for any purpose

June 25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot
June 26 Last day for each house to pass bills introduced in that house (J.R. 61(b)(11)).
July 2 Summer Recess begins upon adjournment provided Budget Bill has been passed (J.R. 51(b)(2)).
July 13 Legislature reconvenes from Summer Recess
July 31 Last day for policy committees to hear and report fiscal bills to fiscal committees
Aug. 7 Last day for policy committees to meet and report bills
Aug. 14 Last day for fiscal committees to meet and report bills
Aug. 17-31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees
Aug. 21 Last day to amend bills on the floor
Aug. 31 Last day for each house to pass bills
Final Recess begins upon adjournment
Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 & in the Governor's possession on or after Sept. 1
Oct. 1 Bills enacted on or before this date take effect January 1, 2021.
Nov. 3 General Election.
Nov. 30 Adjournment sine die at midnight
Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon.
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors
FROM: Jacki Bacharach, SBCCOG Executive Director
       Kim Fuentes, Deputy Executive Director

SUBJECT: Environmental Activities Report – May 2020

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

I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH

Climate Adaptation
In May, the CivicSpark Fellow worked with cities to develop documents containing staff selected climate adaptation strategies. The Fellow will continue working with cities to finalized documents throughout June. Over the next months, the SBCCOG will continue to support cities as they work towards integrating climate adaptation into their city documents.

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: 104 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of May. GOAL EXCEEDED

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

   Water Bottle Filling Station Program
   Contract goal: To assist with identifying locations for stations.
   Status: Public sites are eligible to install two (2) water bottle filling stations per Tax ID.

   West Basin is postponing this program until further notice.

Task 2. Support for Workshops & Events
   Educational Classes
   Contract goal: minimum of 5 and a maximum of 10
Status of goal: 5 completed; future in person classes are on hold GOAL MET

Staff continues to work with West Basin staff to explore holding classes via Zoom.

Rain Barrel Giveaway

Contract goal: 5 events
Status of goal: 5 completed; all future events are on hold GOAL MET

SBCCOG staff presented mapping analysis (i.e. GIS) of participation in the rain barrel giveaway covering the program’s history (2015 – 2020), detailing high vs. low participation rates among nearly 6,000 documented residences. Additionally, SBCCOG staff shared possible program enhancements which included a pilot partnership between West Basin, Torrance, and LADWP, potential joint rain barrel purchase MOU and new event locations. SBCCOG staff will be meeting with these Partners next month to follow up on the prospect of these proposals.

Task 3. Cash for Kitchens

Revised Contract goal: follow up with 86 prior survey sites (kitchens) to distribute small devices
Status of goal: 0: outreach to business and agencies is on hold per West Basin

West Basin is temporarily postponing the Cash for Kitchens Program, including water efficiency surveys and outreach until further notice.

Task 4. IRWMP & Measure W Assistance

Contract goal: Assist West Basin as needed, including attendance at meetings, taking notes, assisting with reports, etc.
Status of goal: Staff has been attending meetings as they are scheduled.

Task 6. Disadvantaged Communities (DAC) Water-Energy Savings Program (Change & Save)

Contract goal: Support West Basin efforts to conduct 500 energy-water surveys and promote the distribution of 714 high efficiency clothes washers’ rebates
Status: SBCCOG supported activities that led to 422 phone and online surveys being completed.

West Basin’s consultant, Allegra, continues door-to-door canvassing, and distribution of direct mailers and email flyers to the communities of Inglewood, Lennox, Gardena, Hawthorne, Del Aire, Lynwood, and Carson. SBCCOG staff continues to work with residents to provide rebate application assistance through the So Cal Water Smart website; assist over the phone to complete online surveys; obtain photos of water savings devices after installation; and encourage participation to SBESC callers.

Weekly check-in call meetings are held with Allegra, WBMWD, and SBCCOG staff. SBCCOG and Allegra staff continue to work towards the goal of completing 500 surveys by June 15th. SBCCOG staff is assisting in several ways such as: sending out e-blasts; utilizing SBESC website and social media platforms; sharing the flyer at City networking meetings;
and following up with city staff on referrals and further distribution of Change & Save flyers through their contact database as well as ensuring posting on City website for interested residents.

**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:** 7 completed; Previously scheduled classes have been postponed.

**Task 2: Cash for Kitchens**

- **Contract goal:** 10 new commercial kitchens; 10 follow-up site visits
- **Status of goal:** 3 water survey completed; 10 follow-up site visits completed

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

**Water Replenishment District of Southern California (WRD)**  
*Contract year is July 1, 2019-September 30, 2020.*

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

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

- **Contract goal:** 100 exhibit events, workshops, networking opportunities, etc.
- **Status of goal:** 104 exhibit events, presentations, workshops, networking opportunities, etc. as of May **GOAL EXCEEDED**
- **Contract goal:** 1 training for SBCCOG Volunteers on LACSD programs - **Status of goal:** **GOAL MET**
- **Contract goal:** Schedule up to 3 Sanitation Districts-related presentations
  - **Status of goal:** 1 has been completed

At this time no future presentations have been scheduled. SBCCOG staff has reached out to LACSD staff to explore virtual presentations and submitted the draft FY2020-21 contract for their staff review.

**Los Angeles Department of Water and Power (LADWP)**  
*Contract year is January 1-December 31, 2020.*

**Contract goals:**
- 8-12 targeted special exhibit events - **Status of goal:** 5 completed
- 1 training for SBCCOG Volunteers on LADWP programs - **Status of goal:** To be scheduled after July 2020.
- 6-8 commercial kitchens to be identified for water assessments and conservation training
Status of goal: Staff continues to work with business organizations to identify locations for future assessments and trainings.

Energy
Energy Efficiency Partnership Program – Southern California Gas Company (SCG)
SBCCOG staff met with SCG staff to review program activities and discuss coordination with the Regional Energy Network. SBCCOG staff is also updating the contact list for school districts. The next step is to meet with school district staff, virtually, to discuss gas incentives. The energy engineer completed the benchmarking update reports for the City of Torrance.

Energy Efficiency Partnership Program – Regional Energy Network (REN)
SBCCOG staff continues to meet with the REN staff weekly to discuss program implementation and status. An implementation plan has been developed with key dates to meet with city facility staff – June, Aug., and Nov. At these meetings, city staff will be introduced to the suite of REN programs, obtain information on Green Button Data software, and access assistance for identifying and implementing energy efficiency programs.

SBCCOG continues to promote PACE financing for homeowners.

YGRENE – PACE: Proceeds from Ygrene for 2020 Q1 = $179.03. Total since the program start in 2015 = $9,098.88. Payment for 2020 Q2 is expected in August 2020 and will be reported out in September 2020.

HERO – PACE: As of Q4 2019, Western Riverside COG began issuing quarterly reports rather than monthly reports. Proceeds from HERO for 2020 Q1 = $144.32. Total since program start in 2014 = $31,270.37. Proceeds for 2020 Q2 will be reported out in Aug 2020.

<table>
<thead>
<tr>
<th>Total Lifetime Impacts from program - inception through May 2020</th>
<th>Total Annual Impacts</th>
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<tbody>
<tr>
<td>District</td>
<td>Estimated Job Years Added</td>
</tr>
<tr>
<td>Totals</td>
<td>275.58</td>
</tr>
<tr>
<td>Carson</td>
<td>93</td>
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<tr>
<td>El Segundo</td>
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<tr>
<td>Gardena</td>
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<tr>
<td>Hawthorne</td>
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<tr>
<td>Inglewood</td>
<td>26</td>
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<td>Lomita</td>
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<tr>
<td>Los Angeles District 15*</td>
<td>58</td>
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<tr>
<td>Redondo Beach</td>
<td>7</td>
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<tr>
<td>Rolling Hills Estates</td>
<td>2</td>
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<tr>
<td>Torrance</td>
<td>19</td>
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</table>

HERO – PACE: As of Q4 2019, Western Riverside COG began issuing quarterly reports rather than monthly reports. Proceeds from HERO for 2020 Q1 = $144.32. Total since program start in 2014 = $31,270.37. Proceeds for 2020 Q2 will be reported out in Aug 2020.
CA Green Business Network (CAGBN) & South Bay Green Business Assist Program (GBAP):

CAGBN – During the month of May, SBCCOG staff assisted the CAGBN cities of Hawthorne and Torrance in completing the Green Business Network services agreement and CAL EPA work plan.

*Contract goals - City of Hawthorne:* 20 certified green businesses; *Status of goals:* 20 certified businesses – **GOAL MET**

*Contract goals - City of Torrance:* 15 certified green businesses; *Status of goals:* 15 certified businesses and 6 additional businesses in the process of becoming certified – **GOAL MET**

New program funding will be available starting July - at which time, the SBCCOG will also receive new goals.

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

As businesses are certified through CAGBN, they also become GBAP participants. GBAP by city: Torrance (60), Lawndale (27), Hawthorne (43), Redondo Beach (16), El Segundo (15), Gardena (15), Carson (12), Inglewood (10), Manhattan Beach (8), Palos Verdes Estates (7), Rancho Palos Verdes (7), Hermosa Beach (5), Rolling Hills Estates (4), Lomita (3), Lennox (2), and Los Angeles County – Community of Westmont (1) for a total of **234** businesses in the program as of the end of May 2020.

**Transportation**

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

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

*Status of goals:* 69 outreach events; 5 vanpool or rideshare meetings; 2 Survey Engagement

During May, in response to the COVID-19 emergency, SBCCOG staff moved its public outreach efforts to virtual platforms. Metro Shared Mobility materials and emergency updates to rideshare and vanpool programs along with resources for teleworking were shared through 6 different online meetings. Additionally, SBCCOG staff facilitated a Zoom Webinar, presented by Elham Shirazi of e-Planning, entitled, “Teleworking During COVID-19: Strategies and Best Practices for Employers”. 31 individuals from South Bay Cities and other public agencies in attendance. A video of the presentation has been posted to the SBCCOG website as a telework resource for ETCs and employers in the South Bay.

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

Work continued to organize and plan for a virtual calendar of events where Metro’s MEL program materials will be distributed. During this period, MEL materials were distributed as part of the SBCCOG information packets at 8 SBCCOG virtual outreach events.
II. MARKETING, OUTREACH, & IMPLEMENTATION

Outreach Events

In May1 Virtual Business Event
- 6 Virtual Networking Meetings

For the period July 1, 2019 through May 30, 2020
- 29 Community Events
- 14 Business Events
- 15 residential workshops
- 46 Networking Meetings

Media

Social Media (during the month of May)
- SBCCOG -- Totals for Social Media (SBCCOG) (top tweet – right)
  o Twitter: 244 followers total, 2,500 impressions*
  o Facebook: 123 likes total, 117 impressions

- SBESC -- Totals for Social Media (top tweet – right)
  o Twitter: 556 followers total, 4,200 impressions*
  o Facebook: 754 likes total, 184 impressions
  o LinkedIn: 134 followers total, 29 impressions

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

Earned Media/Articles/Network TV
- “West Basin Water – Change and Save” – Culver City Crossroads (5/5/2020)
  https://culvercitycrossroads.com/2020/05/05/west-basin-water-change-and-save/
- “Facing schedule delays, L.A. Metro seeks $120 million more for Crenshaw Line” – Los Angeles Times (5/26/2020)

Volunteer Program

Status of Program: 8.85 hours for May 2020

Grand total as of 5/31/2020 - 20,281.17 (starting April 2008)

Volunteer participation remains low. At present only a few volunteers are contributing to SBCCOG programs working from their homes.
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors
FROM: Steve Lantz, SBCCOG Transportation Director
RE: SBCCOG Transportation Update Covering May 2020

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

**Federal**

**USDOT Allocates $374 Million in New Starts Funding for Metro Rail Transit Projects**
The Federal Transit Administration announced on May 27th an allocation of $374 million for Metro New Starts rail projects – broken down in the following manner: $100 million for the Westside Purple Line Extension (Section 1), $100 million for the Westside Purple Line Extension (Section 2), $100 million for the Westside Purple Line Extension (Section 3), and $74 million for the Regional Connector Transit Project.

**CDC Finally Issues Guidelines For Reopening Transit Service**
The Centers for Disease Control (CDC) shared a 60-page set of guidelines over the Memorial Day weekend for how states can safely reopen to limit further spread of Covid-19. The guidelines recommend practices that were adopted by L. A, County operators two months ago, including: ask passengers to enter and exit through different doors; close every other row of seats and reduce occupancy or add service to ensure passengers are at least six feet apart at all times; install physical barriers like sneeze guards and partitions; use physical guides like floor decals to show passengers where they should and should not stand or sit; require face masks and personal protective equipment to be worn by passengers and transit operators; and, intensify cleaning, disinfection and ventilation. Interestingly, the CDC recommendations do not include elimination of fare collection during the pandemic.

**State**

**Uber, Lyft And Doordash Initiative Seeking Labor Law Exemption Heads To Voters**
A ballot measure championed by Uber, Lyft and DoorDash to exempt their drivers from a new California law that requires companies to give benefits to more workers has qualified for the November election. The initiative promises to raise compensation for ride-hailing and delivery drivers by requiring companies to pay them above minimum wage, plus 30 cents per mile, according to the coalition. It would also mandate health care coverage for drivers who work at least 15 hours per week and would provide insurance for on-the-job injuries.

The initiative is a response to Assembly Bill 5 signed by Gov. Gavin Newsom in September that limits in most cases an employers’ ability to use independent contractors. Instead, the law requires these workers be treated as employees with benefits.
Stay-Home Order Could Cost California $370 Million In State Gas Tax For Road Fixes

If California’s stay at home order lasts eight weeks, the state could lose $370 million in funds that help pay for highway construction and maintenance as well as aid for transit, a new study from UC Davis’ Road Ecology Center reported on May 1st.

Vehicle miles driven have plunged more than 75 percent in the state since the coronavirus outbreak shut down much of California in mid-March and revenues dropped from $61 million in early March to $15 million in the second week of April. The state had initially projected $7.5 billion in fuel tax revenues in FY 2020-21.

Governor Releases May Budget Revisions – Funding Gap Widens

Projected sales tax revenues are down by 27%, transportation revenues have declined by $1.8 billion through 2024, and $1.2 billion of the loss occurs in FYs 19-21. Yet the Governor’s May revision has Caltrans accelerating projects to achieve cost savings, add jobs and improve roads. Planning and engineering projects also remain unchanged to be prepared for any future stimulus funding for capital projects.

State Senate leaders, never at a loss for a creative spending plan, have proposed filling the funding gap with a $25 billion economic recovery fund that would come from voluntary, early state tax payments with tax credits in years 2024 to 2033.

CARB Proposes To Speed California’s Transition To Zero-Emission Vehicles

The California Air Resources Board on May 5th issued an accelerated plan to mandate that truck manufacturers transition a portion of their sales from heavy diesel trucks to electric zero-emission vehicles beginning in 2024.

The draft plan would require that 5% of all Class 7 and Class 8 heavy trucks sold in 2024 be electric — an increase from 3% initially proposed in December. The updated requirement for Class 4 through Class 8 truck sales would begin at 9% in 2024.

The new proposal also calls for the percentage of heavy trucks sold in the state to gradually increase each year with a goal that 100% of the trucks be zero-emission electric vehicles by 2045. The updated proposal envisions an all zero-emission drayage fleet in California ports and railyards by 2035, and last-mile delivery fleet by 2040.

To allow 30 days for public comment, CARB will hold a public hearing on the proposal at its June 25-26 meeting.

CPUC Readyng Rules For Automated Vehicle Taxis And Ride-Hailing

California’s first-ever Autonomous Vehicle (AV) Passenger Service Pilot Program (AV Pilot) is underway as the California Public Utilities Commission (CPUC) is wrestling with regulations for the second phase of the state’s driverless taxi or ride-hailing services pilot programs, including whether driverless AVs in pilot services should be allowed to collect fares for trips, whether they should be allowed to accept pooled or shared rides, and what types of data they should report.

The first of the two state pilot programs allows DMV-approved companies to offer rides in AVs that have a driver present in the car – so-called “driveded AVs.” The second pilot program allows AVs without a driver to pick up passengers – “driverless AVs.” Under the rules of the pilot, driverless AVs must have a remote operator in contact with the vehicle and its passengers while a ride is happening.
Both CPUC’s AV pilot programs require AV ride providers to obtain explicit passenger consent, and they prohibit the companies from collecting any money or other compensation for rides, regardless of whether a driver is present or not. Both pilot programs also require companies to submit trip data to the CPUC on a quarterly basis. Providers of driverless AV rides are also barred from offering pooled rides.

In developing the final rules, the CPUC has solicited feedback from key stakeholders on a variety of issues, including how to ensure passenger safety, how to incorporate equity and environmental justice into the AV regulatory framework, what data sharing should be required, and how to regulate emissions from AV ride-hail trips.

San Francisco and Los Angeles, both of which caution against allowing compensation without further consideration of passenger and road safety, want to slow the development of automated ride sharing and taxis in order to avoid a repeat of the rapid adoption of ride-hailing or e-scooters, which forced many cities to respond reactively, with little time to plan or adapt to major changes on their public streets.

Region

LA Metro Replaces Go Metro Trip-Planning App With No-Cost Private “Transit” App
LA Metro is replacing its Go Metro app with a new trip planning app from Transit. The new app will offer LA Metro riders real-time bus and train schedule information; step-by-step navigation and trip planning; personalized service alerts; and accessibility tools.

Transit was selected through a competitive request for proposals (RFP) process that started in fall 2019. The Transit proposed a partnering agreement with Metro to provide the Transit app through a no-cost marketing agreement that is expected to save LA Metro $240,000 annually in app maintenance and development costs.

The Transit app will integrate information from multiple transportation options in the Los Angeles region — including bike-share services, scooter services and ride-hail services. The app also has the capability to offer features like mobile ticketing.

Metro Monthly Pass Cost Lowered 50%; Other Fare Cuts Under Study
Under the COVID-19 crisis, Metro transit is effectively operating fare-free with Metro only collecting 5% of its customary fare revenue. At its May 28th meeting, the Board approved a six-month promotional fare that will begin once front-door boarding is resumed and fare payment is enforced on Metro bus and rail lines. The promotional fare will reduce the cost monthly pass cost from $100 to $50.

In addition to reducing the monthly pass fare, the Board directed staff to report back in June on reducing Metro’s other fare types and capping the fares collected from TAP card users each month at the promotional monthly fare rate. With fare capping, a TAP card user who takes a lot of trips during a certain time period but cannot afford a monthly pass up front would not need to pay more in a month than they would have paid for a monthly pass. The board also directed Metro staff to prepare a marketing plan to inform frequent riders of the fare changes, with a focus on helping cash-paying riders take advantage of the promotional fares by transitioning to TAP-card payments.

Metro To Restore Pandemic-Reduced Bus And Rail Service In Four Phases
L.A. Metro will implement a four-phase plan for restoring bus and rail service as the stay at home orders are lifted. Under the recovery plan, L.A. Metro will be ramping up bus and rail service between now and early 2021 to match service levels with expected ridership and the need to maintain physical distancing on buses and trains as well as more cleaning.

Phase 1 is projected to take place in June with some modest gains in service on the busiest corridors to accommodate returning non-essential trips. Phase 2 is projected to take place as early as July and August with additional service to provide transit service for students returning to school and additional people returning to work. Phase 3 may be implemented between September and November and includes modest gains in service in areas where and when the authority sees demand growing. Phase 4 is projected to take place between December and January and is expected to begin implementing changes and enhancements proposed under ongoing bus restructuring effort—called NextGen. The emphasis of the NextGen Plan is to provide more frequent service on L.A. Metro’s busier routes that would result in faster door-to-door trips for most riders.

Metro Releases I-105 ExpressLanes Draft EIR
The I-105 corridor experiences heavy demand during peak commute hours that exceeds its capacity. As a result, Metro and Caltrans are studying the possible implementation of ExpressLanes on the 105 freeway between the 405 and Studebaker Road, which is just east of the 605. The project will also study the 105 west of the 405 to Sepulveda Boulevard to identify potential signage locations and access points into the ExpressLanes. This corridor traverses the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk and unincorporated areas of Los Angeles County.

The Draft Environmental Impact Report/ Environmental Assessment (EIR/EA), Project Report, Concept of Operations, and Traffic and Revenue Study for the I-105 ExpressLanes Project has been released and will be available for public review and comment through Monday, July 6, 2020. The supporting Draft EIR/EA and Project Report technical studies are available at http://media.metro.net/2020/I105-Expresslanes-DraftEIREA.pdf. Printed copies of the reports are available upon request.

Due to current COVID-19 restrictions, in-person public hearings will not be held in order to maintain social distancing requirements. However, a virtual open house is available (105virtualforum.com) that contains maps, narrated presentations, and other supporting material the public can review. In addition, a live presentation with Q&A will be held on Thursday, June 11, 2020, 6pm and the public can participate via the web or phone. For details, please visit the I-105 ExpressLanes Project website at (metro.net/105ExpressLanes) or 105virtualforum.com).

The I-105 ExpressLanes are included in the Measure M Expenditure Plan which provides $175 million for this project.

Trends

COVID-19 Recovery and Restoration Lifestyle and Workstyle Changes: A Tipping Point?
The stay-at-home orders have clearly shown the environmental and economic impacts (and sustainability benefits) of immobility. COVID-19 recovery will be gradual, and we will emerge from it into a different world. A wide range of strategies was suggested during April as planners begin to focus on the post COVID-19 “new normal”.
In April, IBM polled 25,000 adults across America to understand how COVID-19 has affected their perspectives on a number of issues including retail spending, transportation, future attendance in large venues and returning to work. The findings show that 54% of people would like to continue primarily working from home after the pandemic, while 75% said they would like to work remotely at least occasionally.

Other key results show that more than 20% of respondents who regularly used buses, subways or trains no longer will, and another 28% said they would use public transportation less often. More than half of people surveyed said they would use ridesharing apps less or stop using them completely. That leaves personal vehicles or bikes, which have seen a 30-50% increase in sales over the last couple months.

IBM’s survey also found that people aren’t eager to attend large events once the crisis dwindles. Just over 33% of respondents said they would visit bars and restaurants, 25% said they will be ready to visit the beach, and 20% said they will be OK with going to a shopping center.

Working from home has expanded dramatically over night and it may become permanent at least for part of the work week and a significant share of workforce. American workers doing their jobs from home has slowly but steadily increased in the last two decades, from 3.3 percent in 2000 to 5.2 percent in 2017. Surveys suggest anywhere from 29 percent to 43 percent of American workers could potentially do their jobs at home.

A recent PWC study showed that about half of businesses expect a dip in productivity during the pandemic due to a lack of remote work capabilities and clear policies regarding secure access to business records and proprietary information.

Online shopping may also be at a tipping point. Instacart orders jumped 150% in the last month and Amazon reported grocery delivery orders up 50 times higher than normal. That translates into nearly a half million new jobs that may become permanent from the two companies alone. And the on-line models save trips and reduce congestion by being linked and routed for efficiency.

**In a Post-Pandemic World, Curbside Pickup May Increase Need For Loading Zones**

Between late February and late March, buy-online-pickup-in-store orders, which includes curbside, increased 87% year over year, according to Adobe Analytics. Experts predict that this is not just a short-term approach to connect with customers during a global pandemic. Retailers from every industry segment are turning into no-contact stores. Grocery stores saw a significant surge in pickups and delivery in the U.S. during a 30-day period in February and March. Nearly one-third of U.S. customers used a delivery or pickup service, compared to 13% in August 2019, jumping 145.3% during that period.

Retailers are beginning to offer their own mobile apps to improve brand loyalty, convenience, speed and to make ordering and payments easy. The change in retail may offer a long-term opportunity to re-purpose off street parking and local jurisdictions may need to re-consider the mix of curbside parking and loading zones on streets in retail districts.

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**Can Self-Driving Scooters End Sidewalk Clutter and Improve Profitability?**

One of the most challenging aspects of operating a dockless scooter service is keeping them charged, clean, and out of the middle of sidewalk. Go X, an electric scooter company, has
licensed technology from automated positioning technology company Tortoise to enable its scooters to be operated remotely and autonomously. It retrofitted its scooters with training wheels of sorts and an automated self-righting kickstand that enables them to operate autonomously.

The self-driving scooters are now part of a six-month pilot program at Curiosity Labs in Peachtree City, Georgia. The pilot will test a new mobility service that ends the frustrating hunt for a fully-charged scooter by autonomously delivering a scooter to the customer. At that point, navigating is up to the rider to get to their destination. After the ride is completed and the scooter parked, it returns on its own to the depot for complete sanitization to ensure the scooter is clean and fully charged for the next customer.

Powering the self-driving and repositioning system is Tortoise. Based in San Francisco, the startup licenses its artificial intelligence technology to companies such as Go X, and uses a team of remote teleoperators that are based in Mexico City to monitor the scooters as they traverse the pilot area.

The new technology may improve the scooter business model. By not having to drive around to find and recharge its fleet of 100 scooters, the company estimates that it saves approximately 75% of traditional operational costs. Recharging the scooter after each use also increases its available up-time and reduces the number of scooters needed.

**Drone Deliveries May Be Feasible Within Five Years**

Gartner predicts that in 2026, more than one million drones will be carrying out retail deliveries, up from 20,000 today. Gartner does not expect routine, large-scale autonomous drone flights to be feasible before 2025 due to the need for the FAA to create a nationwide unmanned air traffic management system.

Autonomous drones offer lower cost per mile and higher speed than vans in last-mile deliveries. When they deliver parcels, their operational costs are at least 70% lower than a van delivery service. However, technological investments are needed to improve location tracking by adopting full digital tracking and location systems for packages.

Last year, DHL launched a fully automated and intelligent smart drone delivery solution to tackle the last-mile delivery challenges in urban areas of China. DHL states that the service reduces delivery time from 40 to eight minutes for an eight-kilometer distance and can save costs of up to 80% per delivery, with reduced energy consumption and carbon footprint compared with road transportation.
TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR JUNE, 2020
DATE: JUNE 12, 2020

The virtual meeting was called to order at 10:30am and roll call took place. Service Council Members in attendance included Vice Chair Don Szerlip, Ernie Crespo, Charles Deemer, Luis Duran, Elaine Jeng, Meighan Langlois, Roye Love and myself, Chairman Franklin. Dan Medina was absent.

The Minutes for the Service Council Meeting held on May 8, 2020 was unanimously approved.

Special recognition was given to Councilmembers Dan Medina, Meighan Langlois and Ralph Franklin who will no longer serve as members of the Service Council, effective, July 1, 2020. I was especially touched by all the kind and heartfelt remarks made by Metro Riders, Metro Staff, current and former Service Council Members including John Addleman and Devon Deming (she included a video and a song!) along with current SBCCOG Chairman Christian Horvath. It was really nice to know that people valued my leadership and personal commitment to the Service Council over the past thirteen (13) years.

The first presenter was Mark Dierking, Metro Community Relations Manager, who gave us an update on the Centinela Grade Separation. In December 2018, based on prior Grade Separation/Traffic Study and growth forecasts generated by NFL Stadium and associated other new developments since the time of the Crenshaw/LAX EIS/EIR in 2011, the Metro Board approved the Aerial Grade Separation. It is anticipated that the cost for completion of this project would range from $185-$241 million. The project is set to commence in 2021 with a duration of approximately twenty-three (23) months. Funds have been appropriated to complete the project through Metro and the South Bay Cities COG. SEP Allocation Equity funding is available in FY2043 per the LRTP Financial Forecast as well as other potential state and federal funding.

The next presenter was Phillip Wong, Metro Senior Transportation Planning Manager, who discussed the I-105 Express Lanes Project. The Project consists of a sixteen (16) mile stretch on the I-105 Freeway from Studebaker Road in Norwalk to the I-405 Freeway. The I-105 Freeway receives 200,000 to 250,000 vehicles on an average weekday with some locations as high as 300,000. The purpose of the HOV lane(s) is to improve traffic flow with trip reliability and travel times. The HOV lane(s) will maintain a minimum of 45mph headways and there is, currently, a 15% fare discount for clean air vehicles approved by the Metro Board Policy. There have been a series of public meetings, going back to March 2018, to weigh-in on three locally preferred alternatives (LPA) and the selection of alternatives have been narrowed down to two. One alternative will have a single ExpressLine each way (requires 3 or more persons to travel free) while the other alternative will have two ExpressLines (requires 2 or more persons to travel free). According to Metro Staff, they prefer the two ExpressLanes alternative which would best improve travel time and reduce delays in both the ExpressLanes and the general purpose lanes. The toll funds generated by the I-105 Freeway will be re-invested on the I-105 Freeway to increase transit service. The public can go on the Metro website, metro.net/105ExpressLanes for public review and comments on the draft EIR/EA (Environmental Impact Report/Environment Assessment) through Monday, July 6, 2020. The Service Council voted to submit a letter of support for a grant application for funding of the I-105 ExpressLanes Project.

The next presentation on the COVID-19 Service and Recovery Plan Update included several presenters including Joe Forgiarini, Metro Senior Manager - Service Planning & Development; Mark Dierking, Metro Community Relations Manager; Joyce Burrell Garcia, Metro System Safety & Security and Mark Vallianatos, Metro Executive Officer - Office of Extraordinary
Innovation. This was a lengthy presentation but it gave us a synopsis of the weekly, from late March to mid-May 2020, of the rail and bus ridership. Pre-COVID-19 in February 2020 were 1,192,940 riders and at the start of COVID-19 in March 2020, there were 756,222 riders. The ridership declined to the extent that the week of May 9-15, 2020, rail ridership was 111,433 and the bus ridership was 309,878. A series of recovery plan objectives have been put into place following the principles established by NextGen. The COVID-19 issue has resulted in Metro establishing workforce impacts, corporate safety and mask requirements. Metro also has partnered with PATH to implement Metro’s COVID-19 Transit Homelessness Initiative which includes the transport of consenting homeless persons to shelters and, as of April 30, more than 1645 homeless persons had obtained lodging in interim shelters. Also, effective Monday, June 8, Metro Ambassadors will offer masks to those riders entering the train at various train platforms. In the South Bay, they are located at Rosa Parks/Willowbrook Station and Harbor Gateway. The time periods are Monday through Friday, from 6:00am to 9:00am, and from 3:00pm to 6:00pm. Metro has a COVID-19 Recovery Task Force that maintains lifeline service while discouraging non-essential trips as these steps are necessary to promote public health and safety.

The Metro South Bay Service Council adopted a Fiscal Year 2021 Work Plan for the South Bay. The work plan outlines the activities and priorities of the Service Council for the coming fiscal year.

The next matter addressed a Virtual Public Hearing approved by the Service Council to be held on Thursday, August 6, 2020 at 6:00pm. Normally, in June of any given year, we have a public hearing to address potential service changes however, due to the COVID-19 epidemic it has been moved to August.

Elections for the Metro South Bay Service Council Chair and Vice Chair for FY21 were held and Don Szerlip was unanimously approved as the new Chair and Ernie Crespo as the new Vice Chair. They will be sworn in at the regularly scheduled Metro South Bay Service Council Meeting in July 2020.

Scott Greene, Metro Transportation Planning Manager and Mark Dierking, Metro Community Relations Manager, gave the Regional Update Report. Metro has partnered with Transit App to make riding and trip planning easier and more accurate. A rider will receive more accurate real-time bus and train arrival information. In addition, tools in the APP will assist visually impaired riders with the navigation of the system and a commitment to accessibility. On May 28, the Metro Board passed a motion to initiate the sale of promotional passes at 50% of the cost of full-price passes. The promotional passes are available for at least six (6) months from the date that regular boarding practices resume.

In addition, it was announced that the South Bay Cities Council of Governments submitted the names of nominees to the South Bay Service Council to the Metro Board. The nominees are as follows: Luis Duran (incumbent), Glenda Silva (new appointee) and David Mach (new appointee) will each serve a three (3) year term and Rochelle Mackabee (new appointee) will serve the unexpired term of Dan Medina which will end July 2021.

The Service Council Meeting concluded with Council Member comments and thanking the outgoing Service Council Members for their time and service on the Council.

The meeting adjourned at 1:38pm and this concludes my final Service Council Report.
Legislature Passes On-Time Shell State Budget – Details Still Elusive
As of press time for this agenda, the Legislature had passed a budget bill without many details or with an agreement with Governor Newsom to sign their budget that took a very different approach to spending cuts than the Governor proposed. Because the 2020 tax deadline has been delayed until July 15, the Budget will require revision in August after the true tax receipts are known. Hopefully, the League will have a new budget analysis by the time of this meeting, but you can find the analysis of the June 15 document HERE. Local government funding is largely protected in the Constitution and not the focus of the disagreement between the Governor and the Legislature, but the Legislative budget accepted the League’s proposal for increased CARES Act dollars, by increasing the total amount allocated from $450m to $500m and by setting a funding minimum of $50,000 per city. Below are the estimates that South Bay Cities’ would receive:

<table>
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<th>City</th>
<th>Governor Newsom Proposed</th>
<th>League Proposed / Legis. Enacted</th>
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<td>Lawndale</td>
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<tr>
<td>Lomita</td>
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<tr>
<td>Los Angeles</td>
<td>N/A – received $706,500,000 in direct CARES Act funding from Congress</td>
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League Board to Meet on June 19
On the agenda for the League’s Board are recommendations of policy committees for positions on legislation, plus a discussion of equity, Black Lives Matter, and policing in cities across California.

Upcoming Meetings / Conferences
The League has created our first ever all-virtual conference in the Mayors & Council Members Executive Forum that will take place over three consecutive Thursdays: June 18 & 25, and July 2. Upon registration, conference attendees will receive a link to access these live events, including virtual networking opportunities, and will have access to recordings of the events if registrants miss any part the live events. Details on the Mayors & Council Members Executive Forum are HERE.

The League’s Events and Education staff are still monitoring the State and local county health orders to determine if the Annual Conference will be able to take place in October as a limited in-person event, but no determinations have been made at this time. Please continue to look to my COVID-19 update emails for all the latest League news.
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June 4, 2020

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.

GENERAL ASSEMBLY EDITION
HIGHLIGHTS FROM THE MEETING

California State Assembly Speaker Anthony Rendon (D-Lakewood) provided remarks via videoconference to open up the 55th Annual General Assembly.
The General Assembly today approved the nominations for the SCAG 2020-2021 Board Officers as recommended by the Regional Council. Congratulations to Hon. Rex Richardson (City of Long Beach), who will serve as the new SCAG President; Hon. Clint Lorimore (City of Eastvale), who will serve as First Vice President; and Hon. Jan Hamik (Riverside County Transportation Commission), who will serve as Second Vice President. Leadership also took time to recognize Hon. Bill Jahn, who served as President for 2019-2020 and will continue on as a board officer in the role of Immediate Past President.

**ACTION**

FY2020-2021 BUDGET, MEMBERSHIP ASSESSMENT SCHEDULE APPROVED

The General Assembly adopted the General Fund Budget and Membership Assessment Schedule for FY2020-2021. The General Fund is the designated financial resources for the operating budget of the Regional Council and supports SCAG activities that are not funded by, or are not allowable charges to, federal or state grant funds. With much of the region facing economic difficulties due to the novel coronavirus (COVID-19) pandemic, member jurisdictions will have the option to utilize a 20 percent waiver on their FY2020-2021 membership dues if needed. Funds for the implementation of the 6th Cycle Regional Housing Needs Assessment (RHNA) are not factored into the FY2020-2021 budget as the agency was awarded Regional Early Action Planning (REAP) Grant Program funds in April 2020.

2019-2020 YEAR IN REVIEW
NEWS FROM THE EXECUTIVE DIRECTOR

UPDATE ON REGIONAL COUNCIL’S 120-DAY DIRECTIVE FOR CONNECT SOCAL
On May 7, 2020, SCAG’s Regional Council approved Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, for federal transportation conformity purposes while approval for all other purposes was postponed for up to 120 days. This delay was intended to allow more time for SCAG to consider the short- and long-term implications of the COVID-19 pandemic on the plan. Additionally, in response to Regional Council direction, SCAG staff will provide additional analysis, and work with local authorities to address stakeholder’s questions and concerns related to the neighborhood-level Growth Forecast utilized for modeling purposes for the Sustainable Communities Strategy. As part of this process, SCAG reached out to all jurisdictions on May 27, 2020, to outline the next steps SCAG staff are taking as we consider refinements related to the neighborhood-level Growth Forecast on the issues of entitlements and locally planned growth capacities. Local jurisdictions will have the opportunity to review the data and provide feedback to SCAG by June 9, 2020. SCAG will continue to conduct further targeted outreach with jurisdictions and other stakeholders over the 120-day period. For updates on Connect SoCal, please visit connectsocal.org.

DEMOGRAPHIC WORKSHOP WEBINARS EXPLORE COVID-19 IMPACT

SCAG and the University of Southern California’s Sol Price School of Public Policy will be hosting the 31st Annual Demographic Workshop over two sessions – one on Thursday, June 11, 2020, and the other on Thursday, June 18, 2020 – virtually via videoconference. The theme of this year’s program, “Accelerating Planning to Catch Up to 21st Century Demographics,” is focused on responding to demographic changes across the region and the economic impacts of the COVID-19 pandemic.

- **Part 1: The Changing Demographic Outlook and Housing Trends** will provide an update on the latest in demographic trends including migration, fertility and aging, and their implications on regional planning as we begin a new decade.
- **Part 2: Impact of COVID-19 on Housing and Economy** will include a panel on the impacts of the COVID-19 pandemic, as well as an update on the progress and challenges of Census 2020.

Both of the Demographic Workshop sessions will feature a panel of experts and applied roundtable discussions. The cost of this year’s workshop is free to all individuals that register on the event webpage. For additional details about the event, please contact John Cho at choj@scag.ca.gov.

WHITE PAPER ASSESSES POTENTIAL REGIONAL ECONOMIC IMPACTS OF COVID-19

On May 14, 2020, SCAG released a white paper that provides an initial assessment of potential employment and taxable sales implications of the COVID-19 pandemic in the region as of the end of April 2020. The white paper, “Potential Economic Impacts of COVID-19 in the SCAG Region,” assumes a low-point in the regional economy occurring around June 1, 2020, with a resumption of some economic activity thereafter, but a long, slow recovery extending through the end of 2021. Additionally, numerous assumptions are made about the decline and potential recovery trajectory in individual industry sectors. As the pandemic unfolds and additional data become available, these assumptions, modeling strategies and outputs can be revised. The white paper is available on the SCAG website.
UPCOMING MEETINGS

June

11th 31st Annual Demographic Workshop: Part 1
16th Legislative/Communications & Membership Committee
18th 31st Annual Demographic Workshop: Part 2
18th Technical Working Group
18th Joint Meeting of the Public Health, Sustainable Communities and Climate Adaptation Working Groups
22nd Toolbox Training
23rd Transportation Conformity Working Group
24th Connect SoCal Virtual Townhall

July

2nd Regional Council & Policy Committees
16th Technical Working Group
21st Legislative/Communications & Membership Committee
22nd Modeling Task Force
28th Transportation Conformity Working Group
Letter From Incoming Chair Rex Richardson to the Regional Council:

Just over a week ago, we held our first virtual General Assembly in SCAG’s history, highlighting an unprecedented and critical time for our region. I was humbled and encouraged to see many cities represented as we prepare to redefine and reimagine what an inclusive recovery looks like for our local governments and the economy.

I am pleased to share this year’s Executive/Administration Committee (EAC) that will be responsible for carrying out important policy recommendations with all of you. There are three principles that guided my decisions in assembling this leadership team: Diversity, Experience, and Cultivating New Leadership

**Diversity** - This is a leadership team that reflects the full breadth of the SCAG region’s diverse communities and geography.

**Experience** - Three past presidents strengthen the lineup with their experience and institutional knowledge.

**New Leadership** - We are also taking the opportunity to cultivate future leadership, bringing in newer voices like Kim Nguyen and Jose Luis Solache. I am pleased to say that the City of Los Angeles is also represented on this committee, with Councilmember David Ryu joining us as an important partner in our work toward a regional recovery.

Lastly, as part of the listening phase of my work plan, I invite you to join us for a virtual townhall meeting on Wednesday, June 24, 2020, from 10:00 a.m. – 11:30 a.m., to discuss the impact of COVID-19 on your community and help us learn how Connect SoCal can contribute to recovery. To register for the townhall meeting, click on link here: [https://scag.zoom.us/meeting/register/tJMpfuqsqwMrE91kB1ktzz6EEAKyAPViFiME](https://scag.zoom.us/meeting/register/tJMpfuqsqwMrE91kB1ktzz6EEAKyAPViFiME). Shortly thereafter, you will receive an email confirmation containing information about joining the meeting.

Councilman Henderson is a new member of the Legislative/Communications & Membership Committee and attended his first meeting Tuesday, June 16 at 8:30am.

a. The discussion centered around ensuring that the LCMC remained within its area of purview.

b. There was discussion regarding the inclusion of broadband and economics into the legislative platform. Additional discussion will ensue.

c. The recording will be made available shortly.

d. Introduction of the state and federal consultants.

SCAG received a letter this past Monday from the United States Department of Transportation’s (USDOT) Federal Highway Administration (FHWA) finding that Connect SoCal (the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) has demonstrated air quality conformity. The letter, which signifies a joint approval of Connect SoCal from both the FHWA and Federal Transit Administration (FTA), is a major milestone for the agency, indicating that Connect SoCal meets all provisions as defined under the federal Clean Air Act.
AGENCY REPORT TO SBCCOG – Judy Mitchell

SCAQMD Governing Board Meeting
The Governing Board met on June 5 via Zoom. Public Hearings covered (1) revisions to Rule 445 re wood-burning devices; (2) amendments to Rule 1117 re emissions from glass-melting and sodium silicate furnaces; (3) approval of Reasonably Available Control Technology Demonstration and Emissions Statement and Certification.

In addition, the Board heard a report on the impacts of COVID 19 on emission reductions and air quality. Changes are influenced by economic activity and meteorology. Port cargo is down 11%, regional airport flights are down 61%; vehicle activity on freeways are reduced for cars 25 – 43% and for trucks 12-26%. NOx emissions decreased 17-20% from mid-March to mid-May. However, high ozone levels were detected in late April and early May. Staff is conducting studies on this phenomenon. The cause may be the relationship between NOx and VOC ratios. Increases in VOCs (consumer products like hand sanitizers and cleaning products) interacting with NOx could cause high ozone levels.

Replace Your Ride
2020 marks the fifth year of our highly successful Replace Your Ride Program, which offers up to $9,500 to low-income residences to scrap their older vehicle and replace it with a cleaner vehicle. Replace Your Ride is currently funding up to $500,000 weekly towards vouchers. 93% of the participants to date have been in disadvantaged communities, and a majority of the participants are at the lowest federal poverty level. The funding amount is the same for used vehicles and over 60% of the funded vehicles are used. The program serves as a nice landing spot for good condition used clean cars like those from lease returns. If the replacement vehicle is eligible for other state incentive programs, such as the Clean Vehicle Rebate Program, the participant can stack both incentives and it further lowers the cost of purchase. In addition to a clean vehicle, participants can also receive up to $2,000 to have a vehicle charger installed at their home.

MOU with the Ports
Emissions associated with the Ports complex represent the largest source of NOx emissions in our region. NOx is the key pollutant that drives our ozone levels, and also contributes to fine particulate levels. We have been working with the Ports to develop an MOU in lieu of an Indirect Source Rule regulation to reduce emissions associated with the Ports. The MOU will include specific commitments by the Ports regarding elements of their Clean Air Action Plan (CAAP) that the Ports will implement to reduce emissions.
Trucks are the biggest opportunity for emission reductions as the Ports have limited ability to control vessel emissions. As part of the CAAP the Ports committed to develop a Clean Truck Program - a program to encourage and incentivize cleaner drayage trucks by charging a fee on drayage trucks and then exempting or providing a rebate for cleaner trucks. The revenue generated from the Clean Truck Program would then be used to provide incentives to purchase cleaner trucks. In March 2020 the Ports Board of Harbor Commissioners adopted a truck fee of $10/TEU (twenty-foot equivalent unit) for the Clean Truck Program - basically a $20/truck fee. This rate is estimated to generate approximately $90 million/year. The details of the Clean Truck Program still need to be developed. South Coast AQMD, CARB and the Ports are working together to develop this program. Once developed, the details will be included in the MOU. The Ports are targeting to start implementing the Clean Truck Program in 2021.

**Voter District Authorization Legislation**
SCAQMD has considered legislation to establish a voter district in the SCAQMD district (SB732 authorized by Ben Allen). The District opted to make it a two-year bill last year due to opposition by Building Trades and numerous agencies concerned about their own sales tax initiatives on the ballot. The District has decided not to pursue the bill this year in light of the COVID-19 pandemic.

**California Air Resources Board (CARB)**
CARB will meet for two days on June 25-26. They will undertake two significant new regulations. The first is the AT-Berth regulation governing vessels that call on the California ports and requires certain emission reductions to be realized at berth with timeline schedules for vessel classifications. The second is the Advanced Clean Trucks regulation which requires truck manufacturers to meet certain percentages of sales of zero emission trucks in all truck classes in the state by timelines beginning in 2024.

**SCAG**
SCAG met for its General Assembly on June 4 by Zoom. The assembly ratified the new officers: Rex Richardson (Long Beach) President; Clint Lorimore (Eastvale) First Vice-President; Jan Harnik (Palm Desert) Second Vice-President. The assembly also adopted the budget and the membership assessment schedule.
Meeting of the South Bay Association of Chambers of Commerce  
Submitted by Olivia Valentine

The South Bay Association of Chambers of Commerce had its monthly meeting on June 4, 2020. Here are the highlights of that meeting:

1. The Small Business Working Group is a small task force, which speaks on behalf of the business community and works with the County. This group is working to address such areas as confusion from the businesses about when and how they should open, whether and how to perform temperature checks, financing, and potential liability if someone who patronizes the business contracts Coronavirus.

   Government Affairs Report:
   - In the next few weeks, the SBACC will review a packet of bills that are considered 2020 job killers.
   - The Governor’s May Revise budget has been issued. California has a $54B deficit because of the State’s response to Coronavirus. The State is in a recession, with 25% unemployment. It is expected that there will be a 10% decrease in personal income tax. The governor has asked legislators to pull back on legislation that has a big spending component. There should be $14B coming in relief from the federal government. However, if we do not get it, there will be cuts coming to K-12 schools, Med-Cal, Medicaid, and the pre-school programs.
   - The California App-Based Driver’s Regulation Initiative is the ballot initiative on the gig economy. If passed, it will classify app-based drivers as independent contractors and not as employees.

2. The U.S. Chamber of Commerce reported that the Paycheck Protection Program (PPP) passed the House and is headed to the Senate. It provides flexibility to those who have already received PPP funds. The deadline for applications has also been extended. The PPP, which was established by the CARES Act, provides small businesses with funds to pay up to 8 weeks of payroll costs including benefits. Funds can also be used to pay interest on mortgages, rent, and utilities. The U.S. Chamber is very concerned about potential liability of businesses for Covid-19. It sent a letter to Congress requesting that, if businesses follow the federal and state guidelines, they should have a safe harbor.


4. There was a report on the results of a Survey by BizFed, to determine the impact of Coronavirus on the business community. The majority of the responses came from small businesses. There appears to be a great deal of optimism, even though the businesses have been heavily impacted by the virus: 90% say the Stay-at-Home order severely impacted their revenue, and, because of confusing government messages, they are uncertain, with only 51% feeling they have a clear understanding of what is expected of them as to monitoring their employees’ health, including screening, testing, and social distancing. Only 52% can affirmatively state that they can bring back laid-off employees. However, the good news is that 80% feel they are prepared to open if given the green light.
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3rd Quarterly Report Summary
Presented to the
South Bay Cities Council of Governments

This report summarizes the April 16, 2020, South Bay Workforce Investment Board’s (SBWIB) meeting activities and program accomplishments during the 3rd Quarter of Program Year 2019-2020. As you are aware, the South Bay WIB is comprised of representatives from the eleven participating Cities of Hermosa Beach, Lawndale, El Segundo, Inglewood, Hawthorne, Redondo Beach, Carson, Manhattan Beach, Torrance, Lomita and Gardena for the delivery of employment and training services through its One-Stop Business and Career Centers.

*Impact of COVID-19* - The impact of the novel coronavirus (COVID-19) on the economic vitality and workforce of the greater South Bay area is affecting companies large and small as they contemplate closures, layoffs and furloughs for their employees. Last quarter, as businesses closed and layoffs were imposed due to COVID-19, the South Bay One-Stop Business & Career Centers were visited by an increasingly large number of individuals seeking assistance with employment and filing for unemployment insurance. The SBWIB operates four One-Stop Business & Career Service Centers located in Inglewood, Torrance, Gardena and Carson. For the safety of the public and to reduce the number of people in close proximity, the One-Stop Centers are currently offering services virtually or accepting in-person meetings by appointment only. A number of the South Bay WIB upcoming job fairs and business expos have also been canceled, including our annual Blueprint for Workplace Success Youth and Young Adults Job Fair. Job fairs and hiring events will remain postponed until it is safe to reconvene. Additionally, the Hawthorne and Inglewood Teen Centers are currently closed to the public. Complete cleaning and sanitizing at all South Bay WIB locations is ongoing and aligned with public safety priorities.

*Services offered by South Bay One-Stops* – Due to the COVID-19 outbreak, the South Bay One-Stop Business & Career Centers are assisting about 60-75 laid-off workers apply for unemployment insurance benefits daily during the hours of 8:00 a.m. - 11:00 a.m. Recruitment,
workshops, orientation/info sessions, case management, and career pathway counseling now offered virtually. Many clients have also crossed over in their short-term vocational training programs from the traditional seat-based instruction to distance learning platforms. The Job Development team is now conducting recruitments over Zoom and have begun to screen and refer applicants to essential service employers that are in desperate need of employees.

*The California Employment Development Department (EDD) recently awarded the South Bay Workforce Investment Board a $995,500 grant to provide immediate job placement and training assistance to 180 COVID-19 related displaced and laid-off workers in the South Bay region over the next year. The grant funds will enable the SBWIB to provide a variety of career services that will assist dislocated workers, and eligible veterans with transitioning rapidly into employment programs and reenter the workforce.

*On February 27th, the SBWIB partnered with the City of Inglewood, the Inglewood/Airport Area Chamber of Commerce and local businesses to conduct the 39th Annual Job Shadow Day which allowed high school students to learn pre-employment skills and connect with professionals who have careers they hope to pursue in the future. Over 160 high school students participated and visited local companies including the 102.3 KJLH, Claris Health, the Employment Development Department, Kaiser Permanente, Petco, LaBella Chauffeurs, Turner Hunt Construction, Crowne Plaza, Inglewood Mortuary, New Image Dental, the Inglewood One-Stop Business & Career Center, the SBWIB and various departments at Inglewood City Hall.

*Last quarter, the South Bay WIB co-sponsored Centinela Valley Union High School District’s 3rd Annual Career Fair. The Fair was held March 5th and was attended by more than 430 high school 11th and 12th graders from the District. Students had the opportunity to engage with representatives of businesses and nonprofit agencies based in the greater Los Angeles area and learn how they gained employment in their career field and what the students should do to better prepare themselves for the workplace. Students also participated in breakout sessions covering professional communication skills, work readiness, and financial literacy. The participating employers included the Los Angeles World Airport, Ritz Carlton, the Black Aerospace Workers Association, the Los
Angeles Fire Department, Arconic Fastening Systems, IBEW, American Red Cross, PRN Ambulance, CA Conservation Corps, FBI and FedEx.

*During the third quarter, the Carson Career Center hosted a targeted recruitment event for MFRG-ICON Construction and 9 subcontractors to recruit for the Carson Terrace Senior Apartment project. Subsequent second interviews and placements are now on hold due to the novel coronavirus.

*Under the Inglewood Community and Regional Engagement Violence Intervention Prevention (I-CARE VIP) Project, 102 at-risk youth were enrolled and provided with diversion and intervention services. Out of the enrollees, 84 have been provided with pre-employment training and paid internships. The I-CARE VIP Coalition is comprised of representatives from the City of Inglewood, the Inglewood Police Department, Inglewood Unified School District, Centinela Youth Services, and the SBWIB. The I-CARE project was recently awarded an additional $1 million in funding through the Board of State and Community Corrections (BSCC) for three additional years. This will allow an additional 150 at risk youth to be served and also expand the eligible service area to include the City of Hawthorne.

*During the third quarter, the Carson Career Center partnered with the Hospital Association of Southern California and California State University, Dominguez Hills to provide the college’s Clinical Lab Science program students with workforce services. The services provided include resume assistance, interview training, supportive services to cover licensing fees, and on-the-job-training opportunities.

*Last quarter, students from Hawthorne High School of Manufacturing & Engineering (HHSME) began manufacturing surgical mask ear savers in an effort to support local manufacturing needs, frontline healthcare workers, and first responders during the COVID-19 pandemic. Students are overseeing production remotely through distance learning. HHSME is now gathering materials through the SoCal Makers COVID-19 Response team to start manufacturing protective face shields. The face shields will be distributed, along with the surgical face mask ear savers, to local hospitals. The South Bay WIB has provided HHSME with funding to continue manufacturing these vital items. Ear savers were provided to Centinela Hospital Medical Center, the Inglewood Police Department,
Torrance Memorial Hospital, Providence Little Company of Mary Medical Center, and Hawthorne Police Department.

*The South Bay Workforce Investment Board has coordinated the delivery of thousands of bags to Centinela Valley Union High School District and Lawndale Elementary School District for their Grab & Go Meal Programs. Under these programs, thousands of breakfast and lunch meals are distributed daily to students and families affected by the COVID-19 outbreak. The bags were purchased by the SBWIB and some were donated by Target.

*Last quarter, the South Bay WIB supplied the Hawthorne Police Department with face masks.

*35 high school seniors are currently enrolled in the South Bay WIB’s Fit for Gold Tutoring & Fitness Academy. Youth will have the opportunity to make up to $1,300 and be eligible for program scholarships. Under this program the high school seniors provide homework assistance, nutrition information, and physical fitness activities to students in grade 3rd – 8th.

*During the last quarter, the South Bay One-Stop’s held 41 recruitment fairs in which hundreds of job seekers attended.

*This past quarter, the Carson Career Center took part in the Carson Chamber of Commerce’s Business Expo. During the event, over 50 local residents were provided with information and resources regarding employment and job training services offered by the SBWIB.

*The South Bay WIB’s Construction and Utilities Pathways program (CUPP) is a construction pre-apprenticeship program that connects individuals ages 18-24 with union representatives and also assists with job placement. CUPP orientations are held every other Friday at the Inglewood One-Stop or virtually to prepare individuals for upcoming construction projects. During the 3rd quarter, 267 job seekers attended the orientations which resulted in 244 returning to enroll in the program. A total of 53 individuals have been placed on a construction worksite or in an apprenticeship training program for the quarter.

*The Aero-Flex career pathway program wrapped up the West Los Angeles College California Apprenticeship Initiative (CAI) Grant in January. The goal of the program was to enroll 100 pre-apprentices in the
advanced manufacturing sector. The grant ended with a total of 131 enrollments and 115 completions. The pre-apprentices ranged from high school and college students to incumbent workers. The SBWIB was recently awarded an additional $50,000 from the County of Los Angeles, Workforce Development, Aging and Community Services to continue supporting this initiative. The new program goal is to enroll 15 youth who reside in the supervisorial 4th district with the end goal of permanent placement.

*A total of 225 youth from the South Bay region were enrolled in the WIOA year-round Youth Program; these individuals received pre-employment Blueprint for Workplace Success training and access to free occupational training based on their career interest. Other services included paid work experience at worksites in and around the South Bay region.

*The SBWIB’s Bio-Flex initiative continues to progress as 21 additional South Bay students were enrolled in the Pre-Apprenticeship program during the 3rd quarter. The program includes three Tracks, Track I: Work Readiness – Blueprint from Workplace Success. Track II: Technical Skills Training on BioTech Primer and Track III: Career Exploration at Sakura Finetek. Due to the COVID-19 pandemic and schools moving to remote learning, the delivery of Track III will be done via Zoom meetings with guest speakers from different Biotech companies as well as a representative from the Board of Supervisor Mark Ridley-Thomas’ office.

*As part of the Youth at Work Jobs Program, 258 South Bay students were recruited for an opportunity to receive paid pre-employment training and 120 hours of paid work experience. Youth had a chance to earn up to $1,590.

*South Bay One-Stop Business & Career Centers continue to conduct information sessions, intake, employment preparation workshops and job placement services for recently separating military personnel, incoming spouses and family members at the Los Angeles Air Force Base. Last quarter SBWIB staff assisted over 20 individuals.

*South Bay WIB staff continues to attend Chamber of Commerce events to market the business services available.

*Our totals for the third quarter reflect 75,523 visits to our South Bay One-Stop Business and Career Centers.
*During the third quarter, the South Bay One-Stop Business & Career Centers outreached to hundreds of businesses. Staff will continue to conduct monthly outreach to businesses throughout the South Bay to market SBWIB services available to meet their hiring and business needs.

*330 youth visited the Hawthorne and Inglewood Teen Centers during the third quarter.

*Last quarter, the Carson Business and Career Center co-hosted a senior tax preparation assistance workshop with the City of Carson. 46 Carson area seniors were assisted with filing their taxes.

*The U.S. Department of Labor awarded a $12 million grant to the West Los Angeles College/SBWIB led collaborative to prepare and place 5,000 individuals into pre-apprenticeship and apprenticeship roles in advanced manufacturing with a focus on the Aerospace and Bioscience industries over the next four years nationally under the Growing Advanced Manufacturing Apprenticeships Across America (GAMAAA) program. This grant was the only one awarded to a California applicant and will support training of new hires and incumbent workers. The SBWIB is tasked with placing 1,500 apprentices with assistance from partners. In addition, the South Bay WIB is generating awareness of the GAMAAA program locally, as well as with workforce and employment development organizations in other parts of the nation such as South Carolina and Florida. The partners under this initiative include El Camino College, College of the Canyons, Aerojet Rocketdyne, Bachem, Impresa Aerospace, IBM, Magnetika, Lockheed Martin, Northrop Grumman and Tesla, among others. Companies and participants interested in this opportunity may contact the SBWIB at (310) 970-7700 for additional information.

*Rapid Response services were provided to 19 South Bay companies that employ 2,260 individuals who were affected by layoffs/closures during the 3rd Quarter of Program Year 2019-2020. Staff completed orientations regarding One-Stop services, Covered California, financial services in addition to information regarding unemployment insurance benefits.

*Last quarter, the SBWIB received a total of 118 WARN notices from South Bay area employers indicating that 13,087 individuals were being laid off due to the novel coronavirus. Some of the employers include Burke Williams, Burlington, Macy’s, Hollywood Park Casino, El Torito’s,
Robinson Helicopter, Motorcar Parts of America and Western Dental Services, Inc. The SBWIB’s Rapid Response team made contact with the employers to provide orientations and assistance virtually.

*Inglewood-based employer, Burke Williams a luxury day spa with eleven locations throughout California including a facility in Torrance, filed a WARN notice in early March with approximately 1,300 positions affected including administrative, all spa personnel, and warehouse operations. Due to the public health directives released in early March, Burke Williams executives quickly realized that the changing conditions left a small window of opportunity for online sales and distribution of their signature product line. This created immediate layoff aversion and employment opportunities for a small group of individuals and somehow sustained operations. The Inglewood and Gardena One-Stop staff quickly provided on-the-job training activities and services to 7 Inglewood and Gardena residents in the Burke Williams’ warehouse, with the goal of focusing on online sales and product distribution.

*The South Bay WIB and El Camino College were awarded a $500,000 California Apprenticeship Initiative (CAI) grant to register three apprenticeship occupations with the Department of Apprenticeship Standards (DAS) and to enroll 50 apprentices. The Apprenticeship standards were submitted to the Department of Labor last quarter and include two occupations; Production Technician and Maintenance Technician. Once the standards have been approved by the DOL, they will be submitted for approval to the DAS. The work plan for the third occupation, Quality Assurance Specialist, is being reviewed by the Advisory Committee.
Fortifying the Pipeline for LA County’s Bioscience Workforce

(Left to Right) Bio-Flex Graduates Emily Soriano, Vera Hutchings, Gabriel Sianez, and Andrea Morando

Nineteen high school students from Compton Manuel Dominguez High School graduated from the Bio-Flex Pre-apprenticeship program, created to expose and offer high school and college students’ hands-on experience at a Bioscience company. The program is a flexible, yet structured career pathway for the next generation of Bioscience workers in LA County. So far, more than 75 students have graduated from the Bio-Flex program after being placed with companies such as Takeda, Oak Crest Institute of Science, Protomer Technologies, and Pasadena Bio Collaborative Incubator.
In 2015, in a motion authored by Supervisor Ridley-Thomas, he directed the County of Los Angeles to study key industries for job growth and economic development. The result was the development of a Countywide initiative that included the formation of the Bio-Flex program to create pre-apprenticeship and registered apprenticeship training opportunities for underrepresented communities.

“Bio and life sciences have seen tremendous growth over the past several years, particularly in LA, where the industry outpaced the economy during the last economic slowdown,” said David J. Whelan, Chief Executive Officer of BioscienceLA, the regional innovation catalyst seeded by the Bioscience Initiative. “Today, as we weather both healthcare and economic crises, the industry is poised for significant expansion, which will create numerous new jobs in the LA region, which will in turn require new training and development programs. We are building the future of health innovation today through programs like Bio-Flex.”

In a partnership that includes the South Bay Workforce Investment Board (SBWIB), and the County of Los Angeles Workforce Development, Aging, and Community Services Department (WDACS), El Camino College, West Los Angeles College, the Los Angeles Economic Development Corporation, Cal State Dominguez Hills, BioCom, RxRS Foundation, and Training Funding Partners, this innovative workforce pipeline program has worked to increase diversity in the Bioscience sector by training the next generation for bioscience jobs that include lab coat careers as well as manufacturing careers such as production, equipment and quality control technician.

The Compton cohort of Bio-Flex students from Manuel Dominguez High School represent the most diverse class yet to graduate from this program. The graduating class was composed of all students of color, which included seventeen females and two males. They were exposed to employer-approved online training courses providing skills needed to succeed in the life science field. This year’s student program concluded with a virtual career day featuring a remote tour of the new BioLabs at The Lundquist Institute, along with a discussion
on career pathways and a tour from the PolyPeptide Group, a company that manufactures and develops peptide active pharmaceutical ingredients (APIs) in Torrance.

The Compton High School teacher who leads the class, Dr. Olushina Oshinuga, said “The students who participated and completed the Bio-Flex program saw the great opportunity presented, and they were not afraid to go after it. They were determined to succeed.”

Bio-Flex Graduate Andrea Morando

“I want to thank Supervisor Mark Ridley-Thomas and the South Bay Workforce Investment Board for giving me the opportunity to be a part of the Bio-Flex Program. My knowledge has increased so much day by day, especially helping me be prepared for an actual job interview. I had so much fun and gained greater knowledge. Thank you.” – Bio-Flex Graduate Andrea Morando

Recently, SBWIB received approval from the United States Department of Labor to register two apprenticeship occupations, Bio-Manufacturing/Production Technician and Biomedical Equipment Technician. A Bio-Manufacturing/Production Technician or Assistant works in the lab and adheres to standard operating procedures to safely mix, inspect, and test bio-medical goods. The Biomedical Equipment Technician inspects and tests malfunctioning medical or related equipment, following manufacturers’ specifications and using test and analysis instruments.

The apprenticeships have been approved for ages as young as 17 years old. It will be up to the bioscience employer to decide what age to hire but creating an apprenticeship that allows youth to become an apprentice is a unique and innovative feature of these non-traditional apprenticeship models. SBWIB engaged several employers who are participating in the Bio-Flex program and have helped to craft the design of the training plans. One of these employers includes Bachem Americas, a company that manufactures API’s as well as innovative biochemicals for research purposes. Bachem has expressed interest in taking on an apprentice along with many other employers such as Thermo Fisher Scientific, Freudenberg Medical, Sakura, Takeda, Oak Crest Institute, Protomer Technologies and Pasadena Bio Collaborative Incubator.

“It has been a pleasure to work with the Office of Supervisor Mark Ridley-Thomas to set up the Bio-Flex program. These new apprenticeship models will provide so many fantastic career opportunities for young people throughout our community for years to come,” said Jan Vogel, SBWIB Executive Director.

Youth interested in an exciting bioscience career should visit the Bio-Flex website https://www.sbwib.org/bioflex for more information and apply for an apprenticeship using the South Bay WIB’s resume portal.
FOR IMMEDIATE RELEASE

June 12, 2020

Contact: Jan Vogel 310-970-7700

U.S. DEPARTMENT OF LABOR AWARDS $1.3 MILLION YOUTHBUILD GRANT TO SOUTH BAY WORKFORCE INVESTMENT BOARD LED - COALITION TO SUPPORT ACADEMIC, OCCUPATIONAL SKILLS AND LEADERSHIP TRAINING FOR OUT-OF-SCHOOL YOUTH

HAWTHORNE – The U.S. Department of Labor announced the award of $1.3 million in YouthBuild grant funds to the South Bay Workforce Investment Board (SBWIB) and its partners, YouthBuild Charter School of California and Habitat For Humanity of Greater Los Angeles. The funds will support academic, occupational skills and leadership training for at-risk out-of-school youth in South Bay communities. All youth will engage in low-income housing construction or rehabilitation projects in Los Angeles County regions that are in dire need of livable, affordable housing. YouthBuild Charter School of California will also conduct the academic skills curriculum that will enable participants to successfully earn a high school diploma.

“We are grateful to once again be recognized by the U.S. Department of Labor with this much needed grant award,” said Jan Vogel, SBWIB Executive Director. “After they complete occupational skills training and earn industry-recognized certifications, these YouthBuild participants will be able to secure good paying jobs and get on a path to self-sufficiency,” he concluded.

The SBWIB YouthBuild career pathway program provides a seamless progression from education to work-based training that includes classroom instruction and occupational skills training in construction building trades for youth ages 16 to 24 at approved work sites managed by Habitat for Humanity. The YouthBuild participants are low income, have either been in the juvenile justice system, or have aged out of foster care and have dropped out of high school or are otherwise at-risk of failing to reach key educational and career milestones.

Following the construction training students may continue their pathway in construction or if interested, pursue other jobs and will be provided options to explore careers in aerospace manufacturing or bioscience through a newly designed pre-apprenticeship program offered at the SBWIB called, Aero-Flex and Bio-Flex. Students choosing to enter the program will earn certificates from the SBWIB and the Society of Manufacturing Engineer’s ToolingU program.

SBWIB serves South Bay communities through its four South Bay One-Stop Business and Career Centers in Inglewood, Gardena, Carson and Torrance. Visit www.sbwib.org for a complete listing of no cost services available to businesses and job seekers. Contact the YouthBuild team at (310) 225-3060 for application information.

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PRESS RELEASE

South Bay Workforce Investment Board
11539 Hawthorne Blvd., Suite 500
Hawthorne, CA 90250
Contact: 310-970-7700

South Bay Workforce Investment Board Receives $800,000 Grant to Provide COVID-19 Employment Recovery Services Throughout the Region

HAWTHORNE – The California Employment Development Department (EDD) has awarded the South Bay Workforce Investment Board (SBWIB) an $800,000 grant to provide employment recovery services, including job training and placement for workers displaced as a result of the COVID-19 pandemic over the next 24 months.

A minimum of 145 affected workers, who are unlikely to return to their previous occupations, will receive services. Those individuals will be placed into jobs with new employers aligning with their transferable skills.

Customized hiring fairs with employers will be coordinated as rapid reemployment is critical for most of them. SBWIB will encourage and coordinate job recruitments and on-line/virtual hiring events.

Since March, there have been a growing number of large employers filing a layoff notice with the SBWIB in the South Bay region. Those companies facing mass job dislocation and closures has impacted over 21,000 workers in the area and includes many industry sectors such as manufacturing, transportation, and entertainment. Many other small businesses and those referred to as non-essential have been forced to close due to the recent Stay Home Order.

“We have extensive experience in administering national dislocated worker and emergency programs,” said SBWIB Executive Director Jan Vogel. “Our capabilities and knowledge of how to service this targeted population is demonstrated by our successful management of these projects in the past and I am hopeful we will be able to re-employ all of these people quickly,” he added.

SBWIB serves 11 South Bay communities through its four South Bay One-Stop Business and Career Centers in Inglewood, Gardena, Carson and Torrance. Visit www.sbwib.org for a complete listing of no cost services available to businesses and job seekers.

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South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Transportation Committee

RE: SBCCOG Comments on I-105 ExpressLane DEIR

Adherence to Strategic Plan:
Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

Background
California Department of Transportation (Caltrans), as assigned by FHWA, is the lead agency under NEPA and is the lead agency under California Environmental Quality Act (CEQA) for the proposed I-105 ExpressLane project. Caltrans has released a draft Environmental Impact Report and Environmental Assessment for continuous managed lanes in the eastbound and westbound directions of Interstate 105 (I-105) in Los Angeles County between the termini of the existing high-occupancy vehicle (HOV) lanes west of Interstate 405 (I-405) in the City of Los Angeles and east of Interstate 605 (I-605) to Studebaker Road in the City of Norwalk.

The I-105 corridor general purpose lanes currently experience recurring congestion and heavy demand during peak commute hours that exceeds the freeway’s maximum operational capacity. In addition, sections of the eastbound and westbound I-105 HOV lanes are classified as degraded as defined by federal standards because speeds on the HOV lanes operate at less than 45 miles per hour (mph) during peak periods for more than 10% of the time. The HOV analysis identified multiple locations with HOV lanes operating at LOS F. This is caused by congestion in the mainline traffic and by the HOV lane bottlenecks.

The project is needed to help address the deficiencies on I-105 within the project limits. The deficiencies are summarized below:
• Current daily traffic demand on some sections of I-105 exceeds capacity due to heavy traffic on both weekdays and weekends

• The existing traffic of the mixed flow and HOV lanes of the I-105 exceeds the capacity of the interstate, thus, future operating conditions will be further deteriorated

• According to the 2016 California High-Occupancy Vehicle Lane Degradation Determination Report (Caltrans, 2017) and the 2016 California High-Occupancy Vehicle Lane Degradation Action Plan (Caltrans, 2017) the existing I-105 HOV facilities are degraded and the travel speed is below 45 miles per hour during peak periods

Project Description
The project traverses the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk, and unincorporated areas of Los Angeles County. The project limits include allowance for the installation of a new overhead tolling system and signage.
The project seeks to convert the existing HOV lanes to ExpressLanes by deploying dynamic pricing as a means to optimize existing capacity thereby offering greater travel time reliability and enhanced mobility choice to travelers. Dynamic pricing allows for the adjustment of toll rates in real-time based on actual traffic conditions in which HOV lane speed is below 45 miles per hour during peak periods.

The EIR/EA includes three alternatives, as follows:

**Alternative 1 – No-Build Alternative: Existing Conditions -** The No-Build alternative does not include improvements to the existing lanes within I-105.

**Alternative 2 – Build Alternative: Convert the existing HOV Lane to One ExpressLane** (Standard Lane and Shoulder Widths) This build alternative would convert the existing bi-directional HOV lanes, from Imperial Highway/Sepulveda Boulevard Intersection to Studebaker Road, to an ExpressLane in each direction. The freeway would be restriped within the existing footprint to accommodate one 12-foot wide ExpressLane with a 4-foot wide buffer separating the ExpressLane from the 12-foot general purpose lanes. Dynamic pricing would be deployed to address existing degradation of the HOV lane.

This alternative also proposes improvements to the I-110 corridor to place associated signage approaching the connecting ramps. Roadway widening up to 8 feet (within the current ROW) would be required in some locations to accommodate three new merge lane locations, an additional 12-foot weave lane at ingress/egress locations, and to improve stopping sight distances at curves. The bridge at Central Avenue would need to be reprofiled to maintain vertical clearance for vehicles, while the sidewalk would be upgraded to ADA compliance. Eleven existing ramps, seven interchanges, eleven bridge structures, forty-two retaining walls, and eight sound walls would need to be realigned/widened/converted to accommodate outside widening proposed in this build alternative. The escalated cost estimate for this build alternative is $473,644,408.21.

The ExpressLane (12 feet), general purpose lanes (12 feet), Auxiliary lanes (12 feet), and Buffers (4 feet) would all be constructed with standard conditions. Non-standard 4-foot inside shoulders and 10-foot outside shoulders, would be implemented where site constraints exist. Where necessary, outside shoulders would be removed to provide full structural sections.

**Alternative 3 – Build Alternative: Convert Existing HOV Lane to Two ExpressLanes** (Nonstandard Lane and Shoulder Widths) This build alternative would convert the existing bi-directional HOV lane, from Imperial Highway/Sepulveda Boulevard Intersection to Studebaker Road, to an 11-foot ExpressLane in each direction. A second 11-foot ExpressLane in each direction would be added by utilizing non-standard lane and shoulder widths. The ExpressLanes, general purpose lanes, and auxiliary lanes would also be non-standard 11 feet wide, with exception of the outside general-purpose lane that would remain at 12 feet. The buffers would be non-standard 2 feet, the inside shoulder 2-4 feet, but the outside shoulder would be a standard 10 feet design.

Alternative 3 proposes 10 new sound walls to be constructed. The freeway would be restriped within the existing footprint to accommodate the two ExpressLanes with a 1-foot wide buffer separating the ExpressLane from the adjacent general-purpose lane. Dynamic pricing would be
deployed to address existing degradation of the HOV lane. This alternative also proposed improvements to the I-110 corridor to place associated signage.

New Auxiliary Lanes, approximately 1,000 feet in length, are proposed at: Westbound I-105/Northbound I-110 ExpressLanes Connector, Southbound I-110/Eastbound I-105 ExpressLanes Connector, and Southbound I-710/Eastbound I-105 Connector.

Roadway widening up to 25 feet would be needed to accommodate the Alternative 3 ExpressLane configuration, five new merge lane locations, five new/extended auxiliary lanes, an additional 12-foot weave lane at ingress/egress locations, avoid existing maintenance gates to Metro Green Line LRT, and improve stopping sight distances at curves.

Twenty-two existing ramps, seven interchanges, twenty-two bridge structures, seventy-eight retaining walls, and fifteen sound walls would need to be realigned/widened/converted to accommodate outside widening by this build alternative. Central Avenue, Fir Street, Bullis Road, and Harris Avenue would need to be reprofiled to maintain vertical clearance and the sidewalks would be upgraded to ADA compliance. In addition, Imperial Highway would need to be reconstructed between Mona Boulevard and Fernwood Avenue to accommodate the roadway widening. The escalated cost estimate for this build alternative is $763,430,753.

There are 29 existing California Highway Patrol (CHP) Observation Areas along I-105 within the project limits. Eight additional observation areas have been incorporated into both of the build alternatives to help ensure traffic laws are enforced. A weaving lane between the first general purpose lane and the closest ExpressLane is proposed in each direction at most ingress/egress locations to provide a dedicated lane for speed adjustments between the high speed through traffic in the ExpressLanes and the slower speed of the general purpose lanes during heavily congested peak periods.

The DEIR does not clearly compare the number and locations of the ingress/egress lanes for the existing HOV lanes or Alternative 2 and Alternative 3. The SBCCOG should request this information be added to the document.

Local Improvements: In both build alternatives, some local streets adjacent and parallel to the I-105 will need to be reconfigured or re-profiled to accommodate relocation of ramps. Local jurisdictions should review the EIR/EA to determine the potential effects and improvements needed as a result of the reconfiguration of lanes.

Because the project is entirely within the limits of the I-105 freeway right of way, the EIR / EA concludes that there is either no impact or less than significant impact in all categories that are required to be evaluated. This project does not change any of the current land uses in the project area with the exception of several construction sites that require Temporary Construction Easements (TCE) or partial acquisition for Alternative 3.

SBCCOG Concerns
When the I-110 ExpressLanes were constructed, Metro committed to comply with state law by allocating surplus net revenue generated by those ExpressLanes towards local improvements in a defined corridor surrounding the I-110 Freeway. As a result, the net project revenues are funding expanded transit and a host of related capital projects on adjacent streets throughout the corridor.
The SBCCOG had expected a similar approach would be used to link the I-105 ExpressLanes to adjacent arterials. In October 2019, following the California Transportation Commission (CTC) September 25, 2019 public hearing on the I-105 ExpressLane Project, SBCCOG sent a letter expressing our concerns with the proposed scope of the I-105 project. During the Metro Staff presentation at the hearing, we learned that the project will require issuance of a significant amount of revenue bonds to be repaid from toll revenues to cover Metro’s debt service for the capital costs of the project and that the debt service may equal the entirety of the anticipated net toll revenues.

Metro staff, Caltrans, local jurisdictions and the SBCCOG are developing a set of capital projects, known as the Integrated Corridor Management Program, aimed at better integrating the I-105 freeway (including its ExpressLanes) with the adjacent arterials. However, the draft EIR/EA limits the scope of the project to the ExpressLanes and re-configuration of the general-purpose lanes on the freeway deck, with no funding being made available for related roadway and transit projects in adjacent communities.

Limiting the scope allows the EIR/EA to conclude that all of the project evaluation categories result in no impact or less than significant impacts because the project is limited to the current I-105 right of way. The off-freeway elements of the I-105 ExpressLane project have not been integrated into the EIR/EA and no state funding has been committed to ensure that the freeway corridor is properly served by an integrated corridor improvement program that includes the ExpressLanes and related improvements on adjacent streets. In addition, by using all of the bond revenues for on-freeway improvements, there will probably not be any net revenues for off-freeway improvements for thirty years.

Combining these two projects would ensure that adjacent communities receive tangible benefits as soon as the I-105 ExpressLane opens rather than being forced to wait until Metro has paid off the bonds and begins to generate net revenues sufficient to fund related projects.

**RECOMMENDATION**
That the SBCCOG Board send a comment letter to Caltrans on the I-105 ExpressLane Draft EIR/EA before July 6, 2020 that recommends including appropriate capital improvements on parallel roadways and at ramp intersections in Alternatives 2 and 3 EIR/EA and clearly identifies the existing and new ingress/access points. Additionally, send our letter to the Gateway Cities Council of Governments requesting their support of these concerns.
June 26, 2020

Ronald Kosinski, Deputy Director
Dawn Kukla, Office Chief
Caltrans District 7
100 S. Main Street, MS – 16A
Los Angeles, CA 90012

SUBJECT: I-105 ExpressLanes Draft EIR/EA Comments

Dear Mr. Kosinski and Ms. Kukla:

The South Bay Cities Council of Governments (SBCCOG) has reviewed the draft EIR for the proposed I-105 ExpressLanes Project and is raising the following concerns that should be addressed in the Final Draft and Response to Comments:

1. When the I-110 ExpressLanes were constructed, Metro committed to comply with state law by allocating surplus net revenue generated by those ExpressLanes towards local improvements in a defined corridor surrounding the I-110 Freeway. As a result, the net project revenues are funding expanded transit and a host of related capital projects on adjacent streets throughout the corridor.

   The SBCCOG had expected a similar approach would be used to link the I-105 ExpressLanes to adjacent arterials. During the Metro Staff presentation at the California Transportation Commission hearing on September 25, 2019, we learned that the project will require issuance of a significant amount of revenue bonds to be repaid from toll revenues to cover Metro’s debt service for the capital costs of the project and that the debt service may equal the entirety of the anticipated net toll revenues.

   Metro staff, Caltrans, local jurisdictions and the SBCCOG are developing a set of capital projects, known as the Integrated Corridor Management Program, aimed at better integrating the I-105 freeway (including its ExpressLanes) with the adjacent arterials. However, the draft EIR/EA limits the scope of the project to the ExpressLanes and re-configuration of the general-purpose lanes on the freeway deck, with no funding being made available for related roadway and transit projects in adjacent communities.

   The off-freeway elements of the I-105 ExpressLane project have not been integrated into the EIR/EA and no state funding has been committed to ensure that the freeway corridor is properly served by an integrated corridor improvement program that includes the ExpressLanes and related improvements on adjacent streets. In addition, by using all of the bond revenues for on-freeway improvements, there will probably not be any net
revenues for off-freeway improvements until the bonds are paid off, some thirty years in the future.

We oppose the segmentation of the two project elements and believe that it will result in cumulative impacts that should be explicitly addressed in the DEIR/EA. Limiting the scope allows Caltrans to conclude that all EIR/EA project evaluation categories result in no impact or less than significant impacts because the project is limited to the current I-105 right of way. This could lead to significant unintended consequences if not addressed now. Combining these two projects would ensure that adjacent communities receive tangible benefits as soon as the I-105 ExpressLane opens rather than being forced to wait until Metro has paid off the bonds and begins to generate net revenues sufficient to fund related projects.

In a letter sent October, 2019, the SBCCOG expressed our concern that the off freeway elements defined in the Integrated Corridor Management Program be part of the project. Once again, SBCCOG requests that the EIR/EA address the cumulative impacts of limiting the project scope to the freeway and not addressing the adjacent roadways. SBCCOG also requests that the EIR/EA include suitable mitigations within the project for off freeway impacts and that there be consideration to scoping the project and size of the bond issuance to include those elements.

2. The DEIR/EA needs to provide additional clarity on the tolling and operating rules/assumptions that were used for the ridership and revenue analyses and for the concept of operations. For example, what vehicle occupancy requirements will be used to determine waiver of a toll? Will 2+ occupancy exempt the vehicle from tolls or will the minimum threshold for exemption be 2+ during off-peak and 3+ (or more) during peak periods? Or something else? Will dynamic tolling be activated 24 hours, 7 days per week and on holidays? Will zero emission vehicles be allowed to use the ExpressLane without tolls or at a discounted toll? If there are tolls for single occupant zero emission vehicles, will they be collected at any time or will single occupant zero emission vehicles be limited to off-peak hours?

3. SBCCOG wants to ensure that there are sufficient access/egress locations for the ExpressLanes on the I-105 freeway. We cannot determine the number and location of the proposed lane access/egress locations and weaving lane distances for each location in the draft EIR/EA. Although the DEIR/EA states that there would be three more access/egress locations in Alternative 2 and 5 more locations in Alternative 3, we could not find a map or drawing of the conceptual locations and weaving lane lengths for each of the ExpressLane locations in Alternative 2 and Alternative 3.

The DEIR/EA needs to clearly describe the current HOV access/egress locations in both eastbound and westbound directions and the proposed ExpressLane locations in Alternative 2 and Alternative 3.
4. The DEIR notes that there would be 37 CHP observation areas within the project but the location of the areas is not mapped for either Alternative 2 or 3. The DEIR should include a map of the proposed locations.

Thank you for providing an opportunity to comment on this DEIR/EA. We look forward to working with Caltrans and Metro as the project is developed in conjunction with the related streets that are described in the Integrated Corridor Management Plan.

With gratitude,

Christian Horvath, Chair
South Bay Cities Council of Governments

c.c.: Shahrzad Amiri, L. A. Metro
      Jacki Bacharach, SBCCOG
      Nancy Pfeffer, Gateway COG
      Corridor Cities (list them)
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Fiscal Year 20-21 Contract with Magellan Advisors for the South Bay Fiber Network

Adherence to Strategic Plan

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

BACKGROUND

The South Bay Cities Council of Governments (SBCCOG) has been working with Magellan Advisors since 2016 and the inception of the studies that have been conducted on a regional fiber network for the South Bay. They wrote the feasibility study and developed the concept for the South Bay regional fiber network (SBFN) and then guided us through the RFP and selection process for the American Dark Fiber team. All of these tasks were paid for by the South Bay Workforce Investment Board with funding contributed for the RFP from Supervisor Ridley-Thomas. Funding from the SBWIB ran out at the end of June, 2019.

The SBCCOG Board approved a contract with Magellan Advisors for the time between July 1, 2019 and June 30, 2020 for 400 hours/month at their rate of $210/hour for a cost not to exceed $84,000 to be paid for from the Measure M MSP Subregional funds for this project. An additional $15,000 was added in April, 2020 due to the project’s many unanticipated implementation issues.

DISCUSSION

Magellan Advisors has proven to be invaluable in providing SBCCOG staff and city staff technical advice, in overseeing the construction of the network and in negotiating with Metro. We expect as the SBFN facilities are connected there should be less for them to deal with. Additionally, one of the tasks of the contract will be to train our staff in the activities that we can be performing in house.

Magellan has proposed 2 tasks as seen in the attached proposal. At this time, SBCCOG staff is recommending only proceeding with Task 1. We will begin looking at moving forward with applications and working with Metro on joining with their traffic management systems. Magellan proposed an additional task to provide assistance in this area but SBCCOG staff wants to explore this further internally. Therefore, we may recommend amending the contract for help in applications development and implementation in the future.

RECOMMENDATION:

Approve a contract for fiscal year 20-21 with Magellan Advisors for a not to exceed amount of $60,000 for continued technical assistance and contract management. These funds would be paid from the Measure M MSP Subregional funds for this project.
South Bay Cities COG

Proposal for SBFN Expansion and ITS Planning

Prepared For: Jacki Bacharach, Executive Director
South Bay Cities Council of Governments
2355 Crenshaw Blvd
Torrance, CA 90501
jacki@southbaycities.org

Prepared By: Jory Wolf
VP of Digital Innovation Magellan Advisors
O: 818.312.7768
E: Jwolf@magellan-advisors.com
www.magellan-advisors.com
Background

South Bay Cities Council of Governments ("SBCCOG") has successfully planned, secured funding for, and commissioned work to construct the South Bay Fiber Network ("SBFN"). SBFN ring is currently under construction and will connect buildings in the fifteen (15) South Bay cities to two internet points of presence ("POP"). Other entities in the South Bay will be connected, including Los Angeles County Metropolitan Transportation Authority ("Metro"). When connected, all SBFN subscribers will receive dedicated, symmetrical gigabit broadband services, Internet access, and gigabit transport services. Magellan Advisors ("Magellan") has provided strategic planning support to SBCCOG since the inception of the strategic vision of an inter-city network, through vendor identification and contract negotiation, to supporting efforts at securing funding, and finally, to oversight and technical advisement on initial construction efforts and City outreach efforts.

As the SBFN project moves to operation in mid-2020, SBCCOG will continue to enroll additional sites, broadening the network penetration throughout the South Bay. In addition, SBCCOG will work with LA County’s Metropolitan Transportation Authority’s (“Metro”) Regional Integration of Intelligent Transportation Systems ("RIITS") group, to design and implement several Smart Cities transportation applications, among them: integrating Intelligent Transportation Systems (“ITS”); providing transportation camera feeds to a federated Metro system; traffic management systems; traffic signal prioritization; vehicle management; mass transit; and other applications to be determined.

Scope of Services

Magellan proposes to provide consulting services on a time and materials basis to SBCCOG to continue implementation oversight and strategic evolution of SBFN.

Magellan services in this engagement will include these primary tasks and associated sub-tasks described:

1. Task 1 – Continue providing broadband consulting and construction management for completion of the initial South Bay Fiber Network
   a. Support SBCCOG in overseeing technical aspects of SBFN deployment, as network expands within South Bay and, possibly, to become a regional network.
   b. Track SBFN construction schedules and resolve issues with contractor American Dark Fiber “ADF”) and HP Communications (“HP”).
   c. Assist SBFN contractor ADF and Race Communications (“Race”) with sales and onboarding efforts for strategic locations, including RIITS, Metro Express Lanes (“MEL”),
   d. Assist ADF and Race in planning for multi-tenant locations, including cost revisions.
   e. Support SBCCOG in financial control of allocated funding as SBFN deployment expands within South Bay.
   f. Support development and coordination of strategies for leveraging allocated capital funds to provide support for greater numbers of subscribers. This task may include recommending partial contributions of non-recurring costs (“NRC”) from new subscribers.
   g. Provide training of SBCCOG staff to ultimately transition contractor interface and controls to SBCCOG.
   h. Other tasks as requested by SBCCOG Executive Director. As in the past, these may include review of contracts, negotiating specific contract terms, acting as negotiating agent on behalf of SBCCOG.

2. Task 2 – Intelligent Transportation Systems, Smart Cities Planning
   a. Assist with defining policy and operational elements of integrating SBFN with Regional Integration of Intelligent Transportation Systems ("RIITS"). local networks operated by member cities and other regional networks as specified by SBCCOG.
   b. Provide technical IT, network design, and product standards support and training to SBCCOG for regional integration of interoperable and compatible Smart City Transportation applications, which may include federated traffic cameras, sensors and traffic signals as well as other Intelligent Transportation Systems (ITS) technologies through Metro (RIITS), Metro Express Lanes (MEL), Los-
Angeles County Kimley-Horn Integrated Transportation System (KITS) and Information Exchange Network (IEN) and other strategic transportation applications. Magellan proposes to augment scarce technical resources within Member Cities to work with Metro, which may be allocated to other internal initiatives due to COVID-19, by providing network design and product and application integration services.

c. Deliverables will include:

- Technical standards for implementing technologies for SBFN operators and Member Cities that will integrate, communicate and be compatible with ITS technologies used by transportation networks, applications and equipment within the region.
- Training, materials and consultative briefings (as necessary) for SBCCOG Staff to learn technical IT, network design, and product standards that will assist SBFN Operators and Member Cities in their development of Smart Cities Transportation applications.
- Based on interviews with Member Cities and regional transportation network operators, provide high-level recommended prioritization for classes of IP-enabled devices, along with connectivity requirements. Classes of IP-enabled devices include traffic signals, sensors, and other equipment connected by fiber and wireless communications.
- High-level conceptual implementation schedule, based on definition of enabling integration technologies with RIITS, others. (Actual implementation schedules will require participation and commitment of resources by participating cities.)

Work on these tasks will proceed only at the direction of the SBCCOG. Tasks may run in parallel.

Magellan’s team will provide consulting services only; legal counsel, marketing, and outreach are outside of the scope of this contract and will be handled separately by SBCCOG.

Magellan services will be provided to SBCCOG, unless directed otherwise by SBCCOG Executive Director.
Cost

Magellan Advisors’ pricing for these services is a total of $100,800. The contract term will run from July 1, 2020 to June 30, 2021. Magellan will continue to invoice at standard hourly rate of $210 for all Advisors, regardless of role.

Labor costs by task, by Advisor class are summarized in the following table:

<table>
<thead>
<tr>
<th>Task</th>
<th>J Wolf (PE)</th>
<th>J Carella (PM)</th>
<th>TBD (Engineer)</th>
<th>Total</th>
<th>Expected Monthly Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Task 1: Broadband Consulting for SBFN</strong></td>
<td>60</td>
<td>240</td>
<td>0</td>
<td>300</td>
<td>$63,000</td>
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<tr>
<td>Hours</td>
<td>Amount</td>
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<td>$50,400</td>
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<td></td>
</tr>
<tr>
<td><strong>Task 2: ITS, Smart Cities Planning</strong></td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>180</td>
<td>$37,800</td>
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<tr>
<td>Hours</td>
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<td>$12,600</td>
<td>$12,600</td>
<td>$12,600</td>
<td>$81,800</td>
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<td><strong>TOTAL PROPOSAL:</strong></td>
<td>120</td>
<td>300</td>
<td>60</td>
<td>480</td>
<td>$100,800</td>
</tr>
<tr>
<td>Hours</td>
<td>Amount</td>
<td>$25,200</td>
<td>$63,000</td>
<td>$12,600</td>
<td>$100,800</td>
</tr>
</tbody>
</table>

Magellan will invoice SBCCOG monthly actual hours as incurred. Invoices are payable on net 30 terms from the date of invoice.

If additional services are required beyond the estimated hours, Magellan will bill on an hourly basis subject to prior SBCCOG approval or provide an additional quote for requested services.
Signature & Acceptance

Signature of this Proposal by Client warrants that all components of this Proposal are acceptable to SBCCOG and that the person(s) signing this Proposal has the right, power and authority to execute the Proposal.

Magellan Advisors, LLC
A Florida Limited Liability Company
999 18th Street, Suite 3000
Denver, CO 80202

South Bay Cities Council of Governments
2355 Crenshaw Blvd
Torrance, CA 90501

Print Name: John Honker
Title: President & CEO
Signature: [Signature]
Date: June 12, 2020

Print Name: 
Title: 
Signature: 
Date:
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors
FROM: SBCCOG Executive Director and Staff
RE: Approval of South Bay Fiber Network Work Order #3 & Change Order #1 for Work Order #2

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

BACKGROUND
The South Bay Fiber Network (SBFN) has been under construction since November 2019 when the Board approved issuing Work Order #1 for the construction of the Core Ring. In February 2020, Work Order #2 for connection of the first 32 designated sites was approved.

A total of 35 sites were eventually designated for connection to the network. The new network will provide broadband connectivity at a minimum of 1 GB to all 15 South Bay Cities as well as other public agencies and non-governmental organizations.

Project Status - Construction
Planning, permitting, scheduling, and building commenced in December 2019 and has continued (as essential work) during the COVID-19 emergency. To date, the construction of the core-ring is scheduled for “turn-up” and use on or before July 31, 2020. Similarly, connections to the 22 different agencies and 32 sites described in Work Order #2 (since revised to 21 agencies and 28 sites) is on pace for connection during the same time period. Staff anticipates a fully functional network by August 2020.

Site surveys, planning and preliminary drawings have begun in anticipation of funding to complete connections to the remaining sites designated in the initial Funding Agreement Scope of Work. News of the SBFN has generated interest and opportunity for connections to new agencies and site locations – including buildings in Los Angeles Council District 15 and Palos Verdes Transit. Staff anticipates 10 new designations for the next Work Order (see attached proposed Work Order #3 and selected sites cost estimate worksheet).

Project Status – Funding and Accounting
(see attached, “SBFN Measure M, Expenditure, MRC Summary”)
$4.1 million was allocated for completion of Work Orders #1 and #2. Unanticipated costs (prevailing wages) as well as the opportunity for increasing the scope of work (adding new agencies and sites) became apparent after work had commenced. The SBCCOG returned to Metro to seek additional funds to complete the original scope of work (connection of the 35 sites) as well as add new agencies/sites now interested in joining the SBFN. Metro’s Board approved an additional $2.5 million as an amendment to the original Funding Agreement at their March 2020 Board meeting bringing the total funding for the SBFN to $6.9 million.
Changes to Work Order #2 included the removal of 4 sites from the project. The project now has a credit of $102,413. Staff anticipates 10 additional sites for a proposed Work Order #3 with an estimated cost of $1.16 million. Commitment of funds for the first two Work Orders; credit; and, the (proposed) third Work Order would be $5.2 million leaving approximately $1.5 million as otherwise “uncommitted” or “available” funds for future site connections.

Project Status – Subscription to the SBFN – Monthly Recurring Cost (MRC)
The financial viability of the SBFN is based on agencies subscribing to at least 1 GB of broadband service at $1000 per month per site. Additional monthly service level pricing is described in the Master Service Agreement between the SBCCOG and ADF. The SBCCOG’s obligation is that participating agencies in the SBFN will purchase a total $35,000 per month of IT service from ADF’s Internet Service Provider (Race Communications). As of June 17th, the following is the MRC status based on sites that have or will soon be connected as part of Work Order #2; an estimate for MRC based on (proposed) Work Order #3 is also described:

- Under Contract: 18 sites $23,950
- In Process of Approval: 10 sites: $  8,000
  Sub-Total: $31,950
- 10 Proposed sites (Work Order #3): $10,000
  Total (September): $41,950

**RECOMMENDATION:**
Staff recommends approval of Change Order #1 to Work Order #2 as a $102,413 credit towards subsequent construction costs associated with the building of the South Bay Fiber Network. Additionally, staff recommends approval of Work Order #3 for non-recurring capital costs to connect 10 new sites (as described in attached document) to the South Bay Fiber Network. Approval of Work Order #3 and the subsequent connection and service contracts at each location will accomplish the goals set out in the Metro Funding Agreement as well as the contractual obligations between the SBCCOG and its vendor ADF.
### Measure M Funds

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Order #1 (NRC)</td>
<td>$3,084,465.28</td>
<td>Approved SBCCOG Board, 11/21/19 (Core Ring / 2x POPs / ROW)</td>
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<tr>
<td>Work Order #2 (NRC)</td>
<td>$1,053,665.41</td>
<td>Approved SBCCOG Board, 2/27/20 (32 sites)</td>
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<tr>
<td>Change Order to WO #2 (NRC)</td>
<td>($95,823.32)</td>
<td>Proposed for Board, 6/25/20 (removed 4 sites)</td>
</tr>
<tr>
<td>Work Order #3 (NRC)</td>
<td>$1,069,775.85</td>
<td>Proposed for Board, 6/25/20 (10 sites)</td>
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<td><strong>Total Committed to ADF</strong></td>
<td><strong>$5,112,083.21</strong></td>
<td>Committed through June 2020 Board (ADF)</td>
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### Non-ADF:

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<th>Item</th>
<th>Amount</th>
<th>Comments</th>
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<tr>
<td>BBK</td>
<td>$0.00</td>
<td>Magellan thru June 2020</td>
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<tr>
<td>$99,000.00</td>
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<td>Magellan (July 2020 - June 2021); Proposed for Board, 6/25/20</td>
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<tr>
<td>$60,000.00</td>
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<td>SBCCOG Costs (internal staff)</td>
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<tr>
<td><strong>Total Committed to non-ADF</strong></td>
<td><strong>$159,000.00</strong></td>
<td>Committed through June 2020 Board (non-ADF)</td>
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</table>

### Remaining, Uncommitted MM Funds

- $6,889,365.00 Measure M Funding (incl Amend 1)
- ($5,112,083.21) Committed to ADF (thru June Board)
- ($159,000.00) Committed to non-ADF (thru June Board)
- **$1,618,281.79 Unreserved; otherwise uncommitted ("Available")**

### Uncommitted Measure M Funds

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<td>(out of Program)</td>
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<td>(remaining, Program)</td>
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<td>(out of Admin Overhead)</td>
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<td>(remaining, Admin Overhead)</td>
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<td>$467,305.91</td>
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### Measure M Funds at Risk

- **$344,468.25 5% Metro holdback on MMFA funds, subject to post-award audit**
- **$6,889,365.00 Measure M Funding Agreement (Amend 1)**

### MRC SUMMARY (as of Jun 17, 2020)

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<tr>
<th>Sites</th>
<th>MRC</th>
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<tr>
<td>Under Contract (as of Jun 17, 2020)</td>
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<tr>
<td>In Flight WO #2</td>
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<tr>
<td>Expected WO #3</td>
<td>11</td>
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<tr>
<td>Expected MRC (thru WO# 3)</td>
<td>39</td>
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## SBFN Change Order to Work Order #2  
(June Steering, Board)

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<thead>
<tr>
<th>Member City/Agency</th>
<th>Street Address</th>
<th>City</th>
<th>Zip Code</th>
<th>Bidg Reference</th>
<th>Reduced Lateral Cost</th>
<th>COMMENTS</th>
<th>Partial Charge (HP)</th>
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<tbody>
<tr>
<td>El Segundo</td>
<td>350 Main Street</td>
<td>El Segundo</td>
<td>90245</td>
<td>City Hall</td>
<td>$35,203.69</td>
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<td>Gardena</td>
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<td>Gardena</td>
<td>90247</td>
<td>Johnson Park</td>
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<tr>
<td>Gardena</td>
<td>15800 Brighton Ave</td>
<td>Gardena</td>
<td>90247</td>
<td>Fukai Park</td>
<td>$34,937.43</td>
<td>Removed from W.O.#2</td>
<td>$9,000.00</td>
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<tr>
<td></td>
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</tr>
<tr>
<td>Redondo Beach</td>
<td>715 Julia Ave</td>
<td>Redondo</td>
<td>90278</td>
<td>Alta Vista</td>
<td>$22,694.53</td>
<td>Removed from W.O.#2</td>
<td>$5,794.00</td>
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<tr>
<td></td>
<td></td>
<td>Beach</td>
<td></td>
<td>Community Center</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Change Order Reduction</th>
<th>$126,207.32</th>
<th>Partial payment for work performed: $30,384.00</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Work Order #2 (Gross)</td>
<td>$1,122,861.73</td>
<td>Gross amount</td>
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<tr>
<td>ADF Credit</td>
<td>$(69,196.32)</td>
<td>50% to be charged to WO #3</td>
</tr>
<tr>
<td>Work Order #2 (Net)</td>
<td>$1,053,665.41</td>
<td>Approved by SBCCOG Board, Feb 27, 2020</td>
</tr>
<tr>
<td>Change Order to WO #2</td>
<td>$(126,207.32)</td>
<td>Reduced NRC for 4x canceled sites</td>
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<tr>
<td>Additional charge</td>
<td>$30,384.00</td>
<td>Charge for partially completed work on 4x canceled sites</td>
</tr>
<tr>
<td>Net Adjustment</td>
<td>$(95,823.32)</td>
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</tr>
</tbody>
</table>

<p>| Revised Work Order #2 (Net)   | $957,842.09 | Reduced from $1,053,665.41                   |</p>
<table>
<thead>
<tr>
<th>City / Agency</th>
<th>Address</th>
<th>City, State, Zip</th>
<th>Building Reference</th>
<th>New Lateral Cost</th>
<th>MRC</th>
<th>Comments (Reduction)</th>
<th>Orig Lateral Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBCCOG</td>
<td>2355 Crenshaw Blvd</td>
<td>Torrance, CA; 90501</td>
<td>Headquarters</td>
<td>135,997.47</td>
<td>$</td>
<td>-</td>
<td>135,997.47</td>
</tr>
<tr>
<td></td>
<td>14717 Burin Ave</td>
<td>Lawndale, CA; 90260</td>
<td>City Hall</td>
<td>20,111.57</td>
<td>$</td>
<td>-</td>
<td>20,111.57</td>
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<tr>
<td></td>
<td>1124 W Carson St.</td>
<td>Torrance, CA; 90502</td>
<td>Non-Profit - Medical</td>
<td>194,650.57</td>
<td>$</td>
<td>-</td>
<td>194,650.57</td>
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<tr>
<td></td>
<td>900 S. Fremont Ave</td>
<td>Alhambra, CA; 90803</td>
<td>LADPW Building</td>
<td>110,885.09</td>
<td>$</td>
<td>-</td>
<td>110,885.09</td>
</tr>
<tr>
<td>SBWIB</td>
<td>1230 Engracia Ave</td>
<td>Torrance, CA; 90501</td>
<td>SBWIB Torrance A1CC</td>
<td>106,918.00</td>
<td>$</td>
<td>Entry on north side, instead of SW</td>
<td>169,441.46</td>
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<tr>
<td></td>
<td>101 W. Manchester Blvd</td>
<td>Inglewood, CA; 90301</td>
<td>SBWIB Teen Center</td>
<td>35,891.00</td>
<td>$</td>
<td>-</td>
<td>168,539.16</td>
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<tr>
<td></td>
<td>1200 Lennox Blvd</td>
<td>Lennox, CA; 90304</td>
<td>SBWIB Youth Build</td>
<td>230,889.71</td>
<td>$</td>
<td>-</td>
<td>230,889.71</td>
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<tr>
<td></td>
<td>1200 Gil Airy St</td>
<td>Redondo Beach, CA, 90277</td>
<td>Admin Offices</td>
<td>57,497.96</td>
<td>$</td>
<td>-</td>
<td>57,497.96</td>
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<tr>
<td></td>
<td>1701 Marine Ave</td>
<td>Manhattan Beach, CA; 90266</td>
<td>Adventure Plex (MB)</td>
<td>22,316.40</td>
<td>$</td>
<td>-</td>
<td>22,316.40</td>
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<tr>
<td>WBMWD</td>
<td>1931 S Hughes Way</td>
<td>El Segundo, CA; 90245</td>
<td>El Segundo Recycling Plant</td>
<td>95,000.00</td>
<td>$</td>
<td>-</td>
<td>135,871.17</td>
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<tr>
<td></td>
<td>38 Crest Rd W</td>
<td>Rolling Hills, CA; 90274</td>
<td>School District Campus - Office Bldg</td>
<td>25,520.00</td>
<td>$</td>
<td>-</td>
<td>25,520.00</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Sites:</td>
<td></td>
<td></td>
<td></td>
<td>$1,035,177.69</td>
<td>$</td>
<td>$10,000.00</td>
<td>$1,451,220.48</td>
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<tr>
<td>Work Order #2 Add'l Payment</td>
<td></td>
<td></td>
<td></td>
<td>$34,598.16</td>
<td>$</td>
<td></td>
<td>$34,598.16</td>
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<tr>
<td>Total Work Order #3:</td>
<td></td>
<td></td>
<td></td>
<td>$1,069,775.85</td>
<td>$</td>
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<td>$1,485,818.64</td>
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</tbody>
</table>
South Bay Cities Council of Governments

June 25, 2020

TO: SBCCOG Board of Directors

FROM: Nominating Committee, Britt Huff, Chair

RE: Nominating Committee Recommendation for 2020-2021 SBCCOG Officers

Adherence to the Strategic Plan

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

The Nominating Committee, whose members are Britt Huff, Jim Osborne, and Jim Gazeley, presents the following slate of officers for the 2020-2021 fiscal year starting July 1, 2020 and ending June 30, 2021:

Chairman Olivia Valentine
Councilmember, Hawthorne

1st Vice Chair Drew Boyles
Mayor, El Segundo

2nd Vice Chair John Cruikshank
Mayor, Rancho Palos Verdes

The Board previously approved nominating 4 additional at large members to the Steering Committee in order to more deeply engage city council members in the work of the SBCCOG and to better prepare members to serve as future SBCCOG officers. **It should be noted that the 4 additional members are not required by the By-Laws.**

Recommended at large nominees to the Steering Committee are:

1. Cedric Hicks, Council Member, Carson
2. Kenny Kao, Palos Verdes Estates
3. Hildy Stern, Manhattan Beach
4. Bernadette Suarez, Lawndale

All candidates have agreed to serve if elected.

**RECOMMENDATION:**
Accept nominations for all offices from the floor, close nominations and proceed to the election of officers and at large Steering Committee members.